CITY OF PLYMOUTH
AGENDA
Regular City Council
Council Chambers
3400 Plymouth Boulevard, Plymouth, MN
January 27, 2026, 7:00 PM

1. CALL TO ORDER AND PLEDGE OF ALLEGIANCE

2. ROLL CALL

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

4. PRESENTATIONS AND PUBLIC INFORMATION ANNOUNCEMENTS

4.1 Receive updates on legislative priorities from State Legislators, Metropolitan Council Members, and County Commissioners
1. 2026 Representatives
2. 2026 Legislative Priorities

4.2 Proclamation declaring the week of January 26, 2026, as Winter Salt Week
1. Proclamation

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

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

6.1 Adopt proposed minutes
1. January 13 Special
2. January 13 Regular

6.2 Approve disbursements
1. Invoice Expense Distribution
2. City Council Resolution 2026-028

6.3 Approve final closeout for the Northwest Greenway Segment 6 project

(PR250001)
1. Site Layout
2. Pay App 6 - Final
3. City Council Resolution 2026-029

6.4 Approve amendment to TIF District 7-11 Development Agreement and TIF Note
1. Ehlers Memo - Doran Wren Project
2. Amended and Restated Development Agreement
3. TIF Note for Execution
4. City Council Resolution 2026-030

6.5 Order and receive preliminary engineering report, order and approve plans and specifications, call for public hearing, order advertisement for bids, declare costs to be assessed, order preparation of proposed assessments, and set public improvement and assessment hearings for the 2026 Street Reconstruction Project (ST269001)
1. Project Location Maps
2. Preliminary Engineering Report
3. City Council Resolution 2026-031
4. City Council Resolution 2026-032
5. City Council Resolution 2026-033
6. City Council Resolution 2026-034
7. City Council Resolution 2026-035

6.6 Order and receive preliminary engineering report, order and approve plans and specifications, call for public hearing, order advertisement for bids, declare costs to be assessed, order preparation of proposed assessments, and set public improvement and assessment hearings for the 2026 Street Rehabilitation Project (ST269002)
1. Project Location Maps
2. Preliminary Engineering Report
3. City Council Resolution 2026-036
4. City Council Resolution 2026-037
5. City Council Resolution 2026-038
6. City Council Resolution 2026-039
7. City Council Resolution 2026-040

6.7 Approve a Final Plat for "Plymouth Plaza Phase 1" located within the Wayzata School District (2025077 -- Marco McLane Development)
1. Final Plat
2. Narrative
3. Aerial Map
4. Site Plan
5. Preliminary Plat
6. City Council Resolution 2026-041

6.8 Approve water treatment chemical prices for 2026
1. Bid Tabulation
2. City Council Resolution 2026-042

6.9 Approve residential waste reduction and recycling grant agreement
1. Agreement
2. City Council Resolution 2026-043

6.10 Approve conditional use permit to allow a 'sports and fitness club' use within an existing industrial building, for property located at 13800 24th Ave North (Thorney Training LLC -- 2025074)
1. Planning Report
2. Planning Commission Minutes 01-07-2026
3. Zoning Map
4. CUP Reponses
5. Site Plan
6. Survey
7. City Council Resolution 2026-044

6.11 Approve purchase of road salt through State of Minnesota Cooperative Purchasing Venture (CPV)
1. City Council Resolution 2026-045

6.12 Accept streets for continual maintenance in Vicksburg Ridge 2nd Addition (2022046) and accept utilities for continual maintenance in Sunset Bluff (2025033)
1. Location Map - Vicksburg Ridge 2nd Addition
2. Location Map - Sunset Bluff
3. City Council Resolution 2026-046
4. City Council Resolution 2026-047

6.13 Approve final closeout for the Plymouth Ice Center Replacement of Rink A & B Dehumidification Units (SRP 202202)
1. City Council Resolution 2026-048

6.14 Approve National League of Cities (NLC) conference travel request
1. City Council Resolution 2026-049

7. PUBLIC HEARINGS

8. GENERAL BUSINESS

8.1 Award contract for the 2050 Comprehensive Plan update to Houseal Lavigne Associates
1. Presentation
2. Houseal Lavigne Proposal
3. Contract

4. 2050 Comp Plan Public Works Budget Memo
5. City Council Resolution 2026-050

8.2 Pre-application sketch review for potential subdivision of 5600 Vagabond Lane (Twin Cities Land Development -- 2025063)
1. Presentation
2. Planning Commission Minutes
3. Planning Commission Report with Attachments
4. Correspondence Received

9. REPORTS AND STAFF RECOMMENDATIONS

10. ADJOURNMENT

Regular City Council
January 27, 2026
Agenda Number: 4.1

To: Dave Callister, City Manager

Prepared by: Jodi Gallup, City Clerk

Reviewed by: Amanda Kaufman, Deputy City Manager

Item: **Receive updates on legislative priorities from State Legislators, Metropolitan Council Members, and County Commissioners**

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1. Action Requested:

Receive updates on legislative priorities from State Legislators, Metropolitan Council Member, and County Commissioners.

2. Background:

Council annually receives updates from State Legislators, Metropolitan Council Member and County Commissioners during the legislative session.

3. Budget Impact:

Not applicable.

4. Attachments:

1. 2026 Representatives
2. 2026 Legislative Priorities

2026 State Legislators, Metropolitan Council, and County Commissioners Representing the City of Plymouth

Office	Name
State Rep 42A	Ned Carroll
State Rep 42B	Ginny Klevorn
State Rep 43B	Mike Freiberg
State Senator 42	Bonnie Westlin
State Senator 43	Ann Rest
Metropolitan Council	Judy Johnson
County Commissioner 2	Irene Fernando
County Commissioner 7	Kevin Anderson

2026 LEGISLATIVE PRIORITIES

The City of Plymouth functions in a multijurisdictional environment and is often subject to mandates from the State of Minnesota, Hennepin County and the Metropolitan Council. The city participates in the Municipal Legislative Commission, League of Minnesota Cities, Metro Cities, Suburban Transit Association, National Association of Housing and Redevelopment Officials, and Minnesota Chiefs of Police Association and generally supports their legislative platforms. This legislative agenda is intended to advocate specifically for the community's residents and businesses, avoid duplication of services, and enable the city to govern itself. Plymouth supports the following legislative priorities:

LOCAL SALES TAX
The city requests authorization to conduct a referendum to propose a local sales tax to support regional projects at City Center and recreational amenities in the community. (State of Minnesota)

CITY CENTER BONDING REQUEST
The city requests $26 million in state bond funds for enhancements to Plymouth City Center to support regional tourism, Bus Rapid Transit, as well as multimodal transportation, including improvements for pedestrians and cyclists. (State of Minnesota)

HIGHWAY 55 BUS RAPID TRANSIT
The city supports efforts to complete a Highway 55 Mobility Study to consider advancing bus rapid transit on Highway 55. (Hennepin County, State of Minnesota, and the Metropolitan Council)

ECONOMIC DEVELOPMENT TOOLS
The city supports funding of the State JCF (Job Creation Fund) and MIF (Minnesota Investment Fund) to allow opportunities for business development and job creation, and further encourage economic development. (State of Minnesota)

LODGING TAX
The city seeks additional legislation to remove the 10-year expiration date of 2030 on the special lodging tax granted to the City of Plymouth to pay for recreational facilities, including the Plymouth Community Center, which has a 20-year term on debt repayment. (State of Minnesota)

POOLED TAX INCREMENT FINANCING/ AFFORDABLE HOUSING TRUST FUND
The city supports general legislation allowing the transfer of pooled tax increment financing funds into an Affordable Housing Trust Fund. In 2021, the cities of Minnetonka, Richfield and St. Louis Park received special legislation for this purpose. The city believes this tool should be available to more communities to help address affordable housing needs. (State of Minnesota)

Regular City Council
January 27, 2026
Agenda Number: 4.2

To:	Dave Callister, City Manager
Prepared by:	Talori Dunsworth, Senior Water Resources Technician
Reviewed by:	Michael Thompson, Public Works Director
Item:	**Proclamation declaring the week of January 26, 2026, as Winter Salt Week**

1. Action Requested:
Proclaim the week of January 26, 2026, as Winter Salt Week in the City of Plymouth.

2. Background:
National Winter Salt Week is an opportunity to raise awareness around salt pollution and reduction solutions. The City of Plymouth is committed to promoting a sustainable approach to winter maintenance to protect the quality of life we enjoy here in Plymouth for current and future generations.

When salt is applied to streets, parking lots, and sidewalks for snow and ice control, it can enter local lakes, streams, and groundwater in Plymouth and communities across the country. To help reverse the trend and protect our freshwater, the City of Plymouth collaborates on multiple initiatives to promote best practices for salt use. The city also supports and promotes the “Low Salt, No Salt Minnesota” program with businesses, residents, public agencies, and places of worship by implementing best practices to reduce salt use while maintaining public safety.

The proclamation of Winter Salt Week aligns with the council's strategic theme of environmental stewardship and the educational component of the city's municipal separate storm sewer system (MS4) permit through the Minnesota Pollution Control Agency (MPCA).

3. Budget Impact:
N/A

4. Attachments:

1. Proclamation

PROCLAMATION

WHEREAS, the City of Plymouth relies on deicing salt as part of its winter maintenance program to maintain safe and accessible roadways; and

WHEREAS, all the salt applied to Plymouth roadways, parking lots, and sidewalks eventually ends up in our freshwater, polluting lakes, streams, and groundwater; and

WHEREAS, chloride contamination is increasing statewide, with measurable impacts on our surface waters and drinking water; and

WHEREAS, even a small amount—just one teaspoon—can pollute five gallons of water to a level that is toxic for aquatic life, and removing salt from water is costly and challenging; and

WHEREAS, winter maintenance best practices not only protect our freshwater resources, but also minimize damage to infrastructure and property and reduce harm to aquatic plants and animals while maintaining public safety; and

WHEREAS, Winter Salt Week serves as an opportunity to raise awareness and educate our communities on smart salting practices, to balancing public safety with environmental stewardship; and

WHEREAS, the residents of Plymouth can make meaningful contributions to salt pollution reduction by learning about smart salting practices, engaging in safe winter driving, and hiring trained service providers; and participating in the 'Low Salt, No Salt, Minnesota' program; and

WHEREAS, the city is committed to promoting winter maintenance strategies that ensure public safety while protecting the health of our freshwater resources for the benefit of present and future generations.

NOW, THEREFORE, BE IT HEREBY RESOLVED that the Plymouth City Council proclaims January 26-30, 2026 as

Winter Salt Week

in the City of Plymouth and urge all residents, businesses, and city departments to take part in activities that promote the responsible use of deicing salt and encourage the adoption of winter maintenance strategies which maintain safety while reducing environmental harm.

To: Dave Callister, City Manager

Prepared by: Jodi Gallup, City Clerk

Reviewed by: Amanda Kaufman, Deputy City Manager

Item: **Adopt proposed minutes**

1. Action Requested:
Adopt proposed minutes.

2. Background:
Not applicable.

3. Budget Impact:
Not applicable.

4. Attachments:
1. January 13 Special
2. January 13 Regular

Proposed Minutes
Special Council Meeting
January 13, 2026

Mayor Wosje called a Special Meeting of the Plymouth City Council to order at 6:00 p.m. at Plymouth City Hall, 3400 Plymouth Boulevard, on January 13, 2026.

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

COUNCIL ABSENT: None.

STAFF PRESENT: City Manager Callister, Deputy City Manager Kaufman, Public Works Director Thompson, Public Safety Director Fadden, Community and Economic Development Director Fernelius, Parks and Recreation Director Tomlinson, Finance Director Rich, Human Resources Director Timpone, Recreation Supervisor Koch, Organizational Development Coordinator Sund and City Clerk/Administrative Coordinator Gallup.

Parks and Recreation ticketed concert series

Staff provided an overview of the outdoor ticketed concert series including event history and opportunities moving forward. Council asked questions and provided feedback.

Discuss 2026 Council Workshop

Staff provided suggestions for the 2026 council workshop. Council provided feedback on agenda topics and set the date for March 6.

Set future study sessions

Council scheduled the following meetings:

- Receive traffic update on February 10 at 5 p.m.
- Review park dedication and park replacement funds on April 13 at 5 p.m.
- Discuss proposed amenities at Four Seasons Regional Sports Complex on a date to be determined.

Adjournment

Mayor Wosje adjourned the meeting at 6:55 p.m.

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Jodi M. Gallup, City Clerk/Administrative Coordinator

Proposed Minutes
Regular City Council Meeting
January 13, 2026

Mayor Wosje called a Regular Meeting of the Plymouth City Council to order at 7:00 p.m. in the Council Chambers of City Hall, 3400 Plymouth Boulevard, on January 13, 2026.

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

COUNCIL ABSENT: None.

STAFF PRESENT: City Manager Callister, Deputy City Manager Kaufman, Public Works Director Thompson, Public Safety Director Fadden, Community and Economic Development Director Fernelius, Parks and Recreation Director Tomlinson, Finance Director Rich, Human Resources Director Timpone, Assistant Fire Chief Jurek, Recreation Supervisor Pearson, Recreation Supervisor Koch, Communications Manager Kastner, Communications Coordinator Rosemeyer, City Attorney Mattick and City Clerk/Administrative Coordinator Gallup.

Councilmember Spoonheim gave remarks on the events of the past weekend and expressed his thoughts regarding immigration and support for all residents of Plymouth. Council members echoed their support.

Plymouth Forum

Scott Johnson expressed his feelings regarding current political events.

Presentations and Public Information Announcements

(4.1) Recognize Growth Through Opportunity Interns

Recreation Supervisor Pearson recognized Growth Through Opportunity Interns Sara Pixley and Will Moore.

(4.2) Recognize 2025 Parks and Recreation Event Sponsors

Recreation Supervisor Pearson and Recreation Supervisor Koch recognized 2025 Parks and Recreation Platinum-level sponsors Kyle Vitense State Farm, Plymouth Lions, and First Class Plumbing, LLC.

(4.3) Receive 2025 National Community Survey Results

Communications Coordinator Rosemeyer presented the results of the 2025 National Community Survey. He described the key findings and noted that survey results can also be found on the city's website.

Approval of Agenda

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

Consent Agenda

Councilmember Spoonheim requested that Consent Agenda Item 6.18 be removed and placed under General Business as Item 8.2.

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

(**6.1**) Council minutes from special and regular meeting of December 9, 2025.

(**6.2**) Resolution approving disbursements ending January 2, 2026 (Res2026-001).

(**6.3**) Resolution approving renewal of liquor licenses for 2026 (Res2026-002).

(6.4) Resolution appointing individuals to fill vacant terms on various volunteer advisory boards (Res2026-003).

(6.5) Resolution approving appointments for deputy mayor, council coordinating representatives and representatives to other agencies (Res2026-004).

(**6.6**) Resolution appointing city council secretary for 2026 (Res2026-005).

(**6.7**) Resolution appointing city health officer for 2026 (Res2025-006).

(**6.8**) Resolution designating the Plymouth Sun Sailor as the city of Plymouth's official newspaper for 2026 (Res2025-007).

(6.9) Resolution approving final closeout for the East Medicine Lake Cube Tower and Playground Surfacing (PR25000) (Res2026-008).

(6.10) Resolution approving tree maintenance contract for 2026-2027 with Ostvig Tree Inc. (Res2026-009).

(6.11) Resolution approving portable toilet contract for 2026-2027 with Biff's, inc. (Res2026-010).

(6.12) Resolution approving yard waste site grinding contract for 2026-2027 with Valdes Lawn Care and Snow Removal, LLC (Res2026-011).

(6.13) Resolution approving labor agreements between the City of Plymouth and labor unions representing police officers and clerical/technical/professional (CTP) employees (Res2026-012).

(6.14) Resolution approving temporary liquor license application of Luce Line Brewing Co., LLC (Res2026-013).

(6.15) Resolution approving purchase of fire department radios (Res2026-014).

(6.16) Resolution approving fuel purchases through the cooperative purchasing venture (Res2026-015).

(6.17) Resolution approving vehicle lease payment annual expenditures (Res2026-016).

(6.18) (This item was removed from the Consent Agenda and placed under General Business as item No. 8.2).

(6.19) Resolution approving electronic funds transfer transactions (Res2026-017).

(6.20) Resolution appointing official depository for city funds and signatory for 2026 (Res2026-018).

(6.21) Resolution approving Microsoft Office 365 licenses (Res2026-019).

(6.22) Resolution approving temporary liquor license application of Providence Academy (Res2026-020).

(6.23) Resolution approving two tobacco license applications of Coborn's Incorporated, one for d/b/a Coborn's Market & Table, 6130 Sycamore Lane North, Suite 100 (Res2026-021), one for d/b/a Coborn's Wine & Spirits, 6130 Sycamore Lane North, Suite 200 (Res2026-022).

(6.24) Resolution approving application to conduct off-site gambling from Wayzata Youth Hockey Association (Res2026-023).

(6.25) Resolution approving United States Conference of Mayors travel request (Res2026-024).

With all members voting in favor, the motion carried.

Public Hearings

(7.1) Public Hearing for the on-sale intoxicating liquor license applications with Sunday sales of KLER Restaurants L.L.C. d/b/a Rock Elm Revival, 16605 County Road 24, Suite 211

City Clerk/Administrative Coordinator Gallup presented this item, noted law enforcement found no reason to deny the license, and property owners within 500 feet have been notified.

Mayor Wosje opened the public hearing.

Randy Ehlers, Owner of Rock Elm Revival, thanked the council for the new business opportunity.

Mayor Wosje closed the public hearing.

Motion was made by Councilmember Peterson, and seconded by Councilmember Nelson, to adopt Resolution approving on-sale intoxicating liquor license applications with Sunday sales of KLER Restaurants LLC. d/b/a Rock Elm Revival, 16605 County Road 24, Suite 211 (Res2026-025). With all members voting in favor, the motion carried.

General Business

(8.1) Approve support of a local sales tax referendum

Mayor Wosje provided a high-level explanation for the steps in the process for a local sales tax referendum. He explained that the current step is asking for approval from the legislature for a local sales tax referendum. If approved by the legislature, it would go before the voters.

Parks and Recreation Director Tomlinson summarized past discussions, prioritizing the top three projects that would benefit from the proposed local sales tax. She discussed the varying levels of financial planning for this multi-year process. She reviewed preliminary renovation and expansion designs, functionality, accessibility, and inclusivity.

Parks and Recreation Director Tomlinson provided a very brief overview of each of the three projects: Plymouth Community Center Fieldhouse and Gym, Plymouth Ice Center, and the Four Seasons Regional Sports Complex. For each of the three projects, she described the expansions, renovations, staffing changes, changes to entrance and drop-off areas, additional parking, and modernizations of current spaces.

City Manager Callister detailed the cost and financial impact of the three proposed projects. He provided a total estimated project cost of $130 million, noting that the Plymouth Community Center Fieldhouse and Plymouth Ice Center each cost approximately $55 million, and the Four Seasons Regional Sports Complex cost an estimated $20 million.

City Manager Callister stated his estimates are based on conservative numbers, leaving room for inflation rates, potential bonding funds, association donations, and sponsorships.

City Manager Callister provided information on local sales tax financing and how it would financially impact each household. He explained the difference between imposing a local sales tax and an increase in property tax to fund the three projects. He recommended the use of a local sales tax as it would be cost-effective for residents.

Parks and Recreation Director Tomlinson described the next steps.

In response to questions from the City Council, Parks and Recreation Director Tomlinson and City Manager Callister provided the following information:

- Described the dome's needs and its operating cost
- Seating area at the Four Seasons Athletic Complex

- Debt issuance for the entire cost
- Yearly sales tax revenue would be used to pay down debt

City Council briefly discussed the long-term financial impacts and the need for equity regarding the three proposed projects.

Motion was made by Councilmember Pointner, and seconded by Councilmember Gregor, to adopt Resolution as amended, changing the total project cost to $135 million and adding $5 million to the Four Seasons Regional Sports Complex for the Resolution supporting the authority to impose a local sales tax to fund specific capital improvements of regional benefit, establishing the duration and revenue amount, and authorizing the city to issue bonds supported by the sales tax revenue (Res2026-026). With all those voting in favor, the motion carried.

(8.2) (Previously 6.18) Approve 2026 membership dues for Bassett Creek, Elm Creek, and Shingle Creek Watersheds.

Councilmember Spoonheim requested that this item be pulled for further discussion surrounding the amount of aquatic invasive species at Medicine Lake. He suggested further conversation if the 2026 budgeted amount for the invasive species is not enough.

Motion was made by Councilmember Spoonheim, and seconded by Councilmember Gregor, to adopt Resolution authorizing payment for 2026 membership assessments for the Basset Creek Watershed Management Commission, Elm Creek Watershed Management Organization, and Shingle Creek Watershed Management Organization (Res2026-027). With all members voting in favor, the motion carried.

Reports and Staff Recommendations

There were no reports or staff recommendations.

Adjournment

Mayor Wosje adjourned the regular meeting at 8:36 p.m.

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Jodi Gallup, City Clerk/Administrative Coordinator

Regular City Council
January 27, 2026
Agenda Number: 6.2

To: Dave Callister, City Manager

Prepared by: Tammy Geurkink, Accounting Specialist

Reviewed by: Andrea Rich, Finance Director

Item: **Approve disbursements**

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1. Action Requested:

Adopt resolution approving disbursements ending January 16, 2026.

2. Background:

Not applicable.

3. Budget Impact:

Not applicable.

4. Attachments:

1. Invoice Expense Distribution
2. City Council Resolution 2026-028

Invoice Expense Distribution for Period Ended 1/16/26 Council Meeting 1/27/26

FUND	100	General Fund	493,093.96
	200	Recreation Fund	40,301.74
	210	Parker's Lake Cemetery Maint	9,562.40
	215	Destination Marketing Org Fund	13,718.94
	220	Transit System Fund	0.00
	234	Economic Development Fund	0.00
	240	Lawful Gambling	0.00
	250	Comm Dev Block Grant Fund	0.00
	254	HRA Section 8 Fund	924.00
	254	HAP Check Summary	0.00
	258	HRA General Fund	2,428.00
	280	Opioid Settlement Fund	0.00
	308	2005A TIF #1-1	0.00
	310	2009A TIF #7-5A Refund 1998A	0.00
	312	2010A GO Open Space	0.00
	314	2012A GO Refunding 2004A	0.00
	315	2015A GO Open Space	0.00
	316	Plymouth Creek Center Bonds	0.00
	400	General Capital Projects Fund	251,786.72
	401	Minnesota State Aid Fund	0.00
	404	Community Improvement	0.00
	405	Park Replacement Fund	0.00
	406	Street Reconstruction Fund	0.00
	407	Project Administration Fund	0.00
	408	Park Construction	0.00
	409	Capital Improvement Fund	0.00
	412	Water Sewer Replace	0.00
	413	Improvement Project Construction	38,135.50
	417	Project Warranty Repairs	0.00
	418	Utility Trunk System Expansion	0.00
	420	Water Sewer Construction	0.00
	421	ENT-Water Resources Constrctn	0.00
	422	TIF 7-4 PTP Construction	0.00
	423	TIF 7-5 Rottlund (Const)	0.00
	424	TIF 7-6 Berkshire	0.00
	425	TIF Housing Assistance Program	0.00
	426	TIF 7-7 Stonecreek	0.00
	427	TIF 1-1 Shops at Plymth Crk	0.00
	428	TIF 1-2 Vicksburg Commons	0.00
	429	TIF HRA 1-3 Crossroads Station	0.00
	432	TIF 7-8 Quest	0.00
	433	TIF 7-9 Four Seasons	0.00
	434	TIF 7-10 Sands	0.00
	435	Plymouth Creek Center Expansion	0.00
	436	Doran Bassett Creek	0.00
	437	CON - Fire Stations	0.00
	438	TIF 7-12-Prudential/Blvd	1,250.00
	500	Water Fund	61,373.57
	510	Water Resources Fund	19,047.14
	520	Sewer Fund	909,088.06
	530	Solid Waste Management Fund	274,518.28
	540	Ice Center Fund	29,370.50
	550	Field House Fund	6,366.67
	600	Central Equipment Fund	101,483.94
	610	Public Facilities Fund	62,310.86
	620	Information Technology Fund	226,404.13
	630	Risk Management Fund	3,032.00
	640	Employee Benefits Fund	813,768.19
	660	Resource Planning	75,110.40
	700	Parkers's Lake Cemetery	0.00
	800	Investment Trust Fund	0.00
	850	Plymouth Town Square	0.00
	851	Vicksburg Crossing	0.00
Total Invoice Expense Distribution:			**3,433,075.00**

CITY OF PLYMOUTH

RESOLUTION NO. 2026-028

RESOLUTION APPROVING DISBURSEMENTS ENDING JANUARY 16, 2026

WHEREAS, a list of disbursements for the period ending January 16, 2026 was presented to the City Council for approval.

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

US Bank – Check Register	
General & Special Revenue	$ 556,677.04
Construction & Debt Service	$ 291,172.22
Enterprise & Internal Service	$ 2,581,873.74
Housing Redevelopment	$ 3,352.00
Check Register Total	$ 3,433,075.00
US Bank – Housing Assistance Payments	
Housing & Redevelopment Authority	$ 0.00
	$ 0.00
GRAND TOTAL FOR ALL FUNDS	$ 0.00

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

EFT	103,187.69
Check (#180131-181473)	3,329,887.31
Total	$ 3,433,075.00

APPROVED by the City Council on this 27th day of January, 2026.

Regular City Council
January 27, 2026
Agenda Number: 6.3

To:	Dave Callister, City Manager
Prepared by:	Sonya Rippe, Project Supervisor
Reviewed by:	Jennifer Tomlinson, Parks and Recreation Director
Item:	**Approve final closeout for the Northwest Greenway Segment 6 project (PR250001)**

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1. Action Requested:

Adopt attached resolution approving final closeout for the Northwest Greenway Trail Segment 6 (PR250001).

2. Background:

The project involved constructing two boardwalks, .37 miles of trail and a rest stop with a bench and bike rack as the final segment of the Northwest Greenway. Work on the project has been completed and certified as meeting project specifications by the project supervisor. Any warranty items that arise will be completed as necessary throughout the warranty period.

3. Budget Impact:

Council previously approved a budget of $1,000,210.88 for this project. At project completion, the total project cost was $976,621.75 which includes development of $857,961.91 and landscape architect and administrative costs of $100,659.84. The full project cost of $976,621.75 is funded from the Park Dedication Fund.

4. Attachments:

1. Site Layout
2. Pay App 6 - Final
3. City Council Resolution 2026-029

Segment Six

Segment Six connects the trail developed during Phase One with the trail extending east from Juneau Lane. This trail segment includes two boardwalks to carry the trail over a wetland complex. A rest stop will provide a bench and a bike rack for trail users. In addition to the new trail constructed as part of this segment, 200 feet of existing eight-foot trail on the north side will be widened and re-paved to twelve-feet wide. Improvements will include pedestrian crossing elements at the Juneau Lane and 57th Avenue intersection.

Segment Six Length: 0.37miles

12-Foot Trail: 0.37 miles

8-Foot Trail: N/A

Structures & Amenities:

253-foot boardwalk

260-foot boardwalk

Class D rest stop

Construction Cost: $791,892

Construction Year: 2025

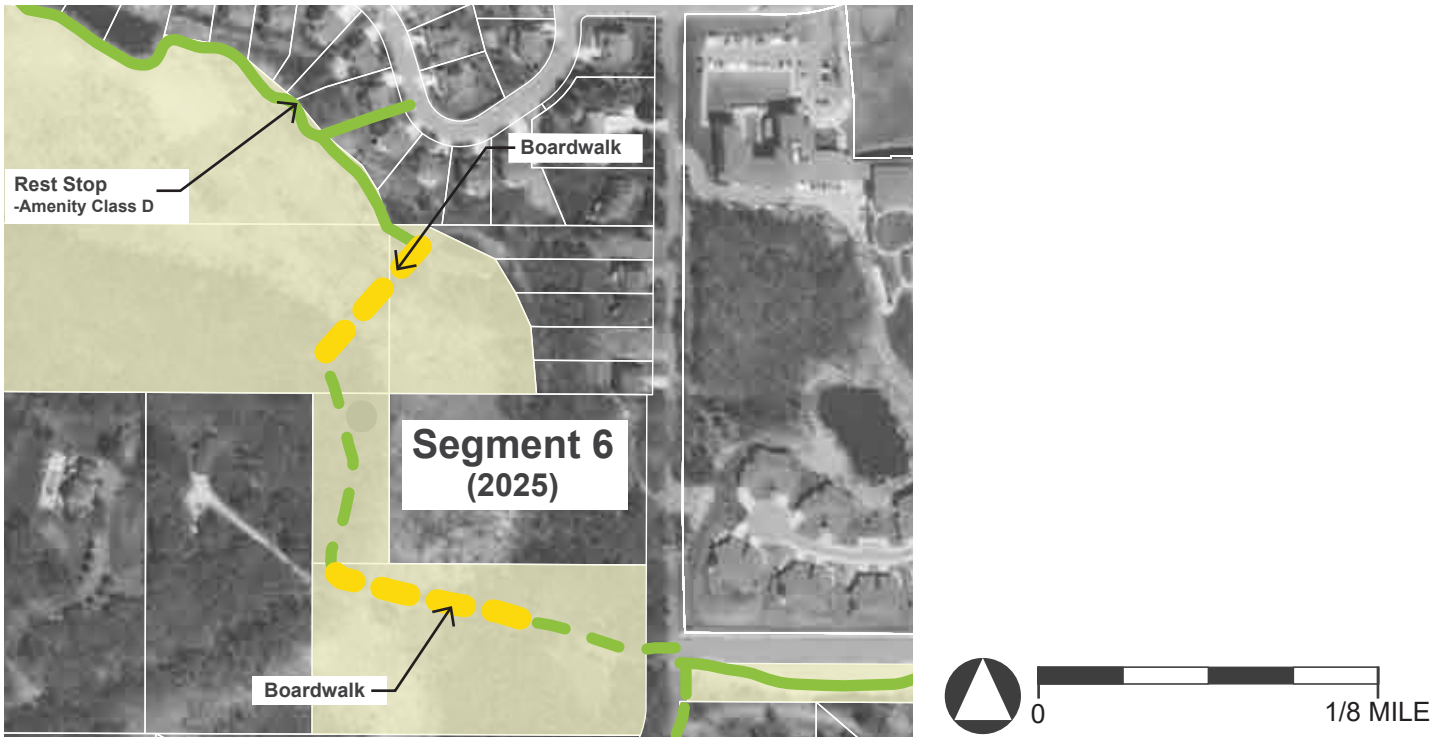

Figure 6: Segment Six

Plymouth Parks & Recreation
14900 23rd Avenue North
Plymouth, MN 55447

Contract Number: PR250001
Pay Request Number: 6 – Final

Project Number	Project Description
PR250001	Northwest Greenway Trail Phase 6

Contractor:	Rosti Construction P.O. Box 121 Jordan, MN 55352	**Vendor Number:** **Up To Date:**	0 12/15/2025

Contract Amount		**Funds Encumbered**	
Original Contract	$791,891.50	Original	$791,891.50
Contract Changes	$66,070.41	Additional	N/A
Revised Contract	$857,961.91	Total	$791,891.50

Work Certified To Date	
Bid Items	$708,387.10
Contract Changes	$66,070.41
Material On Hand	$0.00
Total	$857,961.91

Work Certified This Request	Work Certified To Date	Less Amount Retained	Less Previous Payments	Amount Paid This Request	Total Amount Paid To Date
$83,058.00	$796,541.61	$0	$730,923.93	$127,037.98	$857,961.91
		Percent: Retained: 0%			Percent Complete: 100%

This is to certify that the items of work shown in this certificate of Pay Estimate have been actually furnished for the work comprising the above-mentioned projects in accordance with the plans and specifications heretofore approved.

Approved By SRF Consulting Group
Stewart Crosby
Project Manager
Date 12/22/2025
Signature _____

Approved By Rosti Construction
Samantha Flynn
Contractor
Date 12/22/25
Signature _____

Approved By City of Plymouth
Sonya Rippe
City
Date
Signature _____
Date: 12/23/2025

Approved to Pay
Sonya L. Rippe
PO #: 2025-0199
G/L #:
Project #: PR250001
Amount:
ID #: 5949
Date: 12/31/2025

CITY OF PLYMOUTH

RESOLUTION NO. 2026-029

RESOLUTION APPROVING FINAL CLOSEOUT FOR THE NORTHWEST GREENWAY TRAIL SEGMENT 6 (PR250001)

WHEREAS, the City of Plymouth as the owner, and Rosti Construction as the contractor, have entered into an agreement for the Northwest Greenway Trail Segment 6 Project. Said agreement was approved by the City Council on January 28, 2025; and

WHEREAS, the Project Supervisor has certified her acceptance of the work and her approval of the request for final payment.

NOW, THEREFORE, BE IT HEREBY RESOLVED BY THE CITY COUNCIL OF THE CITY OF PLYMOUTH, MINNESOTA:

1. That the original contract amount between the owner and the contractor was $791,891.50 and the final contract amount is $857,961.91 including change orders of $66,070.41.

2. That the work performed by the contractor for Northwest Greenway Trail Segment 6 and certified to the City Council by the Project Supervisor as acceptable, being the same, is released from the contract except as to the conditions of the performance bond, any and all legal rights of the owner, required guarantees, and correction of faulty work after final payment.

3. The total project cost is $976,621.75, which includes the development improvements ($857,961.91) and landscape architecture and administration ($100,659.84).

BE IT FURTHER RESOLVED:

1. The funding for this project is from the Park Dedication Fund ($976,621.75).

APPROVED by the City Council on this 27th day of January, 2026.

Regular City Council
January 27, 2026
Agenda Number: 6.4

To:	Dave Callister, City Manager
Prepared by:	Jennifer Erickson, Economic Development Coordinator
Reviewed by:	Grant Fernelius, CED Director
Item:	**Approve amendment to TIF District 7-11 Development Agreement and TIF Note**

1. Action Requested:

Approve an amendment to the Development Agreement and the TIF Note for TIF District 7-11.

2. Background:

The city executed a development agreement in 2022 with Doran to provide Tax Increment Financing (TIF) assistance for the Wren on the Creek apartment development. The project is now complete, and the developer has requested issuance of the TIF Note.

When the development agreement was signed on August 1, 2022, the legislature was considering a lower property tax class rate for affordable housing units. Because that was not yet enacted, the development agreement included a provision requiring an adjustment to the TIF Note principal amount if the lower rate was enacted, and the developer elected to seek it for the project's affordable units. The lower class rate, referred to as 4d(1) classification, for affordable rental units was enacted in 2023, and the developer intends to work with Minnesota Housing to secure classification for the building's affordable units.

The 4d(1) classification benefits the developer by reducing property taxes, but reduced taxes result in lower TIF revenue. The original TIF Note was set at $5,300,000. After updating the class rates for the affordable units to reflect the 4d(1) classification, the city's municipal advisory, Ehlers, calculated a revised principal amount of $5,040,000.

Along with adjusting the amount of the TIF Note, the dates of the note and the

agreement should be adjusted to reflect the actual timing of the project. The adjustments result in a shift of one year, so that the last possible payment date is February 1, 2040 (versus 2039 previously).

3. Budget Impact:

There is no budget impact. The available TIF revenue will be lower as a result of the 4d(1) classification, so the principal amount of the TIF note is being adjusted downward to reflect that.

4. Attachments:

1. Ehlers Memo - Doran Wren Project
2. Amended and Restated Development Agreement
3. TIF Note for Execution
4. City Council Resolution 2026-030

MEMORANDUM

TO: Jennifer Erickson, Economic Development Coordinator, City of Plymouth

FROM: Schane Rudlang - Ehlers

DATE: January 2, 2026

SUBJECT: Wren on the Creek (Bassett Creek) – Issuance of TIF Note

The City of Plymouth ("City") executed a development agreement in 2022 with Doran (dba DC-OV Bassett Creek, LLC) to provide Tax Increment Financing ("TIF") assistance for the Wren on the Creek project ("Wren"). The project is now occupied and stabilized, and the developer has requested issuance of the TIF Note. The agreement outlines the process for issuing the TIF Note and includes provisions for adjusting the note amount due to legislative changes which were enacted in 2023.

Project Background

The development agreement was signed on August 1, 2022. At that time, the legislature was considering, but had not yet enacted, a lower property tax class rate for affordable housing units. The building permit was issued on March 1, 2023 and the temporary certificate of occupancy was issued on May 31, 2024.

Legislative Changes and Impact

Minnesota property taxes are calculated by multiplying the assessor's estimated market value by the class rate to determine tax capacity, which is then multiplied by jurisdictional tax rates. In 2023, the Omnibus Housing Bill changed the class rate for affordable rental units. Previously, the rate was 0.75% on the first $100,000 of value and 0.25% on the remaining value. Under the new law, all value for qualifying affordable units is taxed at 0.25%. This change substantially reduces property taxes and, as a result, lowers TIF revenue for affordable units. For comparison, market-rate units are taxed at a class rate of 1.25%, which generates five times the property taxes of a comparable affordable unit. The reduced class rate, referred to as "4d(1)" - which ties to the statutory section for the class rate - applies when the owner applies for the reduction and the project includes more than 20 percent of qualifying affordable units.

The table below illustrates the calculation of property taxes before and after the 2023 law change. All figures are rounded and provided for illustrative purposes only.

Pre-2023 Law	Value	Class Rate	Tax Capacity	City Tax Rate	City Taxes Paid
Market Rate	$200,000	1.25%	$2,500	40%	$1,000
Affordable at 60% AMI - 4d	$0 - 100,000	0.75%	$750	40%	$300
	$100,000 - 200,000	0.25%	$250	40%	$100
				Total	$400

2023 Law	Value	Class Rate	Tax Capacity	City Tax Rate	City Taxes Paid
Market Rate	$200,000	1.25%	$2,500	40%	$1,000
Affordable at 60% AMI - 4d(1)	$200,000	0.25%	$500	40%	$200

The statute also requires city approval if more than two percent of the city's net tax capacity is classified as 4d(1). Plymouth currently has 11 projects with partial or full 4d(1) classification but remains below the two percent threshold. The developer will work with Minnesota Housing to secure the 4d(1) classification.

Lookback Provisions

The developer submitted actual costs and an operating proforma as required. No adjustment to the TIF Note is warranted under the other lookback provisions.

TIF Note Adjustment

Because these changes were under consideration by the Legislature but not yet enacted when the development agreement was signed, the agreement included a provision requiring a downward adjustment to the TIF Note principal amount if the developer elected to seek the lower class rate for the project's affordable units. The lower class rate benefits the developer by reducing property taxes; however, reduced taxes also result in lower TIF revenue, necessitating an adjustment to the TIF Note. In short, less property tax paid by the project increases profitability, which means less TIF assistance is needed to maintain financial feasibility.

The original TIF Note was set at $5,300,000, expressed as a principal amount financed at 3.5%. After updating the class rates for the affordable units to reflect the 4d(1) classification, Ehlers calculated a revised principal amount of $5,040,000.

Timing Adjustments

The dates in the TIF Note (and agreement) should be adjusted to reflect the actual timing of the project. The adjustments result in a shift of one year such that the last possible payment date is February 1, 2040 (versus 2039 previously).

Summary and Recommendation

Ehlers recommends issuing the TIF Note in the revised principal amount of $5,040,000, and updating the agreement and TIF Note to reflect the one-year timing adjustment.

AMENDED AND RESTATED DEVELOPMENT AGREEMENT

BY AND BETWEEN

THE CITY OF PLYMOUTH, MINNESOTA

AND

DC-OV BASSETT CREEK, LLC

This document drafted by:

Taft Stettinius & Hollister LLP
2200 IDS Center
80 South 8th Street
Minneapolis, Minnesota 55402

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AMENDED AND RESTATED DEVELOPMENT AGREEMENT

THIS AMENDED AND RESTATED AGREEMENT, made as of the 27th day of January, 2026, by and between the City of Plymouth, Minnesota (the "City"), a municipal corporation organized and existing under the laws of the State of Minnesota and DC-OV Bassett Creek, LLC, a Minnesota limited liability company (the "Developer").

WITNESSETH:

WHEREAS, the City and the Developer entered into a Development Agreement, dated as of August 1, 2022 (the “Original Agreement”); and

WHEREAS, the City and the Developer have agreed to amend and restate the Original Agreement in its entirety; and

WHEREAS, pursuant to Minnesota Statutes, Section 469.124 through 469.133, as amended, the City has formed Development District No. 7 (the "Development District") and has adopted a development program therefor (the "Development Program"); and

WHEREAS, pursuant to the provisions of Minnesota Statutes, Section 469.174 through 469.1794, as amended (hereinafter, the "Tax Increment Act"), the City has created within the Development District, Tax Increment Financing District No. 7-11 (Doran) (the "Tax Increment District"), and has adopted a tax increment financing plan therefor (the "Tax Increment Plan") which provides for the use of tax increment financing in connection with certain development within the Development District; and

WHEREAS, in order to achieve the objectives of the Development Program and Tax Increment Financing Plan and particularly to make the land in the Development District available for development by private enterprise in conformance with the Development Program, the City has determined to reimburse the Developer for a portion of certain costs of the construction of the Project (as herein defined) incurred by the Developer; and

WHEREAS, the City believes that the development and construction of the Project, and fulfillment of this Agreement are vital and are in the best interests of the City, the health, safety, morals and welfare of residents of the City, and in accordance with the public purpose and provisions of the applicable state and local laws and requirements under which the Project has been undertaken and is being assisted; and

WHEREAS, the requirements of the Business Subsidy Law, Minnesota Statutes, Section 116J.993 through 116J.995, do not apply to this Agreement because of an exemption for housing;

NOW, THEREFORE, in consideration of the premises and the mutual obligations of the parties hereto, each of them does hereby covenant and agree with the other as follows:

ARTICLE I.

DEFINITIONS

Section 1.1 Definitions. All capitalized terms used and not otherwise defined herein shall have the following meanings unless a different meaning clearly appears from the context:

Agreement means this Agreement, as the same may be from time to time modified, amended or supplemented;

Business Day means any day except a Saturday, Sunday or a legal holiday or a day on which banking institutions in the City are authorized by law or executive order to close;

Assessment Agreement means the agreement, in substantially the form of the agreement contained in Exhibit D attached hereto and hereby made a part of this Agreement, among the Developer, the City and the Assessor for the County, entered into pursuant to Article III of this Agreement;

Assessor's Minimum Market Value means the agreed minimum market value of the Development Property and for calculation of real property taxes as determined by the Assessor for the County pursuant to the Assessment Agreement;

City means the City of Plymouth, Minnesota;

Compliance Certificate means the certificate of Continuing Program Compliance set forth in Exhibit C to the Declaration;

Consultant means the City's municipal advisor;

County means Hennepin County, Minnesota;

Declaration means the Declaration of Restrictive Covenants in substantially the form attached as Exhibit G;

Developer means DC-OV Bassett Creek, LLC, a Minnesota limited liability company, its successors and assigns;

Development District means the real property described in the Development Program for Development District No. 7;

Development Program means the development program approved in connection with the Development District;

Development Property means the real property legally described in Exhibit A attached to this Agreement;

Event of Default means any of the events described in Section 4.1 hereof;

Legal and Administrative Expenses means the fees and expenses incurred by the City in connection with the review and analysis of the development proposed under this Agreement, the adoption and administration of the Tax Increment Financing Plan and establishment of the Tax Increment District, the preparation of this Agreement and the issuance of the TIF Note including, but not limited to, attorney and municipal advisor fees and expenses;

Note Payment Date means February 1, 2026, and each February 1 and August 1 of each year thereafter to and including February 1, 2040; provided, that if any such Note Payment Date should not be a Business Day, the Note Payment Date shall be the next succeeding Business Day;

Person means any individual, corporation, partnership, joint venture, association, joint stock company, trust, unincorporated organization, or government or any agency or political subdivision thereof;

Prime Rate means the rate of interest from time to time publicly announced by U.S. Bank Trust Company, National Association in St. Paul, Minnesota, as its "prime rate" or "reference rate" or any successor rate, which rate shall change as and when that rate or successor rate changes;

Project means the construction on the Development Property of 176 units of multifamily rental housing;

Site Improvements means the site improvements to be undertaken on the Development Property as identified on Exhibit C attached hereto;

Stabilization means when the Project is at least 90% leased;

State means the State of Minnesota;

Tax Increment Act means Minnesota Statutes, Sections 469.174 through 469.1794, as amended;

Tax Increment District means Tax Increment Financing District No. 7-11 (Doran), located within the Development District, which was qualified as a housing district under the Tax Increment Act;

Tax Increment Financing Plan means the tax increment financing plan approved for the Tax Increment District by the City Council on March 22, 2022, and any future amendments thereto;

Tax Increment Note, TIF Note or Note means the Tax Increment Revenue Note (DC-OV Bassett Creek, LLC Project) to be executed by the City and delivered to the Developer pursuant to Article III hereof, the form of which is attached hereto as Exhibit B;

Tax Increments means 90% of the tax increments derived from the Development Property which have been received and retained by the City in accordance with the provisions of Minnesota Statutes, Section 469.177;

Termination Date means the earlier of (i) February 1, 2040, (ii) the date the TIF Note is paid in full, (iii) the date on which the Tax Increment District expires or is otherwise terminated, or (iv) the date this Agreement is terminated or rescinded in accordance with its terms; and

Unavoidable Delays means delays, outside the control of the party claiming its occurrence, which are the direct result of strikes, other labor troubles, unusually severe or prolonged bad weather, acts of God, fire or other casualty to the Project, delays in delivery of materials for the construction of the Project, litigation commenced by third parties which, by injunction or other similar judicial action or by the exercise of reasonable discretion, directly results in delays, or acts of any federal, state or local governmental unit (other than the City) which directly result in delays, government order or law, national or regional emergency, disease, pandemics or epidemics.

ARTICLE II.

REPRESENTATIONS AND WARRANTIES

Section 2.1 Representations and Warranties of the City. The City makes the following representations and warranties:

(1) The City is a municipal corporation and has the power to enter into this Agreement and carry out its obligations hereunder.

(2) Based on the representation of the Developer set forth in Section 3.9 below, the Tax Increment District is a "housing district" within the meaning of Minnesota Statutes, Section 469.174, Subdivision 11, and was created, adopted and approved in accordance with the terms of the Tax Increment Act.

(3) The development contemplated by this Agreement is in conformance with the development objectives set forth in the Development Program.

(4) To finance certain costs within the Tax Increment District, the City proposes, subject to the further provisions of this Agreement, to apply Tax Increments to reimburse the Developer for a portion of the costs of the acquisition of the Development Property, the construction of Site Improvements and construction of the Project as further provided in this Agreement.

(5) The City makes no representation or warranty, either expressed or implied, as to the Development Property or its condition or the soil conditions thereon, or that the Development Property shall be suitable for the Developer's purposes or needs.

(6) The execution, delivery and performance of this Agreement and of any other documents or instruments required pursuant to this Agreement by the City, and consummation of the transactions contemplated therein and the fulfillment of the terms thereof, do not and will not conflict with or constitute a breach of or default under any existing (i) indenture, mortgage, deed of trust or other agreement or instrument to which the City is a party or by which the City or any of its property is or may be bound; or (ii) legislative act, constitution or other proceedings establishing or relating to the establishment of the City or its officers or its resolutions.

(7) There is not pending, nor to the best of the City's knowledge is there threatened, any suit, action or proceeding against the City before any court, arbitrator, administrative agency or other governmental authority that materially and adversely affects the validity of any of the transactions contemplated hereby, the ability of the City to perform its obligations hereunder, or the validity or enforcement of this Agreement.

Section 2.2 Representations and Warranties of the Developer. The Developer makes the following representations and warranties:

(1) The Developer is a Minnesota limited liability company and has power to enter into this Agreement and to perform its obligations hereunder and is not in violation of the laws of the State.

(2) The Developer shall cause the Project to be constructed in accordance with the terms of this Agreement, the Development Program, and all local, state and federal laws and regulations (including, but not limited to, environmental, zoning, energy conservation, building code and public health laws and regulations) that are applicable to the Development Property.

(3) The Developer shall comply with the terms and conditions contained in the preliminary and final plat approvals and the preliminary and final PUD approvals.

(4) The Developer shall obtain, or cause to be obtained, in a timely manner, all required permits, licenses and approvals, and will meet, in a timely manner, all requirements of all applicable local, state, and federal laws and regulations which must be obtained or met before the Project may be lawfully constructed.

(5) The construction of the Project would not be undertaken by the Developer, and in the opinion of the Developer would not be economically feasible within the reasonably foreseeable future, without the assistance and benefit to the Developer provided for in this Agreement.

(6) Neither the execution and delivery of this Agreement, the consummation of the transactions contemplated hereby, nor the fulfillment of or compliance with the terms and conditions of this Agreement is prevented, limited by or conflicts with or results in a breach of, the terms, conditions or provision of any contractual restriction, evidence of indebtedness, agreement or instrument of whatever nature to which the Developer is now a party or by which it is bound, or constitutes a default under any of the foregoing.

(7) The Developer will cooperate fully with the City with respect to any litigation commenced with respect to the Project.

(8) The Developer will cooperate fully with the City in resolution of any traffic, parking, trash removal or public safety problems which may arise in connection with the construction and operation of the Project.

(9) The Developer shall commence construction of the Project by December 31, 2022 and barring Unavoidable Delays, the Project will be completed, as evidenced by the Developer's receipt of a temporary certificate of occupancy for the Project, by December 31, 2024.

(10) The Developer acknowledges that Tax Increment projections contained in the Tax Increment Financing Plan are estimates only and the Developer acknowledges that it shall place no reliance on the amount of projected Tax Increments and the sufficiency of such Tax Increments to reimburse the Developer for a portion of the costs of the acquisition of the Development Property, the construction of Site Improvements and construction of the Project as provided in Article III.

ARTICLE III.

UNDERTAKINGS BY DEVELOPER AND CITY

Section 3.1 Development Property, Site Improvements, Project and Legal and Administrative Expenses.

(1) The parties agree that the acquisition of the Development Property and the installation of the Site Improvements are essential to the successful completion of the Project. The costs of the Development Property, construction of the Project, and the Site Improvements shall be paid by the Developer. The City shall reimburse the Developer for the lesser of (a) $5,300,000, or (b) a portion of the costs of the acquisition of the Development Property, costs of the Site Improvements and construction costs of the Project actually incurred and paid by the Developer (the "Reimbursement Amount"), as further provided in Section 3.3 hereof.

(2) The Developer shall reimburse the City for its actual out of pocket Legal and Administrative Expenses within 15 days of the written request of the City for payment.

Section 3.2 Limitations on Undertaking of the City. Notwithstanding the provisions of Sections 3.1, the City shall have no obligation to the Developer under this Agreement to reimburse the Developer for the Reimbursement Amount, if the City, at the time or times such payment is to be made is entitled under Section 4.2 to exercise any of the remedies set forth therein as a result of an Event of Default which has not been cured, provided that such unpaid amounts shall become payable if said Event of Default shall thereafter have been cured and if the Agreement has not been canceled or rescinded.

Section 3.3 Reimbursement: Tax Increment Revenue Note. The City shall reimburse the Developer for the costs identified in Section 3.1(1) through the issuance of the City's TIF Note in substantially the form attached to this Agreement as Exhibit B, subject to the following conditions:

(1) The TIF Note shall be dated, issued and delivered when (a) the Developer shall have demonstrated in writing to the reasonable satisfaction of the City that the construction of the Project has been completed and a certificate of occupancy has been issued by the City for the Project; and (b) shall have submitted paid invoices for the costs of construction of the Site Improvements and the Project and a settlement statement or other evidence of payment of the costs of the Development Property in an amount not less than the Reimbursement Amount.

(2) The unpaid principal amount of the TIF Note shall bear simple, non-compounding interest from the date that the City has determined that the paid invoices and settlement statement are in compliance with the terms of the Development Agreement, at the lower of 3.50% per annum or the Developer's interest rate on the Project financing as determined by the City's Consultant. Interest shall be computed on the basis of a 360 day year consisting of twelve (12) 30-day months.

(3) The principal amount of the TIF Note and the interest thereon shall be payable solely from the Tax Increments.

(4) The payment dates of the TIF Note shall be the Note Payment Dates. On each Note Payment Date and subject to the provisions of the TIF Note, the City shall pay, against the principal and interest outstanding on the TIF Note, the Tax Increments received by the City during the preceding six (6) months. All such payments shall be applied first to accrued interest and then to reduce the principal of the TIF Note.

(5) The TIF Note shall be a special and limited obligation of the City and not a general obligation of the City, and only Tax Increments shall be used to pay the principal and interest on the TIF Note. If, on any Note Payment Date, the Tax Increments for the payment of the accrued and unpaid interest on the TIF Note are insufficient for such purposes, the difference shall be carried forward, without interest accruing thereon, and shall be paid if and to the extent that on a future Note Payment Date there are Tax Increments in excess of the amounts needed to pay the accrued interest then due on the TIF Note.

(6) The City's obligation to make payments on the TIF Note on any Note Payment Date or any date thereafter shall be conditioned upon the requirement that (a) there shall not at that time be an Event of Default that has occurred and is continuing under this Agreement; provided that such unpaid amounts shall become payable if said Event of Default shall thereafter have been cured and if the Agreement has not been canceled or rescinded and (b) this Agreement shall not have been rescinded pursuant to Section 4.2(b).

(7) The TIF Note shall be governed by and payable pursuant to the additional terms thereof, as set forth in Exhibit B and Sections 3.6, 3.7 and 3.9. In the event of any conflict between the terms of the TIF Note and the terms of this Section 3.3, the terms of the TIF Note shall govern. The issuance of the TIF Note pursuant and subject to the terms of this Agreement, and the taking by the City of such additional actions as bond counsel for the TIF Note may require in connection therewith, are hereby authorized and approved by the City.

Section 3.4 Execution of Assessment Agreement; Market Value.

(1) The Developer and the City executed an Assessment Agreement dated August 1, 2022, pursuant to the provisions of Minnesota Statutes, Section 469.177, Subdivision 8, specifying the Assessor's Minimum Market Value for the Development Property and the Project for calculation of real property taxes. Specifically, the Developer agreed to a market value for the Development Property and the Project which will result in a market value as of (1) January 2, 2024 of not less than $36,036,000; and (2) January 2, 2025 of not less than $ 48,048,000 until the Termination Date (such minimum market value at the time applicable is herein referred to as the "Assessor's Minimum Market Value"). Nothing in the Assessment Agreement shall limit the discretion of the Assessor to assign a market value to the Development Property and the Project in excess of such Assessor's Minimum Market Value. The Assessment Agreement shall remain in effect until the Termination Date. The Assessment Agreement shall be certified by the Assessor for the County as provided in Minnesota Statutes, Section 469.177, Subdivision 8, upon a finding by the Assessor that the Assessor's Minimum Market Value represents a reasonable estimate based upon the plans and specifications for the Project to be constructed on the Development Property and the market value previously assigned to the Development Property. Pursuant to Minnesota Statutes, Section 469.177, Subdivision 8, the Assessment Agreement was filed by the Developer for record in the office of the county recorder of Hennepin County on August 10, 2022 as

Document Number 11135942 and in the office of the registrar of titles of Hennepin County on August 10, 2022 as Document Number 5965019, and such filing shall constitute notice to any subsequent encumbrancer or purchaser of the Development Property (or part thereof), whether voluntary or involuntary, and such Assessment Agreement shall be binding and enforceable in its entirety against any such subsequent purchaser or encumbrancer, including the holder of any mortgage recorded against the Development Property. The Developer has provided the City with a recorded copy of the Assessment Agreement.

(2) The Developer may seek through petition or other means to have the market value for the Development Property and the Project reduced if the market value exceeds the Assessor's Minimum Market Value. Until the TIF Note is fully paid, such activity must be preceded by written notice from the Developer to the City indicating its intention to do so. Upon receiving such notice, or otherwise learning of the Developer's intentions, the City may suspend payments due under the TIF Note until the actual amount of the reduction is determined, whereupon the City will make the suspended payments less any amount that the City is required to repay the County as a result of any reduction in market value of the Development Property. During the period that the payments are subject to suspension, the City may make partial payments on the TIF Note if it determines, in its sole and absolute discretion that the amount retained will be sufficient to cover any repayment which the County may require. The City's suspension of payments on the TIF Note pursuant to this Section shall not be considered a default under this Agreement.

Section 3.5 Real Property Taxes. Prior to the Termination Date, the Developer shall pay all real property taxes payable with respect to all and any parts of the Development Property acquired and owned by it and pursuant to the provisions of the Assessment Agreement until the Developer's obligations have been assumed by any other person pursuant to the provisions of this Agreement or title to the Development Property is vested in another person.

The Developer agrees that prior to the Termination Date:

(1) It will not seek administrative review or judicial review of the applicability of any tax statute relating to the ad valorem property taxation of real property contained on the Development Property determined by any tax official to be applicable to the Project or the Developer or raise the inapplicability of any such tax statute as a defense in any proceedings with respect to the Development Property, including delinquent tax proceedings; provided, however, "tax statute" does not include any local ordinance or resolution levying a tax;

(2) It will not seek administrative review or judicial review of the constitutionality of any tax statute relating to the taxation of real property contained on the Development Property determined by any tax official to be applicable to the Project or the Developer or raise the unconstitutionality of any such tax statute as a defense in any proceedings, including delinquent tax proceedings with respect to the Development Property; provided, however, "tax statute" does not include any local ordinance or resolution levying a tax;

(3) It will not seek any tax deferral or abatement, either presently or prospectively authorized under Minnesota Statutes, Section 469.1813, or any other State or federal law, of the ad valorem property taxation of the Development Property between the date of execution of this Agreement and the Termination Date.

(4) It may seek to have the Development Property classified as 4d(1) property for rental properties under Minnesota Statutes, Section 273.13, Subd. 25(a).

Section 3.6 Look Back and Reduction of TIF Assistance. The financial assistance to be provided to the Developer pursuant to this Agreement is based on certain assumptions regarding the projected costs and expenses associated with constructing the Project (as provided in the Pro Forma attached as Exhibit E). The City and Developer agree that those assumptions will be reviewed at the time of completion of construction of the Project.

(1) At the time of completion of construction of the Project, if the aggregate amount of Site Improvement costs incurred is less than the aggregate amount of Site Improvement costs projected in Exhibit E, the TIF assistance for Site Improvement costs will be reduced on a dollar for dollar basis in the amount of such deficiency and the principal amount of the TIF Note will be adjusted accordingly. With regard to costs of the Project, excluding Site Improvement costs, the principal amount of the TIF Note will be reduced on a dollar for dollar basis for the actual total Project costs projected in Exhibit E as calculated at the time of completion of construction and based upon actual documented costs.

(2) Upon Stabilization, the amount of the tax increment financing assistance provided pursuant to this Agreement will be subject to adjustment based on a targeted cumulative average annual cash on cash return of 10%. Within sixty (60) days of Stabilization, the Developer must deliver to the Consultant evidence of its annual cash on cash return. The cash on cash return shall be calculated by the Consultant based on the Developer's pro forma financial statement submitted to the Consultant (to be calculated in a manner comparable to the sample attached as Exhibit F (cumulative cash flow divided by number of years of cash flow, assuming 95% occupancy)).

If the annual cash on cash return exceeds 10%, then the principal amount of the TIF Note issued to the Developer will be reduced to an amount that shows a stabilized cash on cash return of 10% over the new term of the TIF Note, in which case the Developer shall deliver the TIF Note in exchange for a new TIF Note in the adjusted principal amount upon the City's written request.

Section 3.7 Property Sale or Refinance. If the Developer sells the Project to an unrelated third party or refinances the Project (provided, however, the placement of permanent debt on the Project and the Development Property will not constitute a refinance giving rise to the review as described in this Section) on or before August 1, 2032, the Developer agrees to provide to the Consultant reasonable background documentation related to Project income and expenses for the period from the date of this Agreement through such sale or refinance date. If the Consultant determines, based on such review, that the average actual profit realized by the Developer has exceeded an annual 15% internal rate of return during that period of up to 10 years (to be calculated in a manner comparable to the sample attached as Exhibit F), then 50% of the excess amount of such average profit over the annual 15% internal rate of return will be applied to reduce the amount payable under the TIF Note and the principal amount of the TIF Note will be reduced accordingly. Such reduction will be effective upon delivery to Developer of a written notice stating the amount of such excess profit as determined by the City in accordance with this Section, accompanied by the Consultant's report.

Section 3.8 Compliance with Low and Moderate Income Requirements.

(1) The City and the Developer understand and agree that the Tax Increment District will constitute a "housing district" under Section 469.174, Subd. 11 of the Tax Increment Act. Accordingly, in compliance with Section 469.1761, Subd. 3 of the Tax Increment Act, the Developer agrees that the Project must satisfy, or be treated as satisfying, the income requirements for a qualified residential rental project as defined in Section 142(d) of the Internal Revenue Code. The parties further agree that for the term of the Tax Increment District no more than 20% of the square footage of the Project may consist of commercial, retail, or other nonresidential uses. The Developer must meet the above requirements as follows:

(a) At least 20% of the residential units in the Project must be occupied or available for occupancy by persons whose incomes do not exceed 50% of the County's median income of which 5 units must be of the 5 studio/alcove units, 22 of the one-bedroom units and 9 of the 2-bedroom units; and

(b) The limits described in clause (a) must be satisfied for a period of twenty-six (26) years commencing from the date the Project receives a certificate of occupancy. Income for occupants of units described in clause (a) shall be adjusted for family size in accordance with Section 142(d) of the Internal Revenue Code and related regulations.

(2) If the Developer applies to have the Development Property classified as 4d(1) property under Minnesota Statutes, Section 273.13, Subd. 25(a), the Developer shall comply with the requirements of Minnesota Statues, Section 273.128.

(3) On or before each April 1, commencing on April 1, 2025, for the period of twenty-six (26) years the Developer or an agent of the Developer must deliver or cause to be delivered to the City a Compliance Certificate executed by the Developer covering the preceding twelve (12) months. In determining compliance with this Section, the Developer must use the County median incomes for the year in which the payment is due on the TIF Note, as promulgated by the Minnesota Housing Finance Agency based on the area median incomes established by the United States Department of Housing and Urban Development.

(4) The Developer agrees to accept for a period of twenty-six (26) years commencing from the date the Project receives a certificate of occupancy, on the same basis as all other prospective tenants of low- and moderate-income, tenants who are recipients of federal certificates for rent subsidies pursuant to the existing program under Section 8 of the Housing Act or its successor and shall not apply selection criteria to Section 8 certificate/voucher holders that are more burdensome than the criteria applied to all other prospective tenants. The Developer shall make any modifications to its leases as necessary to allow for the rental of the housing units to Section 8 certificate/voucher holders. For any tenant who is a Section 8 certificate/voucher holder, a copy of such tenant's Section 8 certificate/voucher shall be sufficient supportive evidence in lieu of income verification for that tenant's household, as required by Section 3.8(2).

Section 3.9 Reduction of TIF Note. In the event of legislative changes reducing the tax rate classification of certain qualified low-income rental housing under Minnesota Statutes, Section 273.13, Subd. 25(e), the Developer expressly agrees and acknowledges that the City will

adjust the principal amount of the TIF Note to reflect such reduction. The parties agree that they will work in good faith to determine the appropriate amount of such reduction, it being the intent that the aggregate effect of such changes (i.e., the projected expense savings to the Developer attributable to the reduction to the annual tax liability with regard to the Project and the projected income reduction to the Developer attributable to the reduction in the amount of payments under the TIF Note) will be revenue-neutral to the Developer. If the principal amount of the TIF Note is reduced pursuant to this section, and there is subsequently a legislative change which increases the tax rate classification (i.e., the legislation giving rise to the reduction is repealed), the City shall adjust the principal amount of the TIF Note to reflect such increased tax burden in the same manner as the reduction aforesaid; provided, however, that any such increase shall be limited to the aggregate amount by which the principal balance of the TIF Note was previously reduced pursuant to this section.

Section 3.10 Prohibition Against Transfer of Project and Assignment of Agreement. The Developer represents and agrees that prior to the termination date of this Agreement the Developer shall not transfer the Project or any part thereof or any interest therein, without the prior written approval of the City. The City shall be entitled to require as conditions to any such approval that:

(1) Any proposed transferee shall have the qualifications and financial responsibility, in the reasonable judgment of the City, necessary and adequate to fulfill the obligations undertaken in this Agreement by the Developer.

(2) Any proposed transferee, by instrument in writing satisfactory to the City shall, for itself and its successors and assigns, and expressly for the benefit of the City, have expressly assumed all of the obligations of the Developer under this Agreement and agreed to be subject to all the conditions and restrictions to which the Developer is subject.

(3) There shall be submitted to the City for the City's review and prior written approval the instrument by which the proposed transferee assumes the obligations of the Developer under this Agreement and agrees to be subject to all of the conditions and restrictions to which the Developer is subject and any estoppel certificate that the Developer or proposed transferee requests the City to execute in connection with the transfer.

In the event the foregoing conditions are satisfied then the Developer will be released from its obligation under this Agreement.

Nothing in this Section 3.10 shall prohibit the Developer from obtaining financing and granting a security interest in the Development Property to a lender in accordance with this Agreement.

ARTICLE IV.

EVENTS OF DEFAULT

Section 4.1 Events of Default Defined. The following shall be "Events of Default" under this Agreement and the term "Event of Default" shall mean whenever it is used in this Agreement any one or more of the following events:

(1) Failure by the Developer to timely pay any ad valorem real property taxes and special assessments levied against the Development Property and all public utility or other City payments due and owing with respect to the Development Property when due and payable.

(2) Failure by the Developer to cause the construction of the Project to be completed pursuant to the terms, conditions and limitations of this Agreement.

(3) Failure of the Developer to observe or perform any other covenant, condition, obligation or agreement on its part to be observed or performed under this Agreement.

(4) If the Developer shall:

(a) file any petition in bankruptcy or for any reorganization, arrangement, composition, readjustment, liquidation, dissolution, or similar relief under the United States Bankruptcy Act of 1978, as amended or under any similar federal or state law; or

(b) make an assignment for the benefit of its creditors; or

(c) admit in writing its inability to pay its debts generally as they become due; or

(d) be adjudicated a bankrupt or insolvent; or if a petition or answer proposing the adjudication of the Developer, as a bankrupt or its reorganization under any present or future federal bankruptcy act or any similar federal or state law shall be filed in any court and such petition or answer shall not be discharged or denied within sixty (60) days after the filing thereof; or a receiver, trustee or liquidator of the Developer, or of the Project, or part thereof, shall be appointed in any proceeding brought against the Developer, and shall not be discharged within sixty (60) days after such appointment, or if the Developer, shall consent to or acquiesce in such appointment.

(5) The Developer fails to comply with the requirements of the Declaration.

Section 4.2 Remedies on Default. Whenever any Event of Default referred to in Section 4.1 occurs and is continuing, the City, as specified below, may take any one or more of the following actions after the giving of thirty (30) days' written notice to the Developer citing with specificity the item or items of default and notifying the Developer that it has thirty (30) days within which to cure said Event of Default. If the Event of Default has not been cured within said thirty (30) days:

(1) The City may suspend its performance under this Agreement until it receives assurances from the Developer, deemed adequate by the City, that the Developer will cure the Event of Default and continue its performance under this Agreement, and no interest shall accrue on the TIF Note while performance is suspended in accordance with this Section 4.2.

(2) The City may cancel and rescind the Agreement and the TIF Note.

(3) The City may take any action, including legal or administrative action, in law or equity, which may appear necessary or desirable to enforce performance and observance of any obligation, agreement, or covenant of the Developer under this Agreement.

Section 4.3 No Remedy Exclusive. No remedy herein conferred upon or reserved to the City is intended to be exclusive of any other available remedy or remedies, but each and every such remedy shall be cumulative and shall be in addition to every other remedy given under this Agreement or now or hereafter existing at law or in equity or by statute. No delay or omission to exercise any right or power accruing upon any default shall impair any such right or power or shall be construed to be a waiver thereof, but any such right and power may be exercised from time to time and as often as may be deemed expedient.

Section 4.4 No Implied Waiver. In the event any agreement contained in this Agreement should be breached by any party and thereafter waived by any other party, such waiver shall be limited to the particular breach so waived and shall not be deemed to waive any other concurrent, previous or subsequent breach hereunder.

Section 4.5 Agreement to Pay Attorneys' Fees and Expenses. Whenever any Event of Default occurs and the City shall employ attorneys or incur other expenses for the collection of payments due or to become due or for the enforcement or performance or observance of any obligation or agreement on the part of the Developer herein contained, the Developer agrees that it shall, on demand therefor, pay to the City the reasonable fees of such attorneys and such other expenses so incurred by the City.

Section 4.6 Indemnification of City.

(1) The Developer releases from and covenants and agrees that the City, its governing body members, officers, agents, including the independent contractors, consultants and legal counsel, servants and employees thereof (hereinafter, for purposes of this Section, collectively the "Indemnified Parties") shall not be liable for and agrees to indemnify and hold harmless the Indemnified Parties against any loss or damage to property or any injury to or death of any person occurring at or about or resulting from any defect in the Project, provided that the foregoing indemnification shall not be effective for any actions of the Indemnified Parties that are not contemplated by this Agreement.

(2) Except for any willful misrepresentation or any willful or wanton misconduct of the Indemnified Parties, the Developer agrees to protect and defend the Indemnified Parties, now and forever, and further agrees to hold the aforesaid harmless from any claim, demand, suit, action or other proceeding whatsoever by any person or entity whatsoever arising or purportedly arising from the actions or inactions of the Developer (or if other persons acting on its behalf or under its direction or control) under this Agreement, or the transactions contemplated hereby or the

acquisition, construction, installation, ownership, and operation of the Project; provided, that this indemnification shall not apply to the warranties made or obligations undertaken by the City in Section 4.7 this Agreement or to any actions undertaken by the City which are not contemplated by this Agreement but shall, in any event and without regard to any fault on the part of the City, apply to any pecuniary loss or penalty (including interest thereon from the date the loss is incurred or penalty is paid by the City at a rate equal to the Prime Rate) as a result of the Developer operating the Project so that the Tax Increment District does not qualify or ceases to qualify as a "housing district" under Section 469.174, Subdivision 11, of the Act or to violate limitations as to the use of Tax Increments as set forth in Section 469.176, Subdivision 4d.

(3) All covenants, stipulations, promises, agreements and obligations of the City contained herein shall be deemed to be the covenants, stipulations, promises, agreements and obligations of the City and not of any governing body member, officer, agent, servant or employee of the City, as the case may be.

ARTICLE V.

ADDITIONAL PROVISIONS

Section 5.1 Restrictions on Use. The Developer agrees for itself, its successor and assigns and every successor in interest to the Development Property, or any part thereof, that the Developer and its successors and assigns shall operate, or cause to be operated, the requisite portion of the Project as low and moderate income housing as provided in this Agreement, and shall devote the Development Property to, and in accordance with, the uses specified in this Agreement.

Section 5.2 Conflicts of Interest. No member of the governing body or other official of the City shall have any financial interest, direct or indirect, in this Agreement, the Development Property or the Project, or any contract, agreement or other transaction contemplated to occur or be undertaken thereunder or with respect thereto, nor shall any such member of the governing body or other official participate in any decision relating to the Agreement which affects his or her personal interests or the interests of any corporation, partnership or association in which he or she is directly or indirectly interested. No member, official or employee of the City shall be personally liable to the City in the event of any default or breach by the Developer or successor or on any obligations under the terms of this Agreement.

Section 5.3 Titles of Articles and Sections. Any titles of the several parts, articles and sections of the Agreement are inserted for convenience of reference only and shall be disregarded in construing or interpreting any of its provisions.

Section 5.4 Notices and Demands. Except as otherwise expressly provided in this Agreement, a notice, demand or other communication under this Agreement by any party to any other shall be sufficiently given or delivered if it is dispatched by registered or certified mail, postage prepaid, return receipt requested, or delivered personally, and

(1) in the case of the Developer is addressed to or delivered personally to:

DC-OV Bassett Creek, LLC
7803 Glenroy Road, Suite 200
Bloomington, MN 55439
Attn: Legal Department

with a copy to:

Fredrikson & Byron, P.A.
Attention: Brian S. McCool
200 South 6th Street
Suite 4000
Minneapolis, MN 55402

(2) in the case of the City is addressed to or delivered personally to the City at:

City of Plymouth, Minnesota
Plymouth City Hall
3400 Plymouth Boulevard
Plymouth, Minnesota 55447-1482
Attn: City Manager

with a copy to:

Taft Stettinius & Hollister LLP
Attention: Mary Ippel
2200 IDS Center
80 South 8th Street
Minneapolis, MN 55402

or at such other address with respect to any such party as that party may, from time to time, designate in writing and forward to the other, as provided in this Section.

Section 5.5 Counterparts. This Agreement may be executed in any number of counterparts, each of which shall constitute one and the same instrument.

Section 5.6 Law Governing. This Agreement will be governed and construed in accordance with the laws of the State.

Section 5.7 Expiration. This Agreement shall expire on the Termination Date.

Section 5.8 Provisions Surviving Rescission or Expiration. Sections 4.5 and 4.6 shall survive any rescission, termination or expiration of this Agreement with respect to or arising out of any event, occurrence or circumstance existing prior to the date thereof. Section 3.8 shall survive any rescission, termination of expiration of this Agreement.

Section 5.9 Assignability of TIF Note. The TIF Note may only be assigned pursuant to the terms of the TIF Note and shall not be unreasonably withheld.

Section 5.10 Amendment. This Agreement may be amended only by written agreement approved by the City and the Developer.

Section 5.11 Recording. The City shall not record this Agreement or any of the exhibits hereto (other than the Declaration) without the prior written consent of the Developer, which may be withheld by the Developer in its sole and absolute discretion. The Developer shall record the Declaration and the Assessment Agreement, and if the Developer fails to do so, the City may record the Declaration and the Assessment Agreement without further consent of the Developer.

IN WITNESS WHEREOF, the City has caused this Agreement to be duly executed in its name and on its behalf and its seal to be hereunto duly affixed, and the Developer has caused this Agreement to be duly executed on its behalf, on or as of the date first above written.

CITY OF PLYMOUTH, MINNESOTA

(SEAL)

By _____
Its Mayor

By _____
Its City Manager

STATE OF MINNESOTA)
) ss
COUNTY OF HENNEPIN)

The foregoing instrument was acknowledged before me this ___ day of January, 2026, by Jeffry Wosje, the Mayor and Dave Callister, the Manager of the City of Plymouth, Minnesota on behalf of said City.

_____
Notary Public

This is a signature page to the Development Agreement by and between the City of Plymouth and DC-OV Bassett Creek, LLC.

DC-OV BASSETT CREEK, LLC

By: BC GP, LLC
Its: Manager

By: _____
Name: Anne T. Behrendt
Its: President

STATE OF MINNESOTA)
) ss.
COUNTY OF HENNEPIN)

The foregoing instrument was acknowledged before me this ___ day of January, 2026, by Anne T. Behrendt, the President of BC GP, LLC, the Manager of DC-OV Bassett Creek, LLC, a Minnesota limited liability company, on behalf of said company.

_____
Notary Public

This is a signature page to the Development Agreement by and between the City of Plymouth and DC-OV Bassett Creek, LLC.

EXHIBIT A

Description of Development Property

Lot 1, Block 1, Kate Lorraine, according to the recorded plat thereof, Hennepin County, Minnesota (Torrens and Abstract Property)

EXHIBIT B

Form of Tax Increment Note

No. R-1 $_____

UNITED STATES OF AMERICA
STATE OF MINNESOTA
COUNTY OF HENNEPIN
CITY OF PLYMOUTH

TAX INCREMENT REVENUE NOTE
(DC-OV BASSETT CREEK, LLC PROJECT)

The City of Plymouth, Minnesota (the "City"), hereby acknowledges itself to be indebted and, for value received, hereby promises to pay the amounts hereinafter described (the "Payment Amounts") to DC-OV Bassett Creek, LLC (the "Developer") or its registered assigns (the "Registered Owner"), but only in the manner, at the times, from the sources of revenue, and to the extent hereinafter provided.

The principal amount of this Note shall equal from time to time the principal amount stated above, as reduced to the extent that such principal installments shall have been paid in whole or in part pursuant to the terms hereof; provided that the sum of the principal amount listed above shall in no event exceed $5,300,000 as provided in that certain Amended and Restated Development Agreement, dated as of January 27, 2026, as the same may be amended from time to time (the "Development Agreement"), by and between the City and the Developer and may be reduced as provided in Sections 3.6, 3.7 and 3.9. The unpaid principal amount hereof shall bear interest from the date that the Developer has submitted to the City and the City has determined that the closing statement, purchase agreement and paid invoices in the amount of the Reimbursement Amount (as defined in the Development Agreement) are in compliance with the terms of the Development Agreement at the simple non-compounded rate of _____% per annum. Interest shall be computed on the basis of a 360 day year consisting of twelve (12) 30-day months.

The amounts due under this Note shall be payable on February 1, 2026, and on each February 1 and August 1 thereafter to and including February 1, 2040, or, if the first should not be a Business Day (as defined in the Development Agreement), the next succeeding Business Day (the "Payment Dates"). On each Payment Date the City shall pay by check or draft mailed to the person that was the Registered Owner of this Note at the close of the last business day of the City preceding such Payment Date an amount equal to the Tax Increments (hereinafter defined) received by the City during the six month period preceding such Payment Date. All payments made by the City under this Note shall first be applied to accrued interest and then to principal. This Note is prepayable by the City, in whole or in part, on any date.

The Payment Amounts due hereon shall be payable solely from 90% of tax increments (the "Tax Increments") from the Development Property (as defined in the Development Agreement) within City's Tax Increment Financing District No. 7-11 (Doran) (the "Tax Increment District")

within its Development District No. 7 which are paid to the City and which the City is entitled to retain pursuant to the provisions of Minnesota Statutes, Sections 469.174 through 469.1794, as the same may be amended or supplemented from time to time (the "Tax Increment Act"). This Note shall terminate and be of no further force and effect following the last Payment Date defined above, on any date upon which the City shall have terminated the Development Agreement under Section 4.2(b) thereof, the date the Tax Increment District is terminated, or on the date that all principal and interest payable hereunder shall have been paid in full, whichever occurs earliest.

The City makes no representation or covenant, expressed or implied, that the Tax Increments will be sufficient to pay, in whole or in part, the amounts which are or may become due and payable hereunder.

The City's payment obligations hereunder shall be further conditioned on the fact that no Event of Default under the Development Agreement shall have occurred and be continuing at the time payment is otherwise due hereunder, but such unpaid amounts shall become payable if said Event of Default shall thereafter have been cured; and, further, if pursuant to the occurrence of an Event of Default under the Development Agreement the City elects to cancel and rescind the Development Agreement, the City shall have no further debt or obligation under this Note whatsoever. Reference is hereby made to all of the provisions of the Development Agreement, including without limitation Section 3.3 thereof, for a fuller statement of the rights and obligations of the City to pay the principal of this Note, and said provisions are hereby incorporated into this Note as though set out in full herein.

This Note is a special, limited revenue obligation and not a general obligation of the City and is payable by the City only from the sources and subject to the qualifications stated or referenced herein. This Note is not a general obligation of the City and neither the full faith and credit nor the taxing powers of the City are pledged to the payment of the principal of this Note and no property or other asset of the City, save and except the above-referenced Tax Increments, is or shall be a source of payment of the City's obligations hereunder.

This Note is issued by the City in aid of financing a project pursuant to and in full conformity with the Constitution and laws of the State of Minnesota, including the Tax Increment Act.

This Note may be assigned only with the consent of the City which consent shall not be unreasonably withheld, conditioned, or delayed. In order to assign the Note, the assignee shall surrender the same to the City either in exchange for a new fully registered note or for transfer of this Note on the registration records for the Note maintained by the City. Each permitted assignee shall take this Note subject to the foregoing conditions and subject to all provisions stated or referenced herein.

IT IS HEREBY CERTIFIED AND RECITED that all acts, conditions, and things required by the Constitution and laws of the State of Minnesota to be done, to have happened, and to be performed precedent to and in the issuance of this Note have been done, have happened, and have been performed in regular and due form, time, and manner as required by law; and that this Note, together with all other indebtedness of the City outstanding on the date hereof and on the date of

its actual issuance and delivery, does not cause the indebtedness of the City to exceed any constitutional or statutory limitation thereon.

IN WITNESS WHEREOF, City of Plymouth, Minnesota, by its City Council, has caused this Note to be executed by the manual signatures of its Mayor and City Manager and has caused this Note to be dated as of _____.

_____ _____

City Manager Mayor

DO NOT EXECUTE UNTIL PAID INVOICES, A SETTLEMENT STATEMENT OR OTHER EVIDENCE OF PAYMENT FOR ACQUISITION OF THE DEVELOPMENT PROPERTY, COSTS OF THE SITE IMPROVEMENTS AND CONSTRUCTION COSTS OF THE PROJECT ARE GIVEN TO THE CITY - REFER TO SECTION 3.3(1).

CERTIFICATION OF REGISTRATION

It is hereby certified that the foregoing Note was registered in the name of DC-OV Bassett Creek, LLC, and that, at the request of the Registered Owner of this Note, the undersigned has this day registered the Note in the name of such Registered Owner, as indicated in the registration blank below, on the books kept by the undersigned for such purposes.

NAME AND ADDRESS OF REGISTERED OWNER	DATE OF REGISTRATION	SIGNATURE OF CITY MANAGER
DC-OV Bassett Creek, LLC Attention: Ryan Johnson 7803 Glenroy Road, Suite 200 Bloomington, MN 55439		

EXHIBIT C

Projected Site Costs Eligible for Inclusion in TIF Note

Use		Amount
Deep Fundation Helical Piles	$	475,750
GradeBeams for Structural Slab	$	262,800
Pile Caps (Premium Over Traditional Footings)	$	184,500
Structural Slab	$	696,276
Imported Sand	$	172,411
Construction of Affordable Units	$	3,508,263
TOTAL	**$**	**5,300,000**

EXHIBIT D

Form of Assessment Agreement

THIS AGREEMENT, dated as of this 1st day of August, 2022, is by and among the City of Plymouth, Minnesota (the "City") and DC-OV Bassett Creek, LLC, a Minnesota limited liability company (the "Developer").

WITNESSETH

WHEREAS, on or before the date hereof the City and Developer have entered into a Development Agreement dated as of August 1, 2022 (the "Agreement") regarding certain real property located in the City (the "Development Property") which property is legally described on Exhibit A attached hereto and made a part hereof.

WHEREAS, it is contemplated that pursuant to said Agreement, the Developer will construct approximately 176 units multifamily rental housing (the "Project") on the Development Property, with twenty percent (20%) of the units made affordable to families at or below fifty percent (50%) of the area median income.

WHEREAS, the City and Developer desire to establish a minimum market value for the Development Property and the improvements constructed or to be constructed thereon, pursuant to Minnesota Statutes, Section 469.177, Subdivision 8.

WHEREAS, the Developer has acquired the Development Property.

WHEREAS, the City and the Hennepin County Assessor (the "Assessor") have reviewed plans and specifications for the Project.

NOW, THEREFORE, the parties to this Agreement, in consideration of the promises, covenants and agreements made by each to the other, do hereby agree as follows:

1. As of January 2, 2024 the minimum market value which shall be assessed for the Development Property and the Project shall be not less than $36,036,000.

2. As of January 2, 2025 through and thereafter until the Termination Date (as defined in the Development Agreement) the minimum market value which shall be assessed for the Project shall be not less than $ 48,048,000.

3. The minimum market value herein established shall be of no further force and effect and this Agreement shall terminate on the Termination Date.

4. This Agreement shall be recorded by the City with the County Recorder of Hennepin County, Minnesota. The Developer shall pay all costs of recording.

5. The Assessor has reviewed the plans and specifications for the improvements and the market value previously assigned to the land upon which the improvements are to be constructed, and that the "minimum market value" as set forth above is reasonable.

6. Neither the preamble nor provisions of this Agreement are intended to, or shall they be construed as, modifying the terms of the Agreement between the City and the Developer.

7. This Agreement shall inure to the benefit of and be binding upon the successors and assigns of the parties.

IN WITNESS WHEREOF, the City, the Developer and the Assessor have caused this Agreement to be executed in their names and on their behalf all as of the date set forth above.

This Instrument Drafted By:
Taft Stettinius & Hollister LLP
2200 IDS Center
80 South 8th Street
Minneapolis, MN 55402

CITY OF PLYMOUTH, MINNESOTA

(SEAL)

By _____
Its Mayor

By _____
Its City Manager

STATE OF MINNESOTA)
) ss
COUNTY OF HENNEPIN)

The foregoing instrument was acknowledged before me this ___ day of _____, 20__, by _____, the Mayor and _____, the Manager of the City of Plymouth, Minnesota on behalf of said City.

_____
Notary Public

Signature page for Assessment Agreement by and between the City of Plymouth, Minnesota and DC-OV Bassett Creek, LLC.

DC-OV BASSETT CREEK, LLC

By: BC GP, LLC
Its: Manager

By: _____
Name: Anne T. Behrendt
Its: President

STATE OF MINNESOTA)
) ss.
COUNTY OF HENNEPIN)

The foregoing instrument was acknowledged before me this ___ day of _____, 2022, by Anne T. Behrendt, the President of BC GP, LLC, the Manager of DC-OV Bassett Creek, LLC, a Minnesota limited liability company, on behalf of said company.

_____
Notary Public

Signature page for Assessment Agreement by and between the City of Plymouth, Minnesota and DC-OV Bassett Creek, LLC.

CERTIFICATION BY COUNTY ASSESSOR

The undersigned, having reviewed the Assessment Agreement dated as of August 1, 2022 between the City of Plymouth, Minnesota and DC-OV Bassett Creek, LLC, a Minnesota limited liability company; the construction plans for the Project, as defined in the Assessment Agreement; and the market value currently assigned to land upon which the improvements are to be constructed and being of the opinion that the minimum market value contained in the Assessment Agreement appears reasonable, hereby certifies as follows:

The undersigned Assessor, being legally responsible for the assessment of the above described property, hereby certifies that the market values assigned to such land and improvements are reasonable.

_____
County Assessor for Hennepin County

STATE OF MINNESOTA)
) ss.
COUNTY OF HENNEPIN)

This instrument was acknowledged before me on _____, 2022, by _____, the County Assessor of Hennepin County.

_____
Notary Public

EXHIBIT A TO ASSESSMENT AGREEMENT

Legal Description Of Development Property

Lot 1, Block 1, Kate Lorraine, according to the recorded plat thereof, Hennepin County, Minnesota (Torrens and Abstract Property)

CONSENT TO ASSESSMENT AGREEMENT

Matt Laubach, the Market President of West Bank (the "Bank"), does hereby consent to all terms, conditions and provisions of the foregoing Assessment Agreement and agrees that, in the event it purchases the Development Property at a foreclosure sale or acquires the Development Property through a deed in lieu of foreclosure or otherwise in satisfaction of the indebtedness owed by the Developer, it and its respective successors and assigns, shall be bound by all terms and conditions of the Assessment Agreement, including but not limited to the provision which requires that the minimum market value of the Development Property and the Project shall be not less than the amounts set forth in the Assessment Agreement.

IN WITNESS WHEREOF, we have caused this Consent to Assessment Agreement to be executed in its name and on its behalf as of this ____ day of _____, 2022.

WEST BANK

By _____
Name: Matt Laubach
Its: Market President

STATE OF MINNESOTA)
) ss.
COUNTY OF _____)

This instrument was acknowledged before me this ___ day of _____, 2022, by Matt Laubach, the Market President of West Bank, on behalf of West Bank.

_____
Notary Public

EXHIBIT E

Pro Forma

Bassett Creek - Doran
City of Plymouth
Sources and Uses

SOURCES						
Debt			**Amount**	**Percent**	**Per Unit**	**Committed (if known)**
Debt A:	First Mortgage		34,185,000	64.2%	194,233	Yes
Debt B:	TIF Mortgage		5,300,000	10.0%	30,114	Yes
		Subtotal	**39,485,000**	**74.2%**	224,347	0
Other Sources						
Category	***Sources***	**S&U Detail**	**Amount**	**Percent**	**Per Unit**	**Committed (if known)**
Equity	Investor & Developer Cash		13,742,201	25.8%	78,081	Yes
		Subtotal	**13,742,201**	**25.8%**	78,081	0
		TOTAL SOURCES	**53,227,201**	**100.0%**	**302,427**	**0**

USES				
	Amount	**% of Cost**	**Per Unit**	
ACQUISITION COSTS	**1,950,000**	**3.7%**	**11,080**	
Building Cost (if applicable)		0.0%	0	
Assessments		0.0%	0	
Other	330,000	0.6%	1,875	
CONSTRUCTION COSTS	**42,409,873**	**79.7%**	**240,965**	
Residential Building	27,765,730	52.2%	157,760	
Structured Parking $25,039 per stall	5,959,245	11.2%	33,859	**Extraordinary Costs**
Site Work	1,578,000	3.0%	8,966	**$1,791,737**
Deep Foundations - Piles (55 feet)	475,750	0.9%	2,703	
Grade Beams for structural slab	262,800	0.5%	1,493	
Pile Caps (premium over traditional footings)	184,500	0.3%	1,048	
Structural Slab	696,276	1.3%	3,956	
Imported Sand	172,411	0.3%	980	
General Requirements	1,591,597	3.0%	9,043	
Builder's Overhead	1,194,911	2.2%	6,789	
Project Management Fee	352,000	0.7%	2,000	
Construction Contingency	1,976,653	4.9%	11,231	
AV & Security	200,000	0.4%	1,136	
PERMITS/FEES	**2,550,882**	**4.8%**	**14,494**	
Park Dedication	1,408,000	2.6%	8,000	
Permits/Inspection	320,002	0.6%	1,818	
Local SAC/WAC Connection Fees	351,120	0.7%	1,995	
Met Council Sewer Access Connection	441,760	0.8%	2,510	
City, County, Watershed & FEMA Fees	30,000	0.1%	170	
PROFESSIONAL SERVICES	**2,666,000**	**5.0%**	**15,148**	
Appraisals	12,000	0.0%	68	
Architectural & Engineering Fees	1,360,000	2.6%	7,727	
Construction Testing	25,000	0.0%	142	
Environmental Assessment Consultant	2,500	0.0%	14	
FF&E	710,000	1.3%	4,034	
Geotech Consultant	13,800	0.0%	78	
Legal - Development	125,000	0.2%	710	
Marketing/Leasing	300,000	0.6%	1,705	
Soft Cost Contingency	100,000	0.2%	568	
Survey	10,000	0.0%	57	
Traffic Study	3,000	0.0%	17	
Wetland Delineation	4,700	0.0%	27	
FINANCING COSTS	**2,050,446**	**3.9%**	**11,650**	
Construction Period Interest	1,000,000	1.9%	5,682	
Inspections - Lenders	133,500	0.3%	759	
Insurance - Builder's Risk	271,562	0.5%	1,543	
Insurance - Hazard/Liability	198,159	0.4%	1,126	
Lender Legal	40,000	0.1%	227	
Loan Origination Fees	192,500	0.4%	1,094	
Mortgage Registration Tax	92,400	0.2%	525	
Real Estate Taxes During Construction	45,000	0.1%	256	
Title & Recording	13,800	0.0%	78	
Closing Costs	63,525	0.1%	361	
DEVELOPER FEE	**1,600,000**	**3.0%**	**9,091**	
Developer Fee	1,600,000	3.0%	9,091	
TOTAL USES	**53,227,201**	**100%**	**302,427**	

EXHIBIT F

Modified Internal Rate of Return

Bassett Creek - Doran
City of Plymouth
176 Mixed-Income Apts
Multi-Year Operating Proforma

				Stabilized												
Income	2024 Year 1	2025 Year 2	2026 Year 3	2027 Year 4	2028 Year 5	2029 Year 6	2030 Year 7	2031 Year 8	2032 Year 9	2033 Year 10	2034 Year 11	2035 Year 12	2036 Year 13	2037 Year 14	2038 Year 15
Rental Income	Inflator														
Gross Potential Rent - Market Rate	2.0%	3,442,118	3,510,960	3,581,179	3,652,803	3,725,859	3,800,376	3,876,384	3,953,911	4,032,989	4,113,649	4,195,922	4,279,841	4,365,437	4,452,746	4,541,801
Gross Potential Rent - Affordable	2.0%	464,397	473,685	483,159	492,822	502,678	512,732	522,987	533,446	544,115	554,998	566,097	577,419	588,968	600,747	612,762
Less: 5.0% Stabilized Vacancy		(172,106)	(175,548)	(179,059)	(182,640)	(186,293)	(190,019)	(193,819)	(197,696)	(201,649)	(205,682)	(209,796)	(213,992)	(218,272)	(222,637)	(227,090)
Less: Additional Pre-stabilization Vacancy		(895,717)	(500,413)													
Total Rental Income		2,838,692	3,308,684	3,885,279	3,962,985	4,042,244	4,123,089	4,205,551	4,289,662	4,375,455	4,462,964	4,552,224	4,643,268	4,736,133	4,830,856	4,927,473
Other Residential Income	Vacancy Rate	Inflator														
Structured Parking	5.0%	2.0%	280,000	285,600	291,312	297,138	303,081	309,143	315,325	321,632	328,065	334,626	341,318	348,145	355,108	362,210	369,454
Pet Income	5.0%	2.0%	51,765	52,800	53,856	54,933	56,032	57,152	58,295	59,461	60,651	61,864	63,101	64,363	65,650	66,963	68,302
Storage Locker	5.0%	2.0%	41,412	42,240	43,085	43,946	44,825	45,722	46,636	47,569	48,520	49,491	50,481	51,490	52,520	53,571	54,642
Utility Fees	5.0%	2.0%	65,882	67,200	68,544	69,915	71,313	72,739	74,194	75,678	77,192	78,736	80,310	81,916	83,555	85,226	86,930
Other	5.0%	2.0%	51,765	52,800	53,856	54,933	56,032	57,152	58,295	59,461	60,651	61,864	63,101	64,363	65,650	66,963	68,302
Less: Vacancy			(24,541)	(25,032)	(25,533)	(26,043)	(26,564)	(27,095)	(27,637)	(28,190)	(28,754)	(29,329)	(29,916)	(30,514)	(31,124)	(31,747)	(32,382)
Less: Additional Pre-stabilization Vacancy			(165,898)	(71,341)													
Total Other Residential Income			300,384	404,267	485,120	494,823	504,719	514,813	525,110	535,612	546,324	557,251	568,396	579,763	591,359	603,186	615,250
Effective Gross Income (EGI)			3,139,076	3,712,951	4,370,399	4,457,807	4,546,963	4,637,903	4,730,661	4,825,274	4,921,779	5,020,215	5,120,619	5,223,032	5,327,492	5,434,042	5,542,723

Expenses	2024 Year 1	2025 Year 2	2026 Year 3	2027 Year 4	2028 Year 5	2029 Year 6	2030 Year 7	2031 Year 8	2032 Year 9	2033 Year 10	2034 Year 11	2035 Year 12	2036 Year 13	2037 Year 14	2038 Year 15
Rental Unit Expenses	Inflator														
Operating Expenses	2.00%	791,294	807,120	823,262	839,728	856,522	873,653	891,126	908,948	927,127	945,670	964,583	983,875	1,003,552	1,023,623	1,044,096
Management Fee: 3.0% of EGI	Fixed to EGI	127,052	111,389	131,112	133,734	136,409	139,137	141,920	144,758	147,653	150,606	153,619	156,691	159,825	163,021	166,282
Property Taxes	2.0%	569,685	581,079	581,079	592,700	604,554	616,645	628,978	641,558	654,389	667,477	680,826	694,443	708,332	722,498	736,948
Reserves: $250 PUPY	No Inflation	44,000	44,000	44,000	44,000	44,000	44,000	44,000	44,000	44,000	44,000	44,000	44,000	44,000	44,000	44,000
Modified Rental Expense During Stabilization		(374,712)	(92,400)													
Total Rental Unit Expenses		1,157,319	1,451,187	1,579,453	1,610,162	1,641,485	1,673,435	1,706,024	1,739,264	1,773,169	1,807,753	1,843,028	1,879,008	1,915,709	1,953,143	1,991,326
Total Expenses		1,157,319	1,451,187	1,579,453	1,610,162	1,641,485	1,673,435	1,706,024	1,739,264	1,773,169	1,807,753	1,843,028	1,879,008	1,915,709	1,953,143	1,991,326
NET OPERATING INCOME		1,981,757	2,261,764	2,790,946	2,847,645	2,905,478	2,964,468	3,024,637	3,086,010	3,148,610	3,212,462	3,277,591	3,344,023	3,411,784	3,480,899	3,551,397
Tax Increment Financing Revenue	Inflator: 2.0%	102,191	335,013	451,425	460,453	469,662	479,056	488,637	498,409	508,378	518,545	528,916	539,494	550,284	561,290	572,516
ADJUSTED NET OPERATING INCOME		2,083,948	2,596,777	3,242,371	3,308,098	3,375,140	3,443,523	3,513,274	3,584,419	3,656,987	3,731,007	3,806,507	3,883,517	3,962,068	4,042,189	4,123,913

Debt Service	Debt Terms	2024 Year 1	2025 Year 2	2026 Year 3	2027 Year 4	2028 Year 5	2029 Year 6	2030 Year 7	2031 Year 8	2032 Year 9	2033 Year 10	2034 Year 11	2035 Year 12	2036 Year 13	2037 Year 14	2038 Year 15
Debt A: First Mortgage	30 yr amortization @ 4.00%	1,347,500	1,347,500	1,958,453	1,958,453	1,958,453	1,958,453	1,958,453	1,958,453	1,958,453	1,958,453	1,958,453	1,958,453	1,958,453	1,958,453	1,958,453
Debt B: TIF Mortgage	15 yr amortization @ 3.50%	454,665	454,665	454,665	454,665	454,665	454,665	454,665	454,665	454,665	454,665	454,665	454,665	454,665	454,665	454,665
Debt C: Other Loan		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Debt Service		1,802,165	1,802,165	2,413,118	2,413,118	2,413,118	2,413,118	2,413,118	2,413,118	2,413,118	2,413,118	2,413,118	2,413,118	2,413,118	2,413,118	2,413,118
	Calc Method															
Debt Coverage	Debt A & B	116%	144%	134%	137%	140%	143%	146%	149%	152%	155%	158%	161%	164%	168%	171%
Debt Coverage w/o Tax Increment Financing	Debt A & B	110%	126%	116%	118%	120%	123%	125%	128%	130%	133%	136%	139%	141%	144%	147%
Working Capital Reserve Draw =	*0* No	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*
Gross Loan Refinance Proceeds =		*0*	*3,100,495*		*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*
NET CASH FLOW AVAILABLE FOR DISTRIBUTION		281,782	3,895,107	829,253	894,980	962,022	1,030,405	1,100,155	1,171,301	1,243,869	1,317,889	1,393,389	1,470,399	1,548,949	1,629,071	1,710,795
Returns Analysis																
Net Cash to Developer		281,782	3,895,107	829,253	894,980	962,022	1,030,405	1,100,155	1,171,301	1,243,869	1,317,889	1,393,389	1,470,399	1,548,949	1,629,071	1,710,795
Net Cash to Developer (w/o assistance)		179,592	3,560,094	377,828	434,527	492,360	551,349	611,519	672,891	735,491	799,344	864,473	930,905	998,665	1,067,781	1,138,279
Cash on Cash Annual Return		1.8%	25.2%	6.0%	6.5%	7.0%	7.5%	8.0%	8.5%	9.1%	9.6%	10.1%	10.7%	11.3%	11.9%	12.4%
Cash on Cash Average Annual Return	Start From: Year 1	1.8%	13.5%	11.0%	9.9%	9.3%	9.0%	8.9%	8.8%	8.9%	8.9%	9.0%	9.2%	9.3%	9.5%	9.7%
Cash on Cash Annual Return (w/o TIF assistance)		1.3%	25.9%	2.7%	3.2%	3.6%	4.0%	4.4%	4.9%	5.4%	5.8%	6.3%	6.8%	7.3%	7.8%	8.3%
Cash on Cash Average Annual Return (w/o TIF assistance)		1.3%	13.6%	10.0%	8.3%	7.3%	6.8%	6.5%	6.3%	6.2%	6.1%	6.1%	6.2%	6.3%	6.4%	6.5%

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EHLERS
LEADERS IN PUBLIC FINANCE

Bassett Creek - Doran
City of Plymouth
176 Mixed-Income Apts
Sales Analysis

		2029	2030	2031	2032	2033	2034	2035	2036	2037	2038
SALE ANALYSIS END OF YEAR		Year 6	Year 7	Year 8	Year 9	Year 10	Year 11	Year 12	Year 13	Year 14	Year 15
Net Operating Income End of Year		3,443,523	3,513,274	3,584,419	3,656,987	3,731,007	3,806,507	3,883,517	3,962,068	4,042,189	4,123,913
Divided By Cap Rate		6.00%	6.00%	6.00%	6.00%	6.00%	6.00%	6.00%	6.00%	6.00%	6.00%
Gross Sale Price		57,392,051	58,554,559	59,740,317	60,949,790	62,183,452	63,441,788	64,725,291	66,034,463	67,369,819	68,731,882
Minus Debt A: First Mortgage		31,625,760	30,919,482	30,184,430	29,419,430	28,623,263	27,794,659	26,932,296	26,034,800	25,100,738	24,128,621
Minus Debt B: TIF Mortgage		3,505,813	3,168,474	2,819,137	2,457,374	2,082,745	1,694,792	1,293,040	877,000	446,162	0
Minus Debt C: Other Loan		0	0	0	0	0	0	0	0	0	0
Net Sale Amount		22,260,478	24,466,603	26,736,751	29,072,985	31,477,444	33,952,337	36,499,954	39,122,664	41,822,920	44,603,261
Sales Expense	2.50%	(1,434,801)	(1,463,864)	(1,493,508)	(1,523,745)	(1,554,586)	(1,586,045)	(1,618,132)	(1,650,862)	(1,684,245)	(1,718,297)
SALES PROCEEDS		**20,825,677**	**23,002,739**	**25,243,243**	**27,549,241**	**29,922,857**	**32,366,292**	**34,881,821**	**37,471,802**	**40,138,674**	**42,884,964**

		2029	2030	2031	2032	2033	2034	2035	2036	2037	2038
IRR ANALYSIS END OF YEAR		Year 6	Year 7	Year 8	Year 9	Year 10	Year 11	Year 12	Year 13	Year 14	Year 15
Year	Sales Proceeds	Cash Flow	Cash Flow	Cash Flow	Cash Flow	Cash Flow	Cash Flow	Cash Flow	Cash Flow	Cash Flow	Cash Flow
Initial Investment		(13,742,201)	(13,742,201)	(13,742,201)	(13,742,201)	(13,742,201)	(13,742,201)	(13,742,201)	(13,742,201)	(13,742,201)	(13,742,201)
2024		281,782	281,782	281,782	281,782	281,782	281,782	281,782	281,782	281,782	281,782
2025		3,895,107	3,895,107	3,895,107	3,895,107	3,895,107	3,895,107	3,895,107	3,895,107	3,895,107	3,895,107
2026		829,253	829,253	829,253	829,253	829,253	829,253	829,253	829,253	829,253	829,253
2027		894,980	894,980	894,980	894,980	894,980	894,980	894,980	894,980	894,980	894,980
2028		962,022	962,022	962,022	962,022	962,022	962,022	962,022	962,022	962,022	962,022
2029	20,825,677	21,856,082	1,030,405	1,030,405	1,030,405	1,030,405	1,030,405	1,030,405	1,030,405	1,030,405	1,030,405
2030	23,002,739	0	24,102,894	1,100,155	1,100,155	1,100,155	1,100,155	1,100,155	1,100,155	1,100,155	1,100,155
2031	25,243,243	0	0	26,414,543	1,171,301	1,171,301	1,171,301	1,171,301	1,171,301	1,171,301	1,171,301
2032	27,549,241	0	0	0	28,793,110	1,243,869	1,243,869	1,243,869	1,243,869	1,243,869	1,243,869
2033	29,922,857	0	0	0	0	31,240,746	1,317,889	1,317,889	1,317,889	1,317,889	1,317,889
2034	32,366,292	0	0	0	0	0	33,759,681	1,393,389	1,393,389	1,393,389	1,393,389
2035	34,881,821	0	0	0	0	0	0	36,352,220	1,470,399	1,470,399	1,470,399
2036	37,471,802	0	0	0	0	0	0	0	39,020,751	1,548,949	1,548,949
2037	40,138,674	0	0	0	0	0	0	0	0	41,767,745	1,629,071
2038	42,884,964	0	0	0	0	0	0	0	0	0	44,595,759
	Total	14,977,025	18,254,242	21,666,046	25,215,913	28,907,419	32,744,243	36,730,171	40,869,101	45,165,044	49,622,129
INTERNAL RATE OF RETURN		**15.74%**	**15.74%**	**15.65%**	**15.51%**	**15.35%**	**15.17%**	**15.00%**	**14.82%**	**14.66%**	**14.49%**

Note: Cap Rate and Sales Expense are subject to actuals at time of sale

EXHIBIT G

Form of Declaration of Restrictive Covenants

FORM OF DECLARATION OF RESTRICTIVE COVENANTS

THIS DECLARATION OF RESTRICTIVE COVENANTS (this "Declaration") dated as of August 1, 2022, by DC-OV BASSETT CREEK, LLC, a Minnesota limited liability company (the "Developer"), in favor of the CITY OF PLYMOUTH, a public body corporate and politic under the laws of the State of Minnesota (the "City").

RECITALS

WHEREAS, the City entered into that certain Development Agreement, dated August 1, 2022 (the "Agreement"), between the City and the Developer; and

WHEREAS, pursuant to the Agreement, the Developer is obligated to cause construction of approximately 176 housing units of rental housing (the "Project") on the property described in EXHIBIT A attached hereto (the "Property"), and to cause compliance with certain affordability covenants described in Section 3.8 of the Agreement; and

WHEREAS, the Developer intends, declares, and covenants that the restrictive covenants set forth herein shall be and are covenants running with the Property during the Qualified Project Period (as defined herein) and binding upon all subsequent owners of the Property for such period, and are not merely personal covenants of the Developer; and

WHEREAS, capitalized terms in this Declaration have the meaning provided in the Agreement unless otherwise defined herein.

NOW, THEREFORE, in consideration of the promises and covenants hereinafter set forth, and of other valuable consideration, the receipt and sufficiency of which is hereby acknowledged, the Developer agrees as follows:

1. Term of Restrictions.

(a) Occupancy Restrictions. The term of the Occupancy Restrictions set forth in Section 3 hereof shall commence on the date the Project receives a certificate of occupancy. The period from commencement to termination is the "Qualified Project Period."

(b) Termination of Declaration. This Declaration shall automatically terminate upon the date that is twenty-six (26) years after the commencement of the Qualified Project Period.

(c) Removal from Real Estate Records. Upon termination of this Declaration, the City shall, upon request by the Developer or its assigns, file any document appropriate to remove this Declaration from the real estate records of Hennepin County, Minnesota.

2. Project Restrictions.

(a) The Developer represents, warrants, and covenants that:

(i) All leases of units to Qualifying Tenants (as defined in Section 3(a)(i) hereof) shall contain clauses, among others, wherein each individual lessee:

(1) Certifies the accuracy of the statements made in its application and Eligibility Certification (as defined in Section 3(a)(ii) hereof); and

(2) Agrees that the family income at the time the lease is executed shall be deemed substantial and material obligation of the lessee's tenancy, that the lessee will comply promptly with all requests for income and other information relevant to determining Qualifying Tenant status from the Developer or the City, and that the lessee's failure or refusal to comply with a request for information with respect thereto shall be deemed a violation of a substantial obligation of the lessee's tenancy.

(ii) The Developer shall permit during normal business hours and upon reasonable notice, any duly authorized representative of the City to inspect the books and records of the Developer pertaining to the income of Qualifying Tenants residing in the Project.

3. Occupancy Restrictions.

(a) Tenant Income Provisions. The Developer represents, warrants, and covenants that:

(i) Qualifying Tenants. From the commencement of the Qualified Project Period, at least twenty percent (20%) (i.e., 36 units, of which 5 units must be of the 5 studio/alcove units, 22 of the one-bedroom units and 9 of the 2 bedroom units) of the rental housing units in the Project ("Rental Housing Units") shall be occupied (or treated as occupied as provided herein) or held vacant and available for occupancy by persons and families who shall be determined from time to time by the Developer to have combined adjusted income that does not exceed fifty percent (50%) of the Hennepin County (the "County") median income for the applicable calendar year adjusted for family size (the "Qualifying Tenants"). For purposes of this definition, the occupants of a residential unit shall not be deemed to be Qualifying Tenants if all the occupants of such residential unit at any time are "students," as defined in Section 151(c)(4) of the Internal Revenue Code of 1986, as amended (the "Code"), not entitled to an exemption under the Code. The determination of whether an individual or family are Qualifying Tenants shall be made at the time the tenancy commences and on an ongoing basis thereafter,

determined annually. If during their tenancy a Qualifying Tenant's income exceeds one hundred forty percent (140%) of the maximum income qualifying as low or moderate income for a family of its size, the next available unit (determined in accordance with the Code and applicable regulations) (the "Next Available Unit Rule") must be leased to a Qualifying Tenant or held vacant and available for occupancy by a Qualifying Tenant. If the Next Available Unit Rule is violated, the Next Available Unit will not continue to be treated as a Qualifying Unit. The annual recertification and Next Available Unit Rule requirements of this paragraph shall not apply to a given year if, during such year, no residential unit in the Project is occupied by a new resident whose income exceeds the applicable income limit for Qualifying Tenants.

(ii) Certification of Tenant Eligibility. As a condition to initial and continuing occupancy, each person who is intended to be a Qualifying Tenant shall be required annually to sign and deliver to the Developer a Certification of Tenant Eligibility substantially in the form attached as EXHIBIT B hereto, or in such other form as may be approved by the City (the "Eligibility Certification"), in which the prospective Qualifying Tenant certifies that he or she is a Qualifying Tenant. In addition, such person shall be required to provide whatever other information, documents, or certifications are deemed necessary by the City to substantiate the Eligibility Certification, on an ongoing annual basis, and to verify that such tenant continues to be a Qualifying Tenant within the meaning of Section 3(a)(i) hereof. Eligibility Certifications will be maintained on file by the Developer with respect to each Qualifying Tenant who resides in a Project unit or resided therein during the immediately preceding calendar year.

(iii) Lease. The form of lease to be utilized by the Developer in renting any Rental Housing Units in the Project to any person who is intended to be a Qualifying Tenant shall provide for termination of the lease and consent by such person to immediate eviction for failure to qualify as a Qualifying Tenant as a result of any material misrepresentation made by such person with respect to the Eligibility Certification.

(iv) Annual Report. The Developer covenants and agrees that during the Qualified Project Period, it will prepare and submit to the City on or before April 1 of each year, a certificate substantially in the form of EXHIBIT C hereto, executed by the Developer, (a) identifying the tenancies and the dates of occupancy (or vacancy) for all Qualifying Tenants in the Project, including the percentage of the Rental Housing Units which were occupied by Qualifying Tenants (or held vacant and available for occupancy by Qualifying Tenants) at all times during the year preceding the date of such certificate; (b) describing all transfers or other changes in ownership of the Project or any interest therein; and (c) stating, that to the best knowledge of the person executing such certificate after due inquiry, all such units were rented or available for rental on a continuous basis during such year to members of the general public and that the Developer was not otherwise in default under this Declaration during such year.

(v) Notice of Non-Compliance. The Developer will promptly notify the City if at any time during the term of this Declaration the number of Rental Housing Units required to be occupied by Qualifying Tenants are not occupied by or are not available for occupancy by Qualifying Tenants as required by the terms of this Declaration.

(b) Section 8 Housing. During the term of this Declaration, the Developer shall not adopt any policies specifically prohibiting or excluding rental to tenants holding certificates/vouchers under Section 8 of the United States Housing Act of 1937, as amended, codified as 42 U.S.C. Sections 1401 et seq., or its successor, because of such prospective tenant's status as such a certificate/voucher holder.

4. [Reserved]

5. Transfer Restrictions. The Developer represents and agrees that prior to the termination of the Occupancy Restrictions provided herein, the Developer shall not transfer the Project or any part thereof or any interest therein, without the prior written approval of the City, which shall not be unreasonably withheld, conditioned, or delayed. The Developer covenants and agrees that the Developer will cause or require as a condition precedent to any conveyance, transfer, assignment, or any other disposition of the Project prior to the termination of the Occupancy Restrictions (the "Transfer") that the transferee of the Project pursuant to the Transfer assume in writing, in a form acceptable to the City, all duties and obligations of the Developer under this Declaration, including this Section 5, in the event of a subsequent Transfer by the transferee prior to expiration of the Occupancy Restrictions provided herein (the "Assumption Agreement"). The Developer shall deliver the Assumption Agreement to the City prior to the Transfer.

6. [Reserved]

7. Enforcement.

(a) The Developer shall permit, during normal business hours and upon reasonable notice, any duly authorized representative of the City to inspect any books and records of the Developer regarding the Project with respect to the incomes of Qualifying Tenants.

(b) The Developer shall submit any other information, documents or certifications requested by the City which the City deems reasonably necessary to substantial continuing compliance with the provisions specified in this Declaration.

(c) The Developer acknowledges that the primary purpose for requiring compliance by the Developer with the restrictions provided in this Declaration is to ensure compliance of the property with the housing affordability covenants set forth in Section 3.8 of the Agreement, and by reason thereof, the Developer, in consideration for assistance provided by the City under the Agreement that makes possible the construction of the Project on the Property, hereby agrees and consents that the City shall be entitled, upon any breach of the provisions of this Declaration, and in addition to all other remedies provided by law or in equity, to enforce specific performance by the Developer of its

obligations under this Declaration in a state court of competent jurisdiction. The Developer hereby further specifically acknowledges that the City cannot be adequately compensated by monetary damages in the event of any default hereunder.

(d) The Developer understands and acknowledges that, in addition to any remedy set forth herein for failure to comply with the restrictions set forth in this Declaration, the City may exercise any remedy available to it under Article IV of the Agreement.

8. Indemnification. The Developer hereby indemnifies, and agrees to defend and hold harmless, the City from and against all liabilities, losses, damages, costs, expenses (including attorneys' fees and expenses), causes of action, suits, allegations, claims, demands, and judgments of any nature arising from the consequences of a legal or administrative proceeding or action brought against them, or any of them, on account of any failure by the Developer to comply with the terms of this Declaration, or on account of any representation or warranty of the Developer contained herein being untrue.

9. Agent of the City. The City shall have the right to appoint an agent to carry out any of its duties and obligations hereunder, and shall inform the Developer of any such agency appointment by written notice.

10. Severability. The invalidity of any clause, part or provision of this Declaration shall not affect the validity of the remaining portions thereof.

11. Notices. All notices to be given pursuant to this Declaration must be in writing and shall be deemed given when mailed by certified or registered mail, return receipt requested, to the parties hereto at the addresses set forth below, or to such other place as a party may from time to time designate in writing. The Developer and the City may, by notice given hereunder, designate any further or different addresses to which subsequent notices, certificates, or other communications shall be sent. The initial addresses for notices and other communications are as follows:

To the City:	City of Plymouth Plymouth City Hall 3400 Plymouth Boulevard Plymouth, MN 55447 Attention: City Manager
To the Developer:	DC-OV Bassett Creek, LLC 7803 Glenroy Road Suite 200 Bloomington, Minnesota 55439 Attention: Legal Department
with a copy to:	Brian S. McCool Fredrikson & Byron, P.A. 200 South Sixth Street Suite 4000 Minneapolis, MN 55402

12. Governing Law. This Declaration shall be governed by the laws of the State of Minnesota and, where applicable, the laws of the United States of America.

13. Attorneys' Fees. Whenever any Event of Default occurs and if the City employs attorneys or incurs other expenses for the collection of payments due or to become due or for the enforcement of performance or observance of any obligation or agreement on the part of the Developer under this Declaration, and the City prevails in the action, the Developer agrees that it will, within ten days of written demand by the City, pay to the City the reasonable fees of the attorneys and the other expenses so incurred by the City.

14. Conflict. In the event of a conflict between this Declaration and the Agreement this Declaration shall control.

15. Declaration Binding. This Declaration and the covenants contained herein shall run with the real property comprising the Project and shall bind the Developer and its successors and assigns and all subsequent owners of the Project or any interest therein, and the benefits shall inure to the City and its successors and assigns for the term of this Declaration as provided in Section 1(b) hereof.

Drafted by:

Taft Stettinius & Hollister LLP
2200 IDS Center
80 South 8th Street
Minneapolis, Minnesota 55402

IN WITNESS WHEREOF, the Developer has caused this Declaration of Restrictive Covenants to be signed by its respective duly authorized representatives, as of the day and year first written above.

DC-OV BASSETT CREEK, LLC, a Minnesota limited liability company

By: BC GP, LLC,
Its: Manager

By: _____
Name: Anne T. Behrendt
Its: President

STATE OF MINNESOTA)
) ss.
COUNTY OF HENNEPIN)

The foregoing instrument was acknowledged before me this ____ day of _____, 2022, by Anne T. Behrendt, the President of BC GP, LLC, Manager of DC-OV Bassett Creek, LLC, a Minnesota limited liability company, on behalf of the Developer.

_____
Notary Public

This Declaration is acknowledged and consented to by:

THE CITY OF PLYMOUTH, MINNESOTA

By _____
Its Mayor

By _____
Its City Manager

STATE OF MINNESOTA)
) SS.
COUNTY OF HENNEPIN)

The foregoing instrument was acknowledged before me this _____ day of _____, 2022, by _____, the Mayor of the City of Plymouth, Minnesota on behalf of said City.

_____
Notary Public

STATE OF MINNESOTA)
) SS.
COUNTY OF HENNEPIN)

The foregoing instrument was acknowledged before me this _____ day of _____, 2022, by _____, the City Manager of the City of Plymouth, Minnesota, on behalf of the City.

_____
Notary Public

EXHIBIT A
to Declaration of Restrictive Covenants

Legal Description

Lot 1, Block 1, Kate Lorraine, according to the recorded plat thereof, Hennepin County, Minnesota.

(Torrens and Abstract Property)

EXHIBIT B
to Declaration of Restrictive Covenants

Certification of Tenant Eligibility

Project: _____

Developer: DC-OV Bassett Creek, LLC

Unit Type: _____ Alcove Studio _____ 1 BR _____ 2 BR

1. I/We, the undersigned, being first duly sworn, state that I/we have read and answered fully, frankly and personally each of the following questions for all persons (including minors) who are to occupy the unit in the above apartment development for which application is made, all of whom are listed below:

Name of Members of the Household	Relationship To Head of Household	Age	Place of Employment
_____	_____	___	_____
_____	_____	___	_____
_____	_____	___	_____
_____	_____	___	_____
_____	_____	___	_____

Income Computation

2. The anticipated income of all the above persons during the 12-month period beginning this date,

(a) including all wages and salaries, overtime pay, commissions, fees, tips and bonuses before payroll deductions; net income from the operation of a business or profession or from the rental of real or personal property (without deducting expenditures for business expansion or amortization of capital indebtedness); interest and dividends; the full amount of periodic payments received from social security, annuities, insurance policies, retirement funds, pensions, disability or death benefits and other similar types of periodic receipts; payments in lieu of earnings, such as unemployment and disability compensation, worker's compensation and severance pay; the maximum amount of public assistance available to the above persons; periodic and determinable allowances, such as alimony and child support payments and regular contributions and gifts received from persons not residing in the dwelling; and all regular pay, special pay and allowances of a member of the Armed Forces (whether or not living in the dwelling) who is the head of the household or spouse; but

(b) excluding casual, sporadic or irregular gifts; amounts which are specifically for or in reimbursement of medical expenses; lump sum additions to family assets, such as

inheritances, insurance payments (including payments under health and accident insurance and workmen's compensation), capital gains and settlement for personal or property losses; amounts of educational scholarships paid directly to the student or the educational institution, and amounts paid by the government to a veteran for use in meeting the costs of tuition, fees, books and equipment, but in either case only to the extent used for such purposes; special pay to a serviceman head of a family who is away from home and exposed to hostile fire; relocation payments under Title II of the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970; foster child care payments; the value of coupon allotments for the purchase of food pursuant to the Food Stamp Act of 1964 which is in excess of the amount actually charged for the allotments; and payments received pursuant to participation in ACTION volunteer programs, is as follows: $_____.

3. If any of the persons described above (or whose income or contributions was included in item 2) has any savings, bonds, equity in real property or other form of capital investment, provide:

(a) the total value of all such assets owned by all such persons: $_____;

(b) the amount of income expected to be derived from such assets in the 12 month period commencing this date: $_____; and

(c) the amount of such income which is included in income listed in item 2: $_____.

4. (a) Will all of the persons listed in item 1 above be or have they been full-time students during five calendar months of this calendar year at an educational institution (other than a correspondence school) with regular faculty and students?

Yes _____ No _____

(b) Is any such person (other than nonresident aliens) married and eligible to file a joint federal income tax return?

Yes _____ No _____

THE UNDERSIGNED HEREBY CERTIFY THAT THE INFORMATION SET FORTH ABOVE IS TRUE AND CORRECT. THE UNDERSIGNED ACKNOWLEDGE THAT THE LEASE FOR THE UNIT TO BE OCCUPIED BY THE UNDERSIGNED WILL BE CANCELLED UPON 10 DAYS WRITTEN NOTICE IF ANY OF THE INFORMATION ABOVE IS NOT TRUE AND CORRECT.

_____

Head of Household

_____

Spouse

FOR COMPLETION BY OWNER
(OR ITS MANAGER) ONLY

5. Calculation of Eligible Tenant Income:

(a) Enter amount entered for entire household in 2 above: $_____

(b) If the amount entered in 3(a) above is greater than $5,000, enter the greater of (i) the amount entered in 3(b) less the amount entered in 3(c) or (ii) 10% of the amount entered in 3(a): $_____

(c) TOTAL ELIGIBLE INCOME (Line 1(a) plus Line 1(b)): $_____

6. The amount entered in 1(c) is less than or equal to _____ 50% of median income for the area in which the Project is located, as defined in the Declaration. 50% is necessary for status as a "Qualifying Tenant" under Section 3(a) of the Declaration.

7. Number of apartment unit assigned: _____.

8. 4. This apartment unit was ____ was not ____ last occupied for a period of at least 31 consecutive days by persons whose aggregate anticipated annual income as certified in the above manner upon their initial occupancy of the apartment unit was less than or equal to 50% of Median Income in the area.

9. Check as applicable: _____ Applicant qualifies as a Qualifying Tenant (tenants of at least __ units must meet), or ____ Applicant otherwise qualifies to rent a unit.

THE UNDERSIGNED HEREBY CERTIFIES THAT HE/SHE HAS NO KNOWLEDGE OF ANY FACTS WHICH WOULD CAUSE HIM/HER TO BELIEVE THAT ANY OF THE INFORMATION PROVIDED BY THE TENANT MAY BE UNTRUE OR INCORRECT.

DC-OV BASSETT CREEK, LLC,
a Minnesota limited liability company

By: _____
Its: _____

EXHIBIT C
to Declaration of Restrictive Covenants

Certificate of
Continuing Program Compliance

Date: _____, _____.

The following information with respect to the Project located at _____, Plymouth, Minnesota (the "Project"), is being provided by DC-OV Bassett Creek, LLC (the "Developer") to the City of Plymouth, Minnesota (the "City"), pursuant to that certain Declaration of Restrictive Covenants, dated _____, 20___ (the "Declaration"), with respect to the Project:

(A) The total number of residential units which are available for occupancy is __. The total number of such units occupied is _____.

(B) The following residential units (identified by unit number) have been designated for occupancy by "Qualifying Tenants," as such term is defined in the Declaration (for a total of ____units):

Alcove Studio Units:

1 BR Units:

2 BR Units:

(C) The following residential units which are included in (B) above, have been re-designated as units for Qualifying Tenants since _____, 20___, the date on which the last "Certificate of Continuing Program Compliance" was filed with the City by the Developer:

Unit Number	Previous Designation of Unit (if any)	Replacing Unit Number
_____	_____	_____
_____	_____	_____

(D) The following residential units are considered to be occupied by Qualifying Tenants based on the information set forth below:

	Unit Number	Name of Tenant	Number of Persons Residing in the Unit	Number of Bedrooms	Total Adjusted Gross Income	Date of Initial Occupancy
1						
2						
3						
4						
5						
6						
7						
8						
9						
10						
11						
12						
13						
14						
15						
16						
17						
18						
19						
20						
21						
22						
23						
24						
25						
26						
27						
28						
29						
30						
31						
32						
33						
34						
35						

(E) The Developer has obtained a "Certification of Tenant Eligibility," in the form provided as EXHIBIT B to the Declaration, from each Tenant named in (D) above, and each such Certificate is being maintained by the Developer in its records with respect to the Project. Attached hereto is the most recent "Certification of Tenant Eligibility" for each Tenant named in (D) above who signed such a Certification since _____,

_____, the date on which the last "Certificate of Continuing Program Compliance" was filed with the City by the Developer.

(F) In renting the residential units in the Project, the Developer has not given preference to any particular group or class of persons (except for persons who qualify as Qualifying Tenants); and none of the units listed in (D) above have been rented for occupancy entirely by students, no one of which is entitled to file a joint return for federal income tax purposes. All of the residential units in the Project have been rented pursuant to a written lease.

(G) The information provided in this "Certificate of Continuing Program Compliance" is accurate and complete, and the Developer has no actual knowledge that any of the information provided herein, or in any "Certification of Tenant Eligibility" obtained from the Tenants named herein, is inaccurate or incomplete in any respect.

(H) The Project is in continuing compliance with the Declaration.

(I) The Developer certifies that as of the date hereof at least _____ of the residential dwelling units in the Project are occupied or held open for occupancy by Qualifying Tenants, as defined and provided in the Declaration.

(J) If Developer has applied for 4d(1) property classification under Minnesota Statutes, Section 273.13, Subd. 25(a), attached is documentation evidencing the certification requirements of Minnesota Statutes, Section 273.128.

IN WITNESS WHEREOF, I have hereunto affixed my signature, on behalf of the Developer, on _____, 20___.

DC-OV Bassett Creek, LLC,
a Minnesota limited liability company

By: _____

Its: _____

No. R-1 $5,040,000

UNITED STATES OF AMERICA
STATE OF MINNESOTA
COUNTY OF HENNEPIN
CITY OF PLYMOUTH

TAX INCREMENT REVENUE NOTE
(DC-OV BASSETT CREEK, LLC PROJECT)

The City of Plymouth, Minnesota (the "City"), hereby acknowledges itself to be indebted and, for value received, hereby promises to pay the amounts hereinafter described (the "Payment Amounts") to DC-OV Bassett Creek, LLC (the "Developer") or its registered assigns (the "Registered Owner"), but only in the manner, at the times, from the sources of revenue, and to the extent hereinafter provided.

The principal amount of this Note shall equal from time to time the principal amount stated above, as reduced to the extent that such principal installments shall have been paid in whole or in part pursuant to the terms hereof; provided that the sum of the principal amount listed above shall in no event exceed $5,040,000. The unpaid principal amount hereof shall bear interest from the date that the Developer has submitted to the City and the City has determined that the closing statement, purchase agreement and paid invoices in the amount of the Reimbursement Amount (as defined in the Development Agreement) are in compliance with the terms of the Development Agreement at the simple non-compounded rate of 3.50% per annum. Interest shall be computed on the basis of a 360 day year consisting of twelve (12) 30-day months.

The amounts due under this Note shall be payable on February 1, 2026, and on each February 1 and August 1 thereafter to and including February 1, 2040, or, if the first should not be a Business Day (as defined in the Development Agreement), the next succeeding Business Day (the "Payment Dates"). On each Payment Date the City shall pay by check or draft mailed to the person that was the Registered Owner of this Note at the close of the last business day of the City preceding such Payment Date an amount equal to the Tax Increments (hereinafter defined) received by the City during the six month period preceding such Payment Date. All payments made by the City under this Note shall first be applied to accrued interest and then to principal. This Note is prepayable by the City, in whole or in part, on any date.

The Payment Amounts due hereon shall be payable solely from 90% of tax increments (the "Tax Increments") from the Development Property (as defined in the Development Agreement) within City's Tax Increment Financing District No. 7-11 (Doran) (the "Tax Increment District") within its Development District No. 7 which are paid to the City and which the City is entitled to retain pursuant to the provisions of Minnesota Statutes, Sections 469.174 through 469.1794, as the same may be amended or supplemented from time to time (the "Tax Increment Act"). This Note shall terminate and be of no further force and effect following the last Payment Date defined above, on any date upon which the City shall have terminated the Development Agreement under Section 4.2(b) thereof, the date the Tax Increment District is terminated, or on the date that all principal and interest payable hereunder shall have been paid in full, whichever occurs earliest.

The City makes no representation or covenant, expressed or implied, that the Tax Increments will be sufficient to pay, in whole or in part, the amounts which are or may become due and payable hereunder.

The City's payment obligations hereunder shall be further conditioned on the fact that no Event of Default under the Development Agreement shall have occurred and be continuing at the time payment is otherwise due hereunder, but such unpaid amounts shall become payable if said Event of Default shall thereafter have been cured; and, further, if pursuant to the occurrence of an Event of Default under the Development Agreement the City elects to cancel and rescind the Development Agreement, the City shall have no further debt or obligation under this Note whatsoever. Reference is hereby made to all of the provisions of the Development Agreement, including without limitation Section 3.3 thereof, for a fuller statement of the rights and obligations of the City to pay the principal of this Note, and said provisions are hereby incorporated into this Note as though set out in full herein.

This Note is a special, limited revenue obligation and not a general obligation of the City and is payable by the City only from the sources and subject to the qualifications stated or referenced herein. This Note is not a general obligation of the City and neither the full faith and credit nor the taxing powers of the City are pledged to the payment of the principal of this Note and no property or other asset of the City, save and except the above-referenced Tax Increments, is or shall be a source of payment of the City's obligations hereunder.

This Note is issued by the City in aid of financing a project pursuant to and in full conformity with the Constitution and laws of the State of Minnesota, including the Tax Increment Act.

This Note may be assigned only with the consent of the City which consent shall not be unreasonably withheld, conditioned, or delayed. In order to assign the Note, the assignee shall surrender the same to the City either in exchange for a new fully registered note or for transfer of this Note on the registration records for the Note maintained by the City. Each permitted assignee shall take this Note subject to the foregoing conditions and subject to all provisions stated or referenced herein.

IT IS HEREBY CERTIFIED AND RECITED that all acts, conditions, and things required by the Constitution and laws of the State of Minnesota to be done, to have happened, and to be performed precedent to and in the issuance of this Note have been done, have happened, and have been performed in regular and due form, time, and manner as required by law; and that this Note, together with all other indebtedness of the City outstanding on the date hereof and on the date of its actual issuance and delivery, does not cause the indebtedness of the City to exceed any constitutional or statutory limitation thereon.

IN WITNESS WHEREOF, City of Plymouth, Minnesota, by its City Council, has caused this Note to be executed by the manual signatures of its Mayor and City Manager and has caused this Note to be dated as of September 24, 2025.

City Manager	Mayor

CERTIFICATION OF REGISTRATION

It is hereby certified that the foregoing Note was registered in the name of West Bank, and that, at the request of the Registered Owner of this Note, the undersigned has this day registered the Note in the name of such Registered Owner, as indicated in the registration blank below, on the books kept by the undersigned for such purposes.

NAME AND ADDRESS OF REGISTERED OWNER	DATE OF REGISTRATION	SIGNATURE OF CITY MANAGER
West Bank 1800 Bellin Drive St. Cloud, Minnesota 56301 Attn: Matt Laubach	September 24, 2025	

196493866v3

CITY OF PLYMOUTH

RESOLUTION NO. 2026-030

RESOLUTION AUTHORIZING THE EXECUTION OF AN AMENDED AND RESTATED DEVELOPMENT AGREEMENT

WHEREAS, the City of Plymouth, Minnesota (the "City") and DC-OV Bassett Creek, LLC (the "Developer") entered into a Development Agreement (the "Original Agreement"), dated August 1, 2022, in which the City agreed to provide tax increment financing to the Developer in connection with the construction by the Developer of a multifamily rental housing containing approximately 176 units (the "Project") located within the City; and

WHEREAS, the City and the Developer have agreed to amend certain terms within the Original Agreement pursuant to an Amended and Restated Development Agreement (the "Amended and Restated Development Agreement"); and

NOW THEREFORE, BE IT HEREBY RESOLVED by the City Council (the "Council") of the City of Plymouth, Minnesota (the "City"), as follows:

(1) The City hereby approves the Amended and Restated Development Agreement in substantially the form submitted and the Mayor and City Manager are hereby authorized and directed to execute the Amended and Restated Development Agreement on behalf of the City.

(2) The approval hereby given to the Amended and Restated Development Agreement includes approval of such additional details therein as may be necessary and appropriate and such modifications thereof, deletions therefrom and additions thereto as may be necessary and appropriate and approved by the City officials authorized by this resolution to execute the Amended and Restated Development Agreement. The execution of the Amended and Restated Development Agreement by the appropriate officer or officers of the City shall be conclusive evidence of the approval of the Amended and Restated Development Agreement in accordance with the terms hereof.

APPROVED by the City Council on this 27th day of January, 2026.

STATE OF MINNESOTA)
COUNTY OF HENNEPIN) SS.

The undersigned, being the duly qualified and appointed City Clerk of the City of Plymouth, Minnesota, certifies that I compared the foregoing resolution adopted at a meeting of the Plymouth City Council on January 27, 2026 with the original thereof on file in my office, and the same is a correct transcription thereof.

WITNESS my hand officially as such City Clerk and the Corporate seal of the City this _____ day of _____, _____.

_____
City Clerk

Regular City Council
January 27, 2026
Agenda Number: 6.5

To: Dave Callister, City Manager

Prepared by: Tony Miller, Engineering Project Manager

Reviewed by: Michael Thompson, Public Works Director

Item: **Order and receive preliminary engineering report, order and approve plans and specifications, call for public hearing, order advertisement for bids, declare costs to be assessed, order preparation of proposed assessments, and set public improvement and assessment hearings for the 2026 Street Reconstruction Project (ST269001)**

---

1. Action Requested:

Adopt attached resolutions ordering preliminary engineering report, receiving preliminary engineering report, ordering plans and specifications, approving plans and specifications, calling for public hearing, ordering advertisement for bids, declaring cost to be assessed, ordering preparation of proposed assessments, and setting public improvement and special assessment hearings for the 2026 Street Reconstruction Project (ST269001).

2. Background:

The 2026 Street Reconstruction Project is included in the 2025-2034 Capital Improvement Plan (CIP), with construction scheduled for 2026. Streets included in the project are 8th Avenue, 9th Avenue, and Weston Lane in the Birch Briar neighborhood, as well as Highway 55 Frontage Road from 15th Avenue to Cottonwood Lane. Location maps of streets included with the project are attached.

Street reconstruction is an intensive process that involves a complete rebuild of the existing roadway. Improvements include installation of concrete curb and gutter, storm sewer upgrades, replacement of the existing water main, and minor improvements to the sanitary sewer system. In addition, a stormwater infiltration basin is proposed on the north side of the Birch Briar neighborhood on a vacant city-owned parcel. This

basin will provide required water quality improvements associated with large-scale projects such as street reconstruction.

To take advantage of the large area available for water quality improvements, which is a rare occurrence in neighborhoods undergoing street reconstruction, the size of the basin will be increased beyond what is required for the project to provide additional regional stormwater quality benefits, including making progress towards the Gleason Lake total daily maximum load (TMDL) goal. Gleason Lake is a water body impaired by excess nutrients. The additional cost to upsize the basin is $593,000. While this cost was not originally included in the CIP project scope, constructing the larger basin as part of this project is more cost-effective than completing it as a standalone project. The CIP includes funding for water quality improvements and will be revised during development of the 2027-2036 CIP to reflect the inclusion of the larger basin with this project.

A sidewalk is also proposed to be added on the south side of most of the length of the Highway 55 frontage road. The estimated cost to add the sidewalk is $502,000, which was not originally included in the scope of the project in the CIP. The sidewalk will improve connectivity between the adjacent neighborhood and the commercial area east of Cottonwood Lane, as well as link to the broader pedestrian and transit improvements associated with the Station 73 TRIP project.

An informational meeting for neighborhood residents was held on June 25, 2025, followed by a project open house on November 18, 2025. Bids for the project are scheduled to be received on February 19, 2026, and the public improvement and assessment hearing is scheduled for March 24, 2026. In accordance with state statute, notice of the proposed improvement hearing and assessment hearing for this project will be sent to all affected property owners and will be posted in the city's official newspaper as required. Included with the notice will be a recommended assessment, which will reflect the assessment rate for single-family properties of $12,000 approved by council in October 2025. Assessments for single-family properties with indirect access are proposed to be $6,000 and assessments for other property types will be calculated based on the lowest responsible bid. The costs for installing the stormwater basin, sidewalk, and utility improvements are not proposed to be assessed. A special benefit report has been prepared by an appraiser to verify that the amount of benefit resulting from the proposed improvements exceeds the amount proposed to be assessed to property owners.

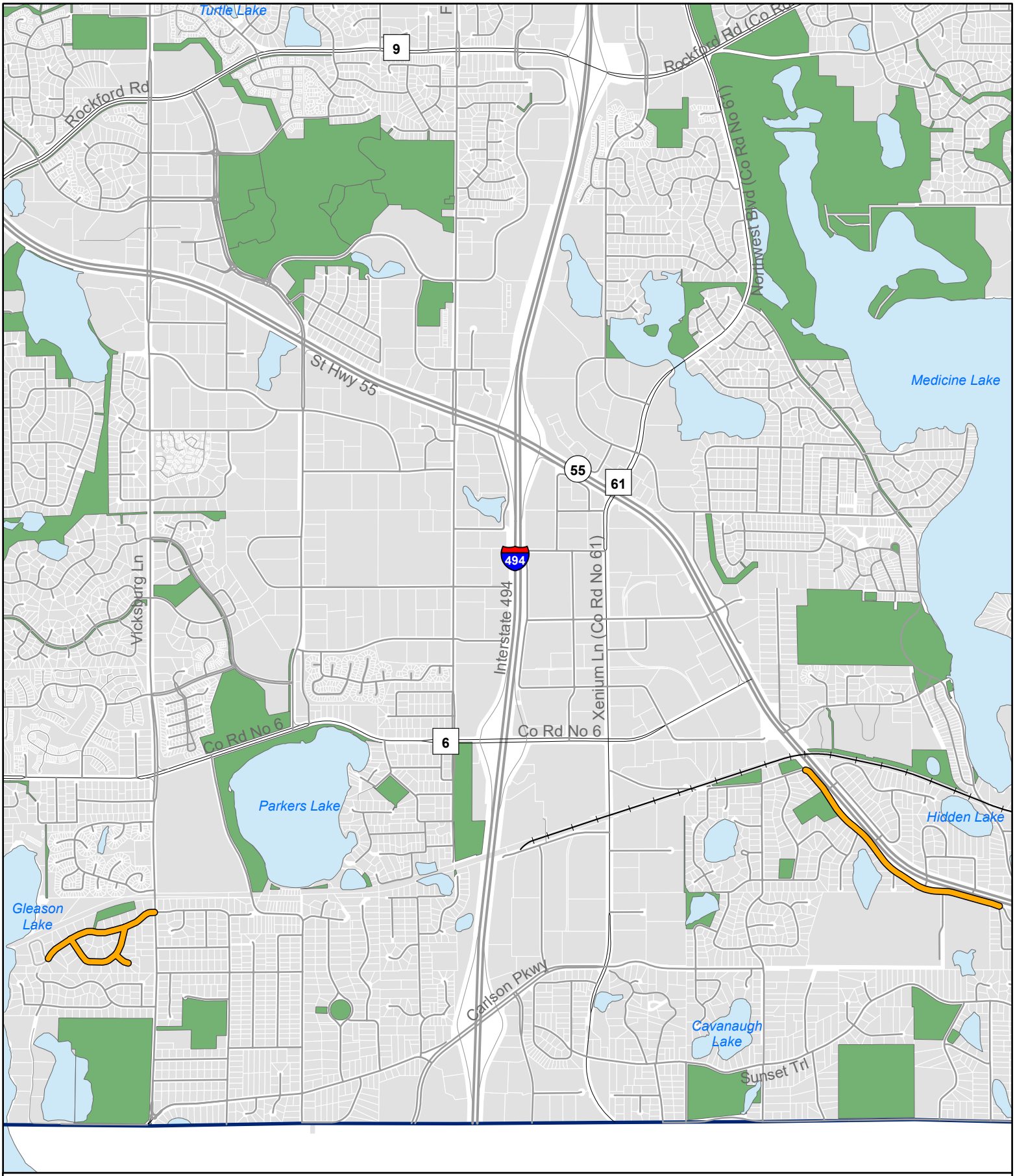
3. Budget Impact:

This project is included in the 2025-2034 CIP with an estimated planning level cost of $6,810,000. The estimated project cost for the 2026 Street Reconstruction Project after more detailed design is $8,240,000, which includes the improvements ($6,595,000), engineering, administration, & inspection ($1,315,000), and contingency ($330,000). The estimated project cost also includes the cost for the larger stormwater basin ($593,000) and sidewalk ($502,000) that were not originally included with the project in the CIP. The proposed funding for this project includes the Street Reconstruction Fund

($4,041,000), the Water Fund ($1,972,000), the Water Resources Fund ($1,336,000), the Sewer Fund ($85,000), and special assessments ($806,000). A portion of the approximately $1.32 million in additional Metro Area Transportation Sales and Use Tax revenue the city will receive in 2026 may be used to fund the sidewalk that connects the neighborhood to businesses and the transit center. Active transportation expenses, such as sidewalks, are an eligible use for the additional funding. A final funding package that reflects actual project costs based on bid pricing will be presented to the council for approval at a later date.

4. Attachments:

1. Project Location Maps
2. Preliminary Engineering Report
3. City Council Resolution 2026-031
4. City Council Resolution 2026-032
5. City Council Resolution 2026-033
6. City Council Resolution 2026-034
7. City Council Resolution 2026-035



2026 Street Reconstruction Project
City Project #ST269001

N

0 3,000 Feet

Reconstruction Project

City of Plymouth

THIS REPRESENTS A COMPILATION OF INFORMATION AND DATA FROM CITY, COUNTY, STATE AND OTHER SOURCES THAT HAS NOT BEEN FIELD VERIFIED. INFORMATION SHOULD BE FIELD VERIFIED AND COMPARED WITH ORIGINAL SOURCE DOCUMENTS.

2026 Street Reconstruction Project
City Project #ST269001 - Birch Briar

N

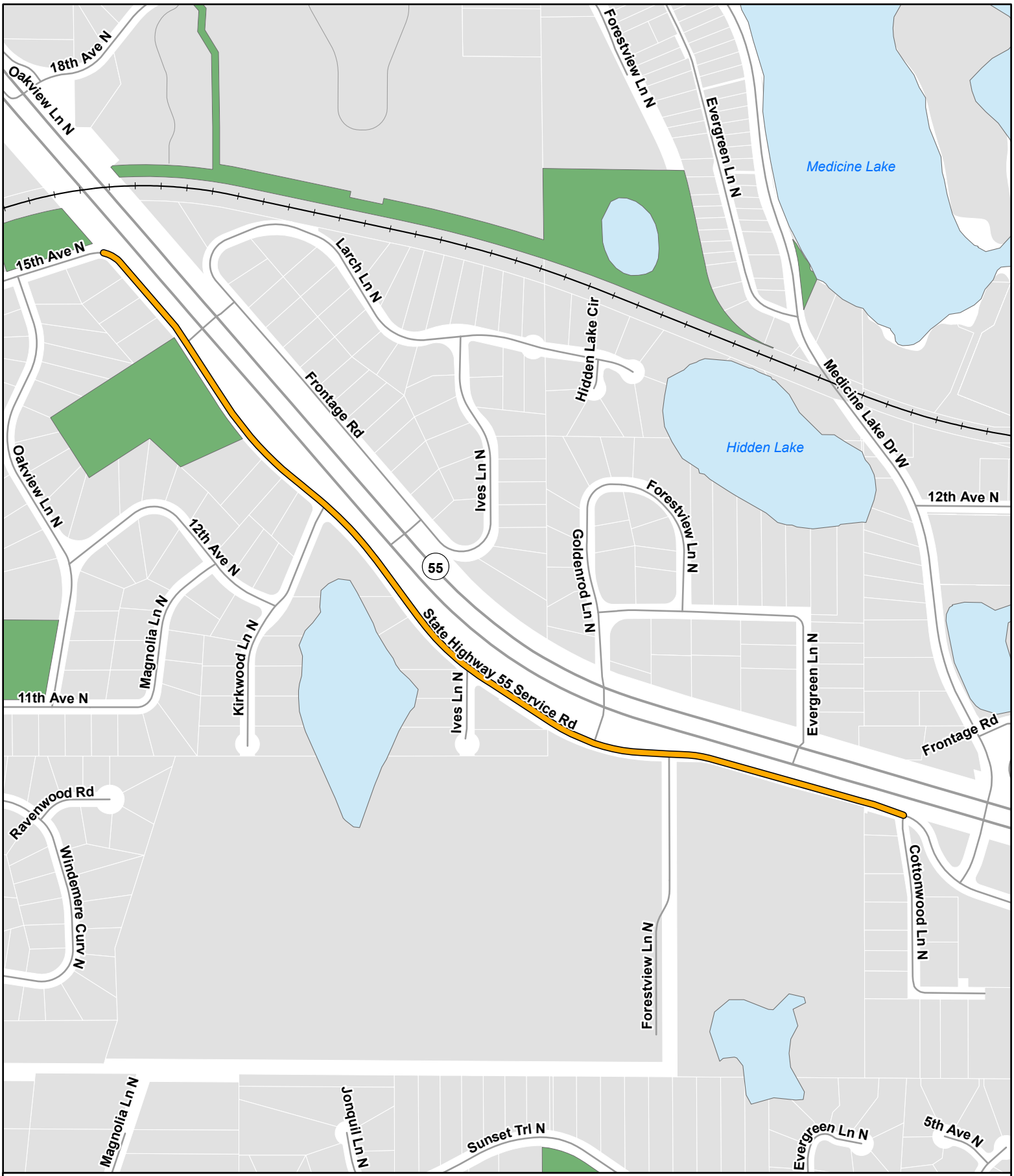
0 1,000 Feet

Reconstruction Project

Private Road

City of Plymouth

THIS REPRESENTS A COMPILATION OF INFORMATION AND DATA FROM CITY, COUNTY, STATE AND OTHER SOURCES THAT HAS NOT BEEN FIELD VERIFIED. INFORMATION SHOULD BE FIELD VERIFIED AND COMPARED WITH ORIGINAL SOURCE DOCUMENTS.



2026 Street Reconstruction Project
City Project #ST269001 - Hwy 55 Frontage Road

N

0 1,000 Feet

Reconstruction Project

City of Plymouth

THIS REPRESENTS A COMPILATION OF INFORMATION AND DATA FROM CITY, COUNTY, STATE AND OTHER SOURCES THAT HAS NOT BEEN FIELD VERIFIED. INFORMATION SHOULD BE FIELD VERIFIED AND COMPARED WITH ORIGINAL SOURCE DOCUMENTS.

2026 Street Reconstruction
Feasibility Report

City of Plymouth, Minnesota
January 2026

Submitted by:
Bolton & Menk, Inc.
12224 Nicollet Avenue
Burnsville, MN 55337
P: 950-890-0509
F: 950-890-8065

Certification

Feasibility Report

For

2026 Street Reconstruction
Birch Briar Neighborhood
Highway 55 Frontage Road

City of Plymouth
Plymouth, Minnesota
BMI Project No. 25X.137928.000
City Project No. ST269001

January 2026

PROFESSIONAL ENGINEER

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

Signature: _____

Typed or Printed Name: Nicholas J. Amatuccio, P.E.

Date: 1/20/2026 License Number: 53639

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Appendix B: Preliminary Cost Estimate
Appendix C: Preliminary Assessment Roll & Assessment Property Map
Appendix D: Geotechnical Report

INTRODUCTION

The purpose of this report is to determine, in a preliminary manner, the feasibility of reconstructing the pavement, storm sewer, and watermain on:

1. Birch Briar Neighborhood, the streets south of and including 9th Avenue, west of Vicksburg Lane, north of and including 8th Avenue and Weston Lane, and east of the Private Road, Birch Briar Trail.
    a. The proposed project improvements do not include the private road in the neighborhood, Birch Briar Trail. Although, the project does provide a benefit to the private road as 9th Avenue is the only access for residents on Birch Briar Trail.
2. Highway 55 Frontage Road, from 15th Avenue to Cottonwood Lane.

The report discusses existing conditions, proposed improvements, estimated costs for the proposed improvements, and estimates the amount to be assessed to benefitting properties. Figures depicting the project locations can be found in **Appendix A** of this report.

The project is necessary, feasible, and cost effective from an engineering standpoint. Based on the information contained in this document, it is recommended to proceed with the improvements as outlined in this report.

EXISTING CONDITIONS

Birch Briar Neighborhood

The Birch Briar neighborhood, which includes 9th Avenue, 8th Avenue, and Weston Lane, consists of 3,500 feet of rural roadway lacking concrete curb and gutter with one lane in each direction. The exception to this is the Weston Lane cul-de-sac that consists of 300 feet of urban roadway with existing curb and gutter. The existing roadway is generally 29-32 feet wide. This corridor is entirely within the City of Plymouth. The project terminates before entering Vicksburg Lane, aside from a watermain connection at the west side of the intersection.

Roadway Pavement

The pavement in the Birch Briar neighborhood needs reconstruction because the pavement has deteriorated significantly beyond its life cycle and has required more than routine maintenance by Street Maintenance crews. The streets within the neighborhood have a 2024 PASER rating of 5, as shown in **Appendix A** of this report, except for 9th Avenue west of 16300 9th Ave which has a 2024 PASER rating of 4.

Based on geotechnical investigation by Braun Intertec, included as **Appendix D**, the typical thickness of bituminous pavement along the streets withing the Birch Briar neighborhood was between 6” and 10”. The aggregate base thickness ranged from 4” to 13” underneath the bituminous pavement. Subgrade soils generally consist of sandy lean clay, clayey sand, silty sand, poorly graded sand, and poorly graded sand with silt.

Watermain & Sanitary Sewer

The existing watermain within the Birch Briar neighborhood is 6” to 8” cast iron pipe (CIP) that was installed in 1969 and is aged. The exception to this is the watermain on Weston Ln which is 6” ductile iron pipe (DIP) that was installed in 1978 and is also aged. The watermain under Birch Briar Trail that serves the residents on the private road is also 6” to 8” cast iron pipe (CIP), like most of the Birch Briar

neighborhood. This watermain is under the existing gravel roadway of Birch Briar Trail and has no history of breaks or repairs on the watermain to date, other than a couple of private water service repairs.

The sanitary sewer system within the neighborhood consists of 9" vitrified clay pipe (VCP) installed in 1969, which has since been lined in 2010 as part of the City's annual sanitary sewer lining program. The existing sanitary sewer system is in adequate condition after being lined. The sanitary sewer on Weston Ln is 8" polyvinyl chloride (PVC) pipe installed in 1978, which was also lined in 2010 and in adequate condition.

Drainage & Storm Sewer

Currently, there is a minimal amount of storm sewer and inlet structures within the Birch Briar neighborhood. The neighborhood is primarily served by a bituminous edge on each side of the road, which does not convey storm water effectively. Storm water runoff is then conveyed, as much as the bituminous edges allow, to either the wetland to the southwest of the neighborhood via culverts under 8th Avenue and 9th Avenue, or the City Lot and wooded area at 16200 9th Avenue via culverts and storm outlets from 9th Avenue and Vicksburg Lane. There are many drainage issues in the roadway and in front and side yards resulting from this lack of a drainage system, particularly in melt water conditions where pavement surfaces can become dangerous due to excessive ice buildup during winter months.

Pedestrian Facilities

There is concrete sidewalk along the west side of Vicksburg Lane, crossing the 9th Avenue intersection. There is no existing sidewalk within the Birch Briar neighborhood.

Highway 55 Frontage Road

The Highway 55 Frontage Road, from 15th Avenue to Cottonwood Lane, consists of 4,200 feet of rural roadway lacking concrete curb and gutter with one lane in each direction. The existing roadway is generally 22-27 feet wide. Diagonal parking also exists on the south side of the road along Bright Beginnings Academy near the west end of the corridor, entirely within City right-of-way, which is not a City standard implementation and is not required for this area. This corridor is entirely within the City of Plymouth. The project terminates before entering Minnesota Trunk Highway 55.

Roadway Pavement

The pavement along Highway 55 Frontage Road needs reconstruction because the pavement has deteriorated significantly beyond its life cycle and has required more than routine maintenance by Street Maintenance crews. The road has a 2024 PASER rating ranging from 4 to 7, as shown in **Appendix A** of this report. West of Kirkwood Lane has a rating of 7 and east of Kirkwood Lane has a rating of 4 or 5, which varies by block. Highway 55 Frontage Road received a temporary overlay between 2011 and 2013 to address the condition of the street, which warranted reconstruction but was not scheduled for reconstruction in the CIP. Additionally, all the adjacent streets were reconstructed in 2021.

Based on geotechnical investigation by Braun Intertec, included as **Appendix D**, the typical thickness of bituminous pavement along the streets withing the Birch Briar neighborhood was between 5" and 8". The aggregate base thickness ranged from 2" to 10" underneath the bituminous pavement. Subgrade soils generally consist of silty clay, lean clay, sandy lean clay, clayey sand, silty sand, sandy silt, poorly graded sand, and poorly graded sand with silt.

Watermain & Sanitary Sewer

The existing watermain along Highway 55 Frontage Road is 12" cast iron pipe (CIP) that was installed in 1969 and is aged. The watermain is also located along the north edge of the road and within the State

Highway 55 drainage ditch, which makes access difficult for maintenance and repairs. The sanitary sewer system within the neighborhood consists of 9" vitrified clay pipe (VCP) installed in 1966, which has since been lined between 2010 and 2021 as part of the City's annual sanitary sewer lining program. The existing sanitary sewer system is in adequate condition after being lined.

Drainage & Storm Sewer

Currently, there is a minimal amount of storm sewer and inlet structures along Highway 55 Frontage Road, most of which is owned by MnDOT within the State Highway 55 drainage ditch. The roadway is primarily served by a bituminous edge on each side of the road, which does not convey storm water effectively. Storm water runoff is then conveyed, as much as the bituminous edges allow, to either the State Highway 55 drainage ditch on the north side of the road or the wetland on the south side of the road between Ives Lane and Kirkwood Lane. There are many drainage issues in the roadway and in front yards resulting from this lack of a drainage system, particularly in melt water conditions where pavement surfaces can become dangerous due to excessive ice buildup during winter months.

Pedestrian Facilities

There is no existing sidewalk along Highway 55 Frontage Road from Cottonwood Lane to 15th Avenue. There is concrete sidewalk that begins/ends on the east side of Cottonwood Lane, along the south side of the frontage road, and continues to the east up to South Shore Drive. There is also a sidewalk pedestrian crossing State Highway 55 between Kirkwood Lane and Ives Ln.

PROPOSED IMPROVEMENTS

Birch Briar Neighborhood

Roadway Pavement

The streets within the Birch Briar neighborhood are proposed to be reconstructed. The pavement will be removed across the roadway section for all streets. The subgrade soils and existing aggregate base underlying the roadway will be replaced with twelve (12) inches of select granular borrow (sand), and eight (8) inches of aggregate base class 5 (gravel), before installing four (4) inches of new bituminous pavement at the new roadway surface. The City's typical section for a residential street is proposed as shown in **Appendix A** and has been determined to be suitable for reconstruction of the streets within the neighborhood.

The proposed improvements are consistent with the City's Pavement Management Program which includes reconstruction for pavement beyond its life expectancy. The existing pavement has deteriorated to the point where maintenance or resurfacing the pavement, such as milling or reclaiming in place, is no longer feasible or cost effective.

Barrier-style curb and gutter is proposed to be installed on both sides along each street within the Birch Briar neighborhood to meet City standards. The proposed street width is 28 feet from back of curb to back of curb on all streets within the neighborhood, which is generally similar to or slightly narrower than the existing street widths. The cul-de-sac on Weston Ln will be installed at a similar diameter to existing.

The private gravel road, Birch Briar Trail, located west of the project area will not be reconstructed as it is privately owned and maintained by the residents along this roadway. An option to pave the gravel road as part of the project through a 100 percent assessment contribution from the private road residents was provided by the City, but the residents of Birch Briar Trail declined this option. While the project will not include improvements to Birch Briar Trail, it does propose the installation of a mini cul-de-sac at the west end of 9th Avenue within the City's public right-of-way. This mini cul-de-sac will provide space for passenger vehicles and small delivery trucks to turnaround before entering the private

road if desired and will improve the city's ability to maintain this area, especially during snow removal.

Watermain

The existing 6" to 8" cast iron and ductile iron watermain within the Birch Briar neighborhood is proposed to be replaced with an 8" PVC watermain and new valves. Fire hydrants will be replaced with a few additional hydrants installed along the corridor in order to meet current fire hydrant spacing requirements. All water services to individual properties will be replaced from the watermain to the right-of-way (property line) with a new shutoff valve.

The existing watermain under the private gravel road, Birch Briar Trail, was evaluated for potential replacement due to the age and material of the watermain being similar to the rest of the watermain in the Birch Briar neighborhood which is proposed to be replaced. However, there are no proposed improvements to the watermain under Birch Briar Trail with this project for a few primary reasons:

1. There is no history of watermain breaks or repairs under the private road.
2. The private road is not being reconstructed so the roadway would need to be disturbed and restored just for the purpose of replacing the watermain, which does not take advantage of pairing capital improvements such as reconstructing the street and watermain at the same time.
3. When repairs on the watermain are needed in the future, the costs will be relatively cheap compared to watermain repairs in other areas of the City due to this being a gravel road and not paved, which reduces restoration costs. Several watermain breaks and repairs would need to occur before it would be cost effective to replace all the watermain under Birch Briar Trail.

If the residents of Birch Briar Trail ever decide to pave their private gravel road, the City would coordinate with the residents to also replace the watermain prior to paving a new roadway surface. Again, this would be to take advantage of paring capital improvements to reduce overall costs.

Drainage & Storm Sewer

Concrete curb and gutter is planned to be added to the roadway surface to better facilitate drainage conditions off the roadway pavement. The curb will drain to storm sewer inlets, added throughout the neighborhood. The curb/gutter and storm sewer system will become the primary method of stormwater drainage, as opposed to overland drainage, in the existing condition. The proposed storm sewer inlets will collect the stormwater runoff and promote flow through the storm sewer pipes, ultimately allowing the captured water to outlet to lakes, ponds, or wetlands.

Pedestrian Facilities

New concrete pedestrian ramps are proposed on the sidewalk along the west side of Vicksburg Lane, crossing the 9th Avenue intersection. No additional sidewalk is proposed within the Birch Briar neighborhood.

Highway 55 Frontage Road

Roadway Pavement

The Highway 55 Frontage Road, from 15th Avenue to Cottonwood Lane is proposed to be reconstructed. The pavement will be removed across the roadway section for all streets. The subgrade soils and existing aggregate base underlying the roadway will be replaced with twelve (12) inches of select granular borrow (sand), and eight (8) inches of aggregate base class 5 (gravel), before installing four (4) inches of new bituminous pavement at the new roadway surface. The City's typical section for a residential street is proposed as shown in **Appendix A** and has been determined to be suitable for reconstruction of the streets within the neighborhood. There are several typical sections shown for this corridor due to the

varied street widths and pedestrian facilities, but the pavement section remains the same throughout the corridor. One of these typical sections shows a 6.5-foot parallel parking lane along Bright Beginnings Academy, in place of the existing diagonal parking off the street. This will still allow for easier on-street parking as needed for busier events at the Academy, while being a more typical City street section to make future maintenance easier for Public Works during snow plowing and street sweeping operations.

The proposed improvements are consistent with the City's Pavement Management Program which includes reconstruction for pavement beyond its life expectancy. The existing pavement has deteriorated to the point where maintenance or resurfacing the pavement, such as milling or reclaiming in place, is no longer feasible or cost effective.

Barrier-style curb and gutter is proposed to be installed on both sides along Highway 55 Frontage Road to meet City standards. The proposed street width is 28 feet from back of curb to back of curb from 15th Avenue to Forestview Lane and 26 feet from face of curb to face of curb from Forestview Lane to Cottonwood Lane, which is slightly wider than the existing street widths.

Watermain

The existing 12" cast iron watermain along Highway 55 Frontage Road is proposed to be replaced with a 12" PVC watermain and new valves. The new watermain will be installed in the center of the new roadway alignment for easier access for future maintenance, while the existing watermain in the highway ditch will be abandoned in place. Fire hydrants will be replaced with a few additional hydrants installed along the corridor in order to meet current fire hydrant spacing requirements. All water services to individual properties will be replaced from the watermain to the right-of-way (property line) with a new shutoff valve.

Drainage & Storm Sewer

Concrete curb and gutter is planned to be added to the roadway surface to better facilitate drainage conditions off the roadway pavement. The curb will drain to storm sewer inlets, added throughout the corridor. The curb/gutter and storm sewer system will become the primary method of stormwater drainage, as opposed to overland drainage, in the existing condition. The proposed storm sewer inlets will collect the stormwater runoff and promote flow through the storm sewer pipes, ultimately allowing the captured water to outlet to ditches, lakes, ponds, or wetlands.

Pedestrian Facilities

A new concrete sidewalk is proposed to be added along the south side of Highway 55 Frontage Road from Cottonwood Lane to Bright Beginnings Academy, southeast of 15th Avenue. Pedestrian and bicycle data was collected early in the design phase of the project which identified a higher volume of pedestrian traffic than a typical residential street, especially on the weekend. A concrete sidewalk on the south side of the road from Cottonwood Lane to Bright Beginnings Academy would allow for a dedicated pedestrian facility to continue to the west from where the sidewalk currently terminates at Cottonwood Lane. The sidewalk from Cottonwood Lane to Ives Lane is mostly along the back of curb at 6.33 feet wide due to right of way and grade constraints. From Ives Lane to Bright Beginnings Academy, the sidewalk is mostly 5 feet wide with a 5-to-6-foot-wide grass boulevard due to more right-of-way and less constraints with grades in this area.

There was no identified need for a separate bicycle facility along the corridor with lower traffic volumes and speeds, with on-street biking being sufficient for this area.

SURFACE WATER PROTECTION

The project has a pre-construction impervious surface area of 5.1 acres, and the proposed improvements will result in a post-construction impervious surface area of 5.5 acres. The total

anticipated disturbed area for the project is estimated at 12.4 acres. Due to the disturbance area, the project will require an NPDES permit and an erosion control permits from the Minnehaha Creek Watershed District (Birch Briar Neighborhood) and Bassett Creek Watershed Management Commission (Highway 55 Frontage Road). Since the total reconstructed impervious surface area will be over 1 acre, stormwater management, meeting the requirements of the City's MS4 General Permit and Minnehaha Watershed District, will also be required. To comply with the MS4 General Permit and Minnehaha Watershed District, a large stormwater infiltration basin is proposed to treat the required water quality volume, as outlined in the permits. The infiltration basin is proposed to be constructed within the City owned lot at 16200 9th Avenue in the Birch Briar neighborhood, to the south of the Luce Line Trail. There will be six properties adjacent to the infiltration basin in the City owned lot, separated by a buffer of mature trees that will remain in place outside the grading and excavation limits of the proposed basin and storm sewer directed to the basin.

There is one delineated wetland in the neighborhood south of 8th Avenue and an existing storm culvert. While it is proposed to extend the existing storm culvert with a new storm sewer pipe, the project improvements and construction limits do not encroach or impact the wetland as all proposed improvements are outside of the delineation.

Erosion and Sediment control measures have been incorporated into the proposed designs throughout the neighborhood. Construction best management practices (BMPs), such as inlet protection and perimeter controls, are implemented where feasible on all City street projects.

TRAFFIC, ACCESS, AND RIGHT-OF-WAY

Access to all properties will be maintained during construction as much as possible. When access cannot be maintained during portions of the work such as utility excavation or while concrete curb cures (hardens) after installation through driveways, residents and businesses will be notified of the access restrictions. Access to businesses during business hours will be maintained at all times, with the use of temporary gravel driveways as necessary. Local traffic will need to traverse dirt and aggregate base surfaces to access their properties, schools, or businesses during much of the project.

The Birch Briar neighborhood will generally be closed to through traffic but open to local residents. Through traffic should not be a concern for the Birch Briar neighborhood since there is no outlet, but the addition of construction signs at the Vicksburg Lane intersection should deter any unnecessary traffic entering the neighborhood. While work is occurring on 9th Avenue near Vicksburg Lane, traffic will be reduced to one lane in one direction with a flagging operation to maintain the only access in and out of the neighborhood for residents. Temporary lane shifts on Vicksburg Lane will reduce the 3-lane road down to a 2-lane road (one lane in each direction with no center turn lane) during the watermain connection work at the Vicksburg Lane intersection.

The Highway 55 Frontage Road will generally be closed to through traffic but open to local residents, schools, and businesses. The addition of construction signs at 15th Avenue, Cottonwood Lane, Goldenrod Lane (Highway 55 access), and other City side streets should deter any unnecessary traffic from using the frontage road. Hard closures of these residential adjacent access points will be utilized during the phasing of construction. Detour routes will be posed and advertised to affective areas.

A construction phasing plan is proposed for both the Birch Briar neighborhood and Highway 55 Frontage Road to minimize the overall duration of construction and allow for the best possible access during construction. Birch Briar will be split into two phases to provide sufficient access for residents while maintaining efficiency in the construction operations. Highway 55 Frontage Road will be split into three phases for the same reasons as Birch Briar but to also maintain key access points onto the frontage road and to focus on construction in front of the Fourth Baptist Church School during the summer months while classes are not in session.

Proper traffic control will be installed prior to the road being under construction. Deadlines will be established and included within the contract documents along with liquidated damages to account for any impacts to the City for the contractor's failure to complete the specified work in the time allotted.

The majority of the roadway improvements will be constructed in the existing right-of-way or within City owned lots. Temporary right-of-entries or temporary easements will be obtained from private property owners for temporary construction impacts outside of the right-of-way or existing easements on an as needed basis.

PROJECT SCHEDULE

The proposed project schedule is shown below but is subject to change:

Table 1 – Project Schedule	
City Council orders and receives the preliminary engineering report, orders and accepts the plans and specifications, orders advertisements for bids, calls for a Public Improvement Hearing, declares costs to be assessed and sets the Public Assessment Hearing	**January 27, 2026**
Receive Bids	**February 19, 2026**
Public Improvement Hearing, Assessment Hearing, Award Contract	**March 24, 2026**
Begin Construction	**May 1, 2026**
Substantial Completion	**October 30, 2026**
Final Completion	**May 28, 2027**

ESTIMATED COSTS

The estimated project costs include construction costs, construction contingencies, and costs for design and administration. An itemized cost estimate can be found in **Appendix B** of this report. The estimated project cost for the 2026 Street Reconstruction Project is $8,240,000 and is summarized in the table below.

Table 2 – Estimated Project Costs	
Construction Cost	$6,595,000
Contingency	$330,000
Design & Administration	$1,315,000
Total	$8,240,000

FINANCING

The 2025-2034 Capital Improvement Plan (CIP) has designated $6,810,000 for the 2026 Street Reconstruction Project. Funding of the project is proposed to be from a mixture of sources including various City funds and special assessments to benefiting property owners.

The adjacent benefiting property owners who directly access roadways to be improved are

proposed to be assessed for a portion of the project costs, consistent with the City's assessment policy. The City of Plymouth assessment policy states that benefiting single-family detached unit properties shall be assessed at a flat rate of $12,000 with an interest rate of 3% if not paid in full within the first year. Single-family detached unit properties without direct access to the project street but require use of the project street for access to their property, Birch Briar Trail private road for example, shall be assessed at a reduced rate that is consistent with the City's policy and past practices with private roads adjacent to City projects.

In no case should the total assessed amount exceed the actual project cost. Assessments for properties guided or zoned for single-family use shall be made on a per parcel (unit) basis. For properties guided or zoned other than single-family use, the City shall calculate the equivalent units based on front footage or area depending upon the guided or zoned use and parcel configuration.

Only the street improvements that are proposed to be completed with this project are proposed to be assessed. The properties proposed to be assessed with this project are included in **Appendix C** of this report.

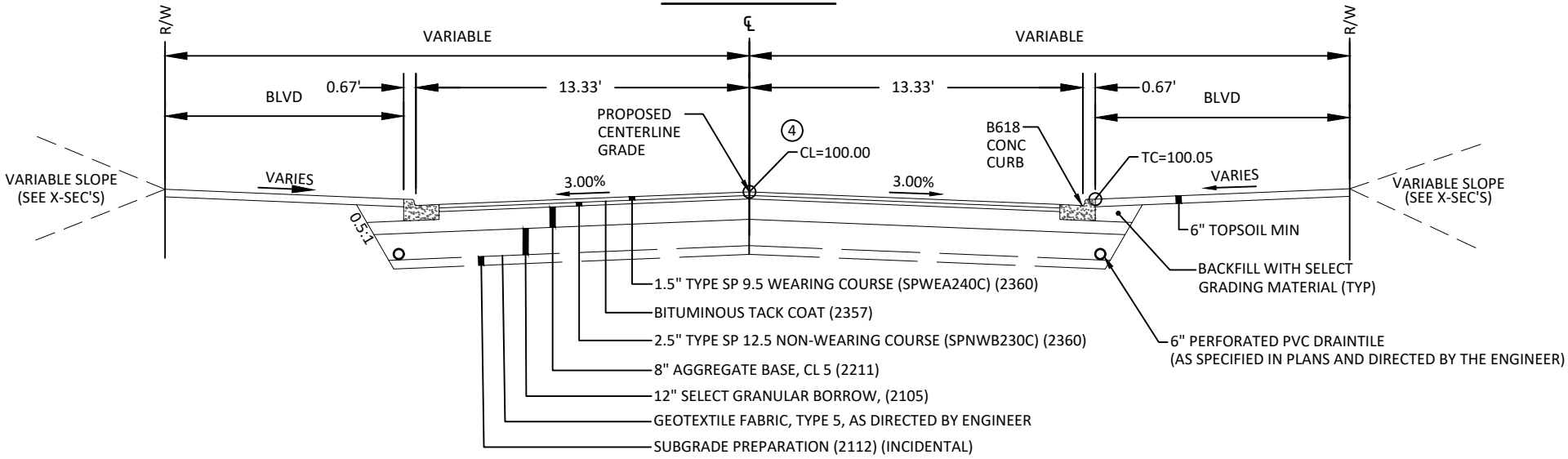
The overall funding for the 2026 Street Reconstruction Project is detailed in the table below.

Table 3 – Project Financing

Fund	Estimated Project Costs	Budgeted
Street Reconstruction Fund	$4,041,000	$ 3,672,000
Water Fund	$1,972,000	$ 1,700,000
Water Resources Fund	$1,336,000	$ 743,000
Sewer Fund	$85,000	$ 70,000
Special Assessments	$806,000	$ 625,000
Total Funding	$8,240,000	$ 6,810,000

Appendix A: Figures

8TH AVENUE N , 9TH AVENUE N & WESTON LANE
TYPICAL SECTION



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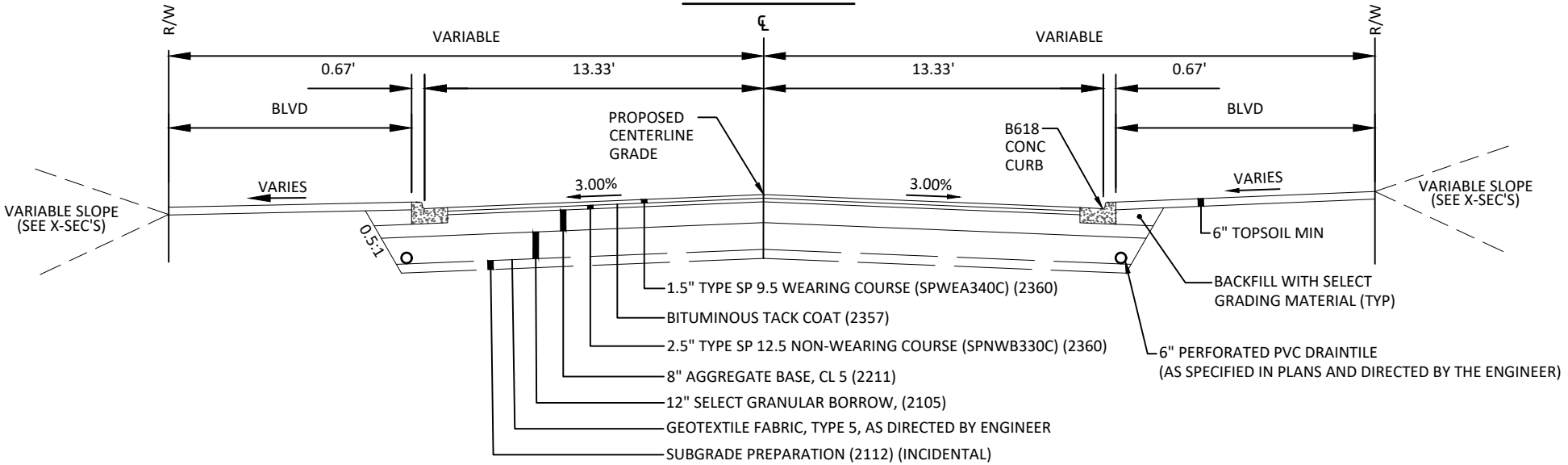
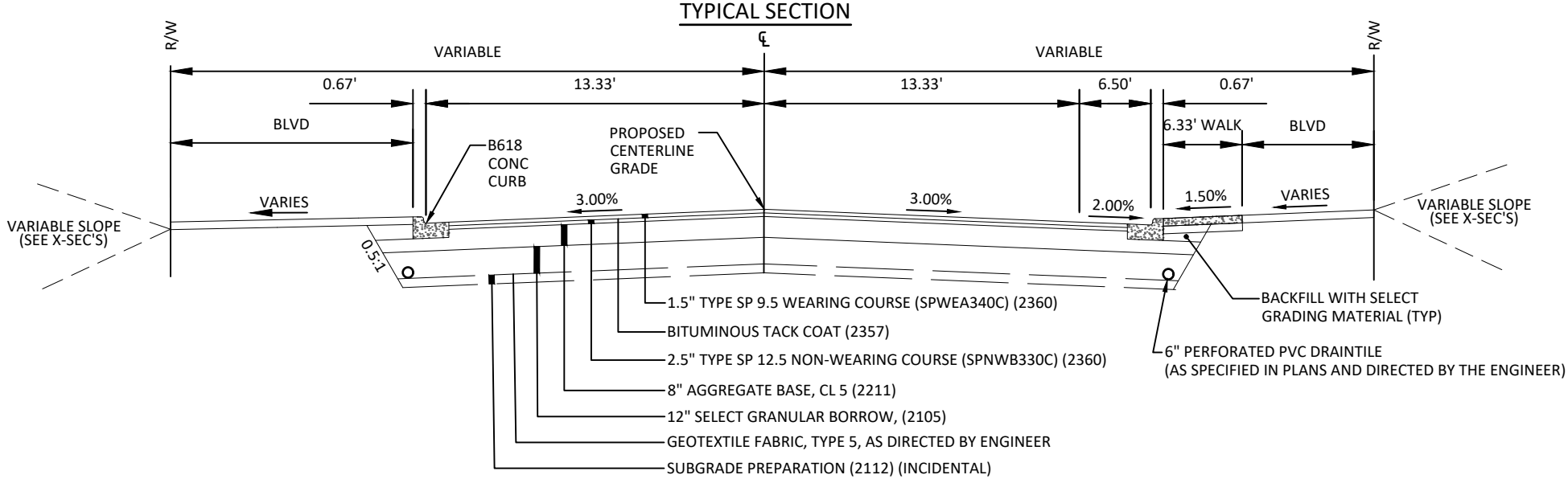
TH 55 FRONTAGE ROAD
501+65 TO 507+00
TYPICAL SECTION



TH 55 FRONTAGE ROAD
507+30 TO 510+08
TYPICAL SECTION



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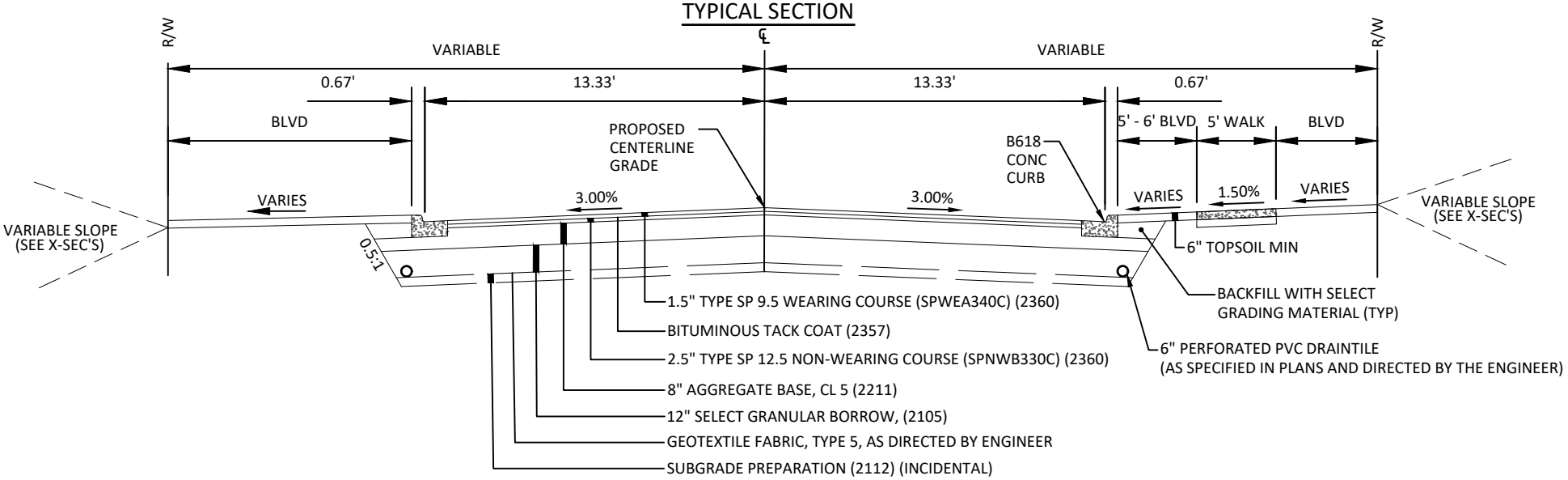
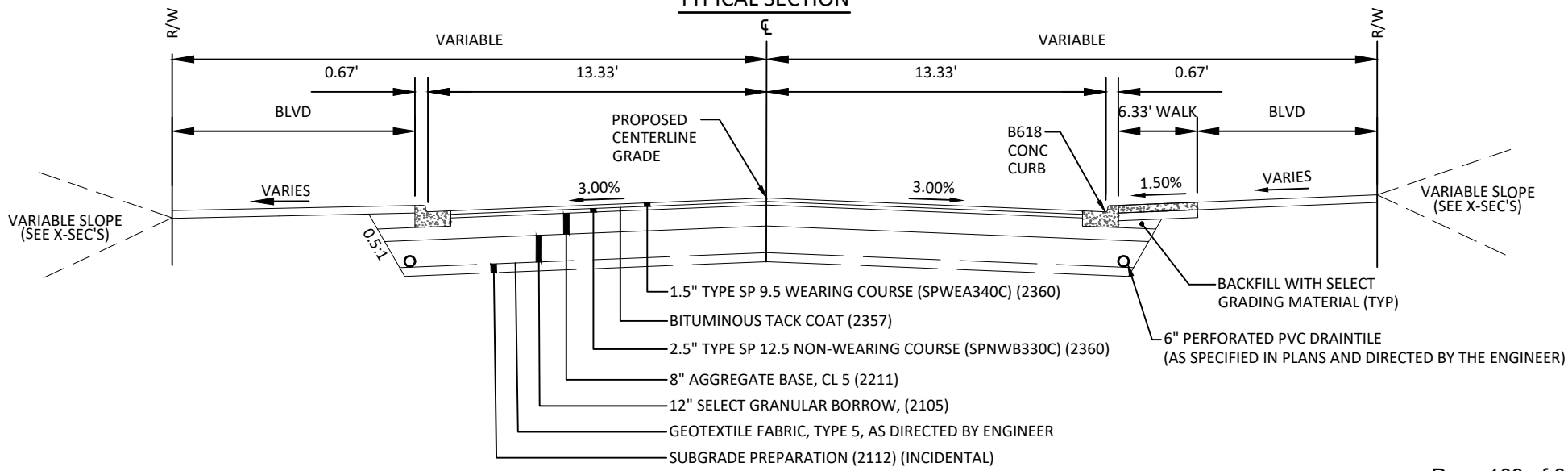
TH 55 FRONTAGE ROAD
510+08 TO 525+29
TYPICAL SECTION



TH 55 FRONTAGE ROAD
507+00 TO 507+30
525+29 TO 534+48
TYPICAL SECTION



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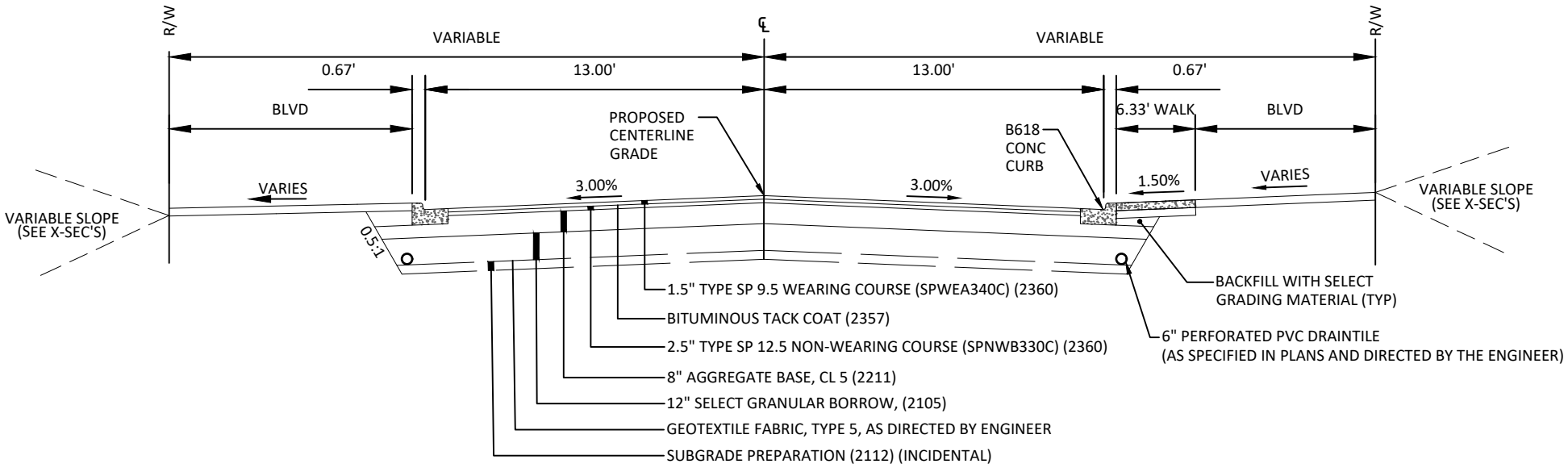
TH 55 FRONTAGE ROAD
534+48 TO 544+70
TYPICAL SECTION



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2026 Street Reconstruction Project
City Project #ST269001 - Birch Briar

N

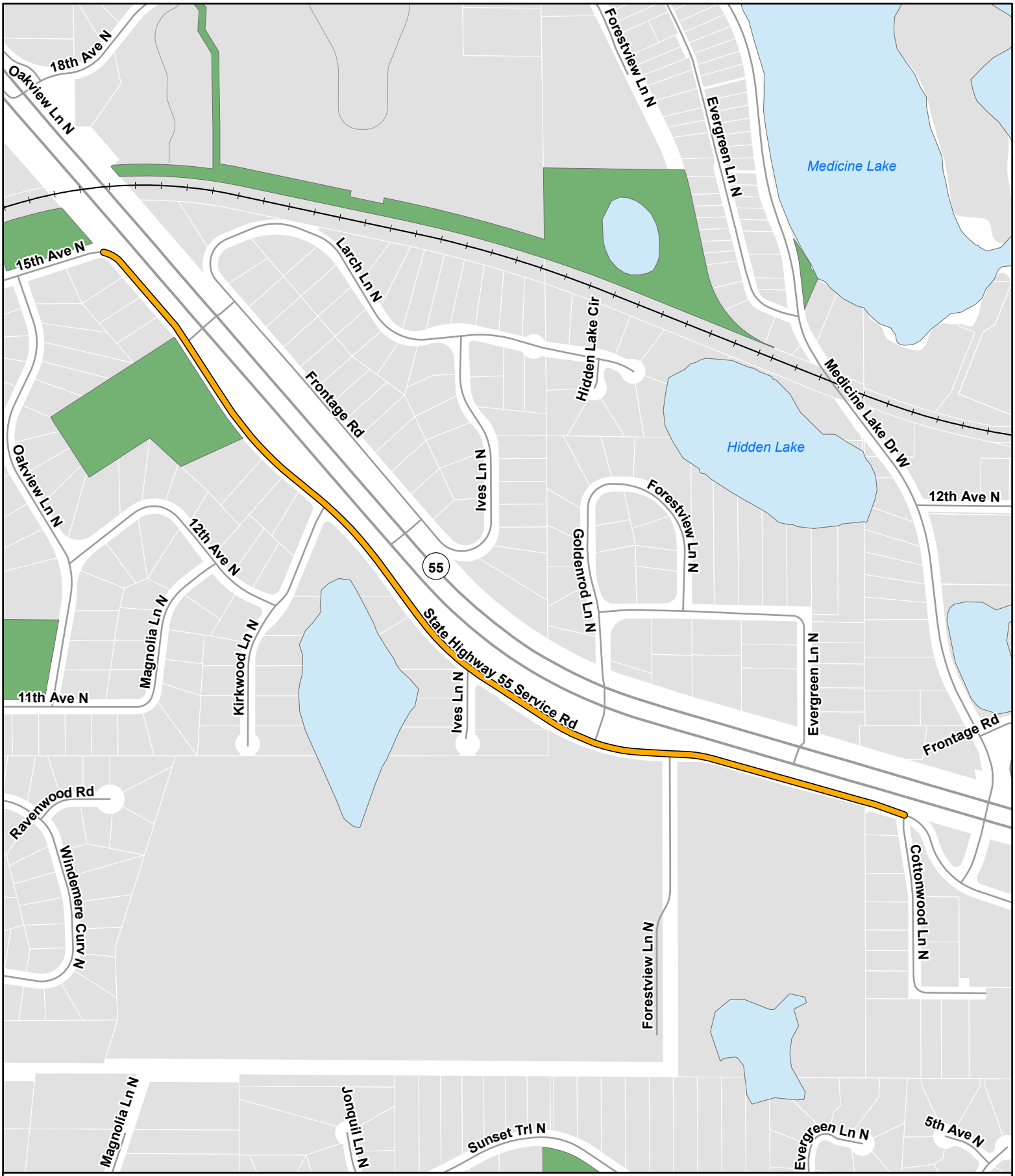
0 1,000 Feet

Reconstruction Project

Private Road

City of Plymouth

THIS REPRESENTS A COMPILATION OF INFORMATION AND DATA FROM CITY, COUNTY, STATE AND OTHER SOURCES THAT HAS NOT BEEN FIELD VERIFIED. INFORMATION SHOULD BE FIELD VERIFIED AND COMPARED WITH ORIGINAL SOURCE DOCUMENTS.



2026 Street Reconstruction Project
City Project #ST269001 - Hwy 55 Frontage Road

N

0 1,000 Feet

Reconstruction Project

City of Plymouth

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N

0 300 Feet

2026 Street Rehabilitation Project
City Project #ST269001 - Birch Briar

2024 Paser Rating

4

5

City of Plymouth

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N

0 500 Feet

2026 Street Rehabilitation Project
City Project #ST269001 - Hwy 55 Frontage Road

2024 Paser Rating

4 5 7

City of Plymouth

THIS REPRESENTS A COMPILATION OF INFORMATION AND DATA FROM CITY, COUNTY, STATE AND OTHER SOURCES THAT HAS NOT BEEN FIELD VERIFIED. INFORMATION SHOULD BE FIELD VERIFIED AND COMPARED WITH ORIGINAL SOURCE DOCUMENTS.

Appendix B: Preliminary Cost Estimate

ENGINEER'S ESTIMATE

2026 STREET RECONSTRUCTION
CITY PROJECT NO. ST269001
CITY OF PLYMOUTH, MN
BMI PROJECT NO. 25X.137928

BOLTON & MENK
Real People. Real Solutions.

Date: 1/16/2026

Item No.	MnDOT/CEAM Spec No.	Item	Notes	Unit	Unit Price	Estimated Costs										Total Quantity	Total Cost
						Birch Briar Neighborhood					Highway 55 Frontage Rd					Pineview/6th Ave Intersection	
						Streets	Sanitary	Storm	Water	Pedestrian Improvements	Streets	Sanitary	Storm	Water	Pedestrian Improvements			
BASE BID																		
1	2021.501	MOBILIZATION		LUMP SUM	$275,000.00	$55,000.00	$2,750.00	$27,500.00	$33,000.00	$2,750.00	$60,500.00	$2,750.00	$27,500.00	$44,000.00	$13,750.00	$5,500.00	1.00	**$275,000.00**
2	2572.510	PRUNE TREES (TREE TRIMMING)		HOUR	$250.00	$2,500.00	$0.00	$1,250.00	$2,500.00	$0.00	$5,000.00	$0.00	$2,500.00	$2,500.00	$2,500.00	$0.00	75.00	**$18,750.00**
3	2101.502	CLEARING		EACH	$300.00	$28,500.00	$0.00	$0.00	$0.00	$0.00	$24,000.00	$0.00	$0.00	$0.00	$0.00	$0.00	175.00	**$52,500.00**
4	2101.502	GRUBBING		EACH	$150.00	$14,250.00	$0.00	$0.00	$0.00	$0.00	$12,450.00	$0.00	$0.00	$0.00	$0.00	$0.00	178.00	**$26,700.00**
5	2101.505	BRUSH CLEARING		ACRE	$20,000.00	$3,000.00	$0.00	$0.00	$0.00	$0.00	$3,000.00	$0.00	$0.00	$0.00	$0.00	$0.00	0.30	**$6,000.00**
6	2104.502	SALVAGE MAILBOX		EACH	$80.00	$2,880.00	$0.00	$0.00	$0.00	$0.00	$640.00	$0.00	$0.00	$0.00	$0.00	$0.00	44.00	**$3,520.00**
7	2104.502	SALVAGE CASTING (SANITARY)		EACH	$350.00	$0.00	$5,250.00	$0.00	$0.00	$0.00	$0.00	$1,400.00	$0.00	$0.00	$0.00	$700.00	21.00	**$7,350.00**
8	2104.502	REMOVE DRAINAGE STRUCTURE		EACH	$700.00	$0.00	$0.00	$7,000.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	10.00	**$7,000.00**
9	2104.502	REMOVE HYDRANT		EACH	$400.00	$0.00	$0.00	$0.00	$2,800.00	$0.00	$0.00	$0.00	$0.00	$1,600.00	$0.00	$0.00	11.00	**$4,400.00**
10	2104.502	REMOVE SIGN POST		EACH	$50.00	$400.00	$0.00	$0.00	$0.00	$0.00	$750.00	$0.00	$0.00	$0.00	$0.00	$0.00	23.00	**$1,150.00**
11	2104.502	SALVAGE SIGN PANEL		EACH	$100.00	$100.00	$0.00	$0.00	$0.00	$0.00	$400.00	$0.00	$0.00	$0.00	$0.00	$0.00	5.00	**$500.00**
12	2104.502	SALVAGE GATE VALVE		EACH	$750.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$4,500.00	$0.00	$0.00	6.00	**$4,500.00**
13	2104.502	REMOVE SIGN PANEL		EACH	$50.00	$450.00	$0.00	$0.00	$0.00	$0.00	$900.00	$0.00	$0.00	$0.00	$0.00	$0.00	27.00	**$1,350.00**
14	2506.502	ADJUST FRAME AND RING CASTING (STORM)		EACH	$400.00	$0.00	$0.00	$800.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	2.00	**$800.00**
15	2104.503	REMOVE CURB AND GUTTER		LIN FT	$7.50	$5,505.00	$0.00	$0.00	$0.00	$0.00	$4,350.00	$0.00	$0.00	$0.00	$0.00	$540.00	1386.00	**$10,395.00**
16	2104.503	REMOVE WATERMAIN		LIN FT	$6.00	$0.00	$0.00	$0.00	$31,500.00	$0.00	$0.00	$0.00	$0.00	$10,920.00	$0.00	$0.00	7070.00	**$42,420.00**
17	2104.503	REMOVE SEWER PIPE (STORM)		LIN FT	$9.00	$0.00	$0.00	$2,700.00	$0.00	$0.00	$0.00	$0.00	$0.00	$1,980.00	$0.00	$0.00	520.00	**$4,680.00**
18	2104.503	SALVAGE RETAINING WALL		LIN FT	$50.00	$2,500.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	50.00	**$2,500.00**
19	2104.604	SALVAGE & REINSTALL EMERGENCY EXIT PAVERS		SQ YD	$100.00	$0.00	$0.00	$0.00	$0.00	$0.00	$5,000.00	$0.00	$0.00	$0.00	$0.00	$0.00	50.00	**$5,000.00**
20	2104.518	REMOVE CONCRETE WALK		SQ FT	$1.50	$0.00	$0.00	$0.00	$0.00	$247.50	$0.00	$0.00	$0.00	$0.00	$285.00	$0.00	355.00	**$532.50**
21	2104.504	REMOVE CONCRETE PAVEMENT		SQ YD	$14.00	$2,380.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	170.00	**$2,380.00**
22	2104.504	REMOVE BITUMINOUS DRIVEWAY PAVEMENT		SQ YD	$5.00	$6,000.00	$0.00	$0.00	$0.00	$0.00	$2,500.00	$0.00	$0.00	$0.00	$0.00	$0.00	1700.00	**$8,500.00**
23	2104.504	REMOVE BITUMINOUS PAVEMENT (STREET) (P)	(P)	SQ YD	$1.50	$20,190.00	$0.00	$0.00	$0.00	$0.00	$23,325.00	$0.00	$0.00	$0.00	$0.00	$37.50	29035.00	**$43,552.50**
24	2232.504	MILL BITUMINOUS SURFACE (1.5")		SQ YD	$5.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$1,125.00	225.00	**$1,125.00**
25	2104.503	REMOVE BITUMINOUS PAVING WEDGE		LIN FT	$2.25	$17,325.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	7700.00	**$17,325.00**
26	2104.502	ABANDON STORM SEWER STRUCTURE		EACH	$2,000.00	$0.00	$0.00	$2,000.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	1.00	**$2,000.00**
27	2104.503	ABANDON STORM SEWER		LIN FT	$30.00	$0.00	$0.00	$6,300.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	210.00	**$6,300.00**
28	2104.503	ABANDON WATERMAIN		LIN FT	$10.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$36,150.00	$0.00	$0.00	3615.00	**$36,150.00**
29	2563.601	TEMPORARY ACCESS ROAD (HONEYWELL)		LUMP SUM	$10,000.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$10,000.00	$0.00	$0.00	1.00	**$10,000.00**
30	2106.507	EXCAVATION - COMMON (BIRCH BRIAR NEIGHBORHOOD) (P)	(P)	CU YD	$30.00	$349,200.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	11640.00	**$349,200.00**
31	2106.507	EXCAVATION - COMMON (HIGHWAY 55 FRONTAGE ROAD) (P)	(P)	CU YD	$30.00	$0.00	$0.00	$0.00	$0.00	$0.00	$423,600.00	$0.00	$0.00	$0.00	$90,000.00	$0.00	17120.00	**$513,600.00**
32	2106.507	EXCAVATION - SUBGRADE (EV)	(EV)	CU YD	$30.00	$18,600.00	$0.00	$0.00	$0.00	$0.00	$17,700.00	$0.00	$0.00	$0.00	$0.00	$0.00	1210.00	**$36,300.00**
33	2106.507	COMMON BORROW (P)	(P)	CU YD	$25.00	$2,875.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	115.00	**$2,875.00**
34	2106.509	STABILIZING AGGREGATE (3" CLEAR)		TON	$30.00	$33,900.00	$0.00	$0.00	$0.00	$0.00	$32,250.00	$0.00	$0.00	$0.00	$0.00	$0.00	2205.00	**$66,150.00**
35	2118.609	TEMPORARY AGGREGATE FOR TRAFFIC CONTROL (3" MINUS)		TON	$25.00	$7,500.00	$0.00	$0.00	$0.00	$0.00	$7,500.00	$0.00	$0.00	$0.00	$0.00	$0.00	600.00	**$15,000.00**
36	2106.507	SELECT GRANULAR EMBANKMENT (CV)	(CV)	CU YD	$24.00	$109,200.00	$0.00	$0.00	$0.00	$0.00	$112,560.00	$0.00	$0.00	$0.00	$0.00	$0.00	9240.00	**$221,760.00**
37	2108.504	GEOTEXTILE FABRIC TYPE 5		SQ YD	$1.50	$16,050.00	$0.00	$2,175.00	$0.00	$0.00	$21,090.00	$0.00	$82.50	$0.00	$0.00	$0.00	26265.00	**$39,397.50**
38	2106.610	EXPLORATORY EXCAVATION		HOUR	$400.00	$0.00	$0.00	$2,000.00	$2,000.00	$0.00	$0.00	$0.00	$2,000.00	$2,000.00	$0.00	$0.00	20.00	**$8,000.00**
39	2211.507	AGGREGATE BASE CLASS 5 (CV)	(CV)	CU YD	$30.00	$88,500.00	$0.00	$0.00	$0.00	$0.00	$94,200.00	$0.00	$0.00	$0.00	$0.00	$600.00	6110.00	**$183,300.00**
40	2118.509	AGGREGATE SURFACING, CLASS 2 (GRAVEL DRIVEWAY)		TON	$50.00	$200.00	$0.00	$0.00	$0.00	$0.00	$750.00	$0.00	$0.00	$0.00	$0.00	$0.00	19.00	**$950.00**
41	2357.506	BITUMINOUS MATERIAL FOR TACK COAT		GAL	$6.00	$4,560.00	$0.00	$0.00	$0.00	$0.00	$4,080.00	$0.00	$0.00	$0.00	$0.00	$120.00	1460.00	**$8,760.00**
42	2360.504	TYPE SP 9.5 WEAR COURSE MIX (2,B) 3.0" THICK		SQ YD	$35.00	$42,000.00	$0.00	$0.00	$0.00	$0.00	$14,875.00	$0.00	$0.00	$0.00	$0.00	$0.00	1625.00	**$56,875.00**
43	2360.509	TYPE SP 12.5 NON-WEAR COURSE MIX (SPNWB330C)		TON	$90.00	$141,750.00	$0.00	$0.00	$0.00	$0.00	$167,850.00	$0.00	$0.00	$0.00	$0.00	$0.00	3440.00	**$309,600.00**
44	2360.509	TYPE SP 9.5 WEAR COURSE MIX (SPWEA340C)		TON	$95.00	$90,250.00	$0.00	$0.00	$0.00	$0.00	$106,400.00	$0.00	$0.00	$0.00	$0.00	$2,660.00	2098.00	**$199,310.00**
45	2514.603	BITUMINOUS PAVING WEDGE		LIN FT	$3.50	$26,950.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	7700.00	**$26,950.00**
46	2501.502	15" RC PIPE APRON		EACH	$1,800.00	$0.00	$0.00	$5,400.00	$0.00	$0.00	$0.00	$0.00	$3,600.00	$0.00	$0.00	$0.00	5.00	**$9,000.00**
47	2501.502	18" RC PIPE APRON		EACH	$2,000.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$6,000.00	$0.00	$0.00	$0.00	3.00	**$6,000.00**
48	2501.502	21" RC PIPE APRON		EACH	$2,500.00	$0.00	$0.00	$2,500.00	$0.00	$0.00	$0.00	$0.00	$2,500.00	$0.00	$0.00	$0.00	2.00	**$5,000.00**
49	2501.502	24" RC PIPE APRON W/ TRASH GUARD		EACH	$3,000.00	$0.00	$0.00	$6,000.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	2.00	**$6,000.00**
50	2511.507	RANDOM RIP RAP CLASS III (GRANITE) (LV)		TON	$150.00	$0.00	$0.00	$18,750.00	$0.00	$0.00	$0.00	$0.00	$7,500.00	$0.00	$0.00	$0.00	175.00	**$26,250.00**
51	2502.602	6" PVC PIPE DRAIN CLEANOUT		EACH	$350.00	$0.00	$0.00	$7,000.00	$0.00	$0.00	$0.00	$0.00	$1,400.00	$0.00	$0.00	$0.00	24.00	**$8,400.00**

ENGINEER'S ESTIMATE

2026 STREET RECONSTRUCTION
CITY PROJECT NO. ST269001
CITY OF PLYMOUTH, MN
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Date: 1/16/2026

Item No.	MnDOT/CEAM Spec No.	Item	Notes	Unit	Unit Price	Estimated Costs											Total Quantity	Total Cost
						Birch Briar Neighborhood					Highway 55 Frontage Rd					Pineview/6th Ave Intersection		
						Streets	Sanitary	Storm	Water	Pedestrian Improvements	Streets	Sanitary	Storm	Water	Pedestrian Improvements			
52	2502.503	6" PVC PERFORATED PIPE DRAIN		LIN FT	$12.00	$0.00	$0.00	$57,600.00	$0.00	$0.00	$0.00	$0.00	$18,000.00	$0.00	$0.00	$0.00	6300.00	**$75,600.00**
53	2502.503	6" PVC SUMP PUMP PIPE DRAIN		LIN FT	$20.00	$0.00	$0.00	$4,200.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	210.00	**$4,200.00**
54	2503.503	15" RC PIPE SEWER DESIGN 3006 CL V (STORM)		LIN FT	$55.00	$0.00	$0.00	$76,835.00	$0.00	$0.00	$0.00	$0.00	$119,460.00	$0.00	$0.00	$0.00	3569.00	**$196,295.00**
55	2503.503	18" RC PIPE SEWER DESIGN 3006 CL V (STORM)		LIN FT	$65.00	$0.00	$0.00	$4,420.00	$0.00	$0.00	$0.00	$0.00	$12,415.00	$0.00	$0.00	$0.00	259.00	**$16,835.00**
56	2503.503	21" RC PIPE SEWER DESIGN 3006 CL V (STORM)		LIN FT	$95.00	$0.00	$0.00	$76,855.00	$0.00	$0.00	$0.00	$0.00	$43,225.00	$0.00	$0.00	$0.00	1264.00	**$120,080.00**
57	2503.503	24" RC PIPE SEWER DESIGN 3006 CL V (STORM)		LIN FT	$150.00	$0.00	$0.00	$11,100.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	74.00	**$11,100.00**
58	2503.602	CONNECT TO EXISTING STORM PIPE		EACH	$1,500.00	$0.00	$0.00	$1,500.00	$0.00	$0.00	$0.00	$0.00	$1,500.00	$0.00	$0.00	$0.00	2.00	**$3,000.00**
59	2503.602	SANITARY SEWER SERVICE POINT REPAIR		EACH	$2,500.00	$0.00	$17,500.00	$0.00	$0.00	$0.00	$0.00	$0.00	$7,500.00	$0.00	$0.00	$0.00	10.00	**$25,000.00**
60	2503.602	STORM SEWER PIPE CLEANING AND TELEVISING (ANY SIZE)		LIN FT	$2.50	$0.00	$0.00	$5,870.00	$0.00	$0.00	$0.00	$0.00	$7,045.00	$0.00	$0.00	$0.00	5166.00	**$12,915.00**
61	2504.601	TEMPORARY WATER SERVICE		LUMP SUM	$60,000.00	$0.00	$0.00	$0.00	$30,000.00	$0.00	$0.00	$0.00	$0.00	$30,000.00	$0.00	$0.00	1.00	**$60,000.00**
62	2504.601	TEMPORARY WATER SPECIAL (COTTONWOOD LANE)		LUMP SUM	$5,000.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$5,000.00	$0.00	$0.00	1.00	**$5,000.00**
63	2504.601	TEMPORARY WATER SPECIAL (BRIGHT BEGINNINGS)		LUMP SUM	$5,000.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$5,000.00	$0.00	$0.00	1.00	**$5,000.00**
64	2504.602	HYDRANT		EACH	$7,500.00	$0.00	$0.00	$0.00	$90,000.00	$0.00	$0.00	$0.00	$0.00	$75,000.00	$0.00	$0.00	22.00	**$165,000.00**
65	2504.602	HYDRANT EXTENSION	1	EACH	$1,000.00	$0.00	$0.00	$0.00	$2,000.00	$0.00	$0.00	$0.00	$0.00	$2,000.00	$0.00	$0.00	4.00	**$4,000.00**
66	2504.602	6" GATE VALVE & BOX		EACH	$2,500.00	$0.00	$0.00	$0.00	$30,000.00	$0.00	$0.00	$0.00	$0.00	$27,500.00	$0.00	$0.00	23.00	**$57,500.00**
67	2504.602	8" GATE VALVE & BOX		EACH	$3,500.00	$0.00	$0.00	$0.00	$31,500.00	$0.00	$0.00	$0.00	$0.00	$24,500.00	$0.00	$0.00	16.00	**$56,000.00**
68	2504.602	12" GATE VALVE & BOX		EACH	$6,750.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$54,000.00	$0.00	$0.00	8.00	**$54,000.00**
69	2504.602	CONNECT TO EXISTING WATER MAIN		EACH	$1,500.00	$0.00	$0.00	$0.00	$3,000.00	$0.00	$0.00	$0.00	$0.00	$15,000.00	$0.00	$0.00	12.00	**$18,000.00**
70	2504.602	1" WATER SERVICE		EACH	$1,600.00	$0.00	$0.00	$0.00	$64,000.00	$0.00	$0.00	$0.00	$0.00	$19,200.00	$0.00	$0.00	52.00	**$83,200.00**
71	2504.602	SALVAGE & INSTALL IRRIGATION HEAD		EACH	$160.00	$0.00	$0.00	$0.00	$16,000.00	$0.00	$0.00	$0.00	$0.00	$16,000.00	$0.00	$0.00	200.00	**$32,000.00**
72	2504.602	SALVAGE & INSTALL INVISIBLE DOG FENCE		EACH	$200.00	$0.00	$0.00	$0.00	$1,600.00	$0.00	$0.00	$0.00	$0.00	$400.00	$0.00	$0.00	10.00	**$2,000.00**
73	2504.603	1" TYPE PE PIPE		LIN FT	$35.00	$0.00	$0.00	$0.00	$45,570.00	$0.00	$0.00	$0.00	$0.00	$12,950.00	$0.00	$0.00	1672.00	**$58,520.00**
74	2504.603	6" PVC C900 WATERMAIN		LIN FT	$60.00	$0.00	$0.00	$0.00	$6,600.00	$0.00	$0.00	$0.00	$0.00	$14,160.00	$0.00	$0.00	346.00	**$20,760.00**
75	2504.603	8" PVC C900 WATERMAIN		LIN FT	$65.00	$0.00	$0.00	$0.00	$260,065.00	$0.00	$0.00	$0.00	$0.00	$19,695.00	$0.00	$0.00	4304.00	**$279,760.00**
76	2504.603	12" PVC C900 WATERMAIN		LIN FT	$85.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$367,115.00	$0.00	$0.00	4319.00	**$367,115.00**
77	2503.604	POLYSTYRENE INSULATION (4" THICKNESS)		SQ YD	$50.00	$0.00	$0.00	$0.00	$2,800.00	$0.00	$0.00	$0.00	$0.00	$4,000.00	$0.00	$0.00	136.00	**$6,800.00**
78	2504.608	DUCTILE IRON FITTINGS		POUNDS	$12.50	$0.00	$0.00	$0.00	$32,500.00	$0.00	$0.00	$0.00	$0.00	$60,587.50	$0.00	$0.00	7447.00	**$93,087.50**
79	2504.602	CURB BOX COVER		EACH	$200.00	$0.00	$0.00	$0.00	$200.00	$0.00	$0.00	$0.00	$0.00	$200.00	$0.00	$0.00	2.00	**$400.00**
80	2506.502	CONST DRAINAGE STRUCTURE DESIGN SPECIAL (2X3)		EACH	$2,250.00	$0.00	$0.00	$11,250.00	$0.00	$0.00	$0.00	$0.00	$42,750.00	$0.00	$0.00	$0.00	24.00	**$54,000.00**
81	2506.502	CONST DRAINAGE STRUCTURE 48" DIAMETER		EACH	$3,250.00	$0.00	$0.00	$68,250.00	$0.00	$0.00	$0.00	$0.00	$52,000.00	$0.00	$0.00	$0.00	37.00	**$120,250.00**
82	2506.502	CONST DRAINAGE STRUCTURE 60" DIAMETER		EACH	$5,250.00	$0.00	$0.00	$15,750.00	$0.00	$0.00	$0.00	$0.00	$5,250.00	$0.00	$0.00	$0.00	4.00	**$21,000.00**
83	2506.602	CONST SUMP W/ SAFL BAFFLE		EACH	$6,000.00	$0.00	$0.00	$12,000.00	$0.00	$0.00	$0.00	$0.00	$30,000.00	$0.00	$0.00	$0.00	7.00	**$42,000.00**
84	2506.502	CASTING ASSEMBLY (R-3067-V) (STORM)		EACH	$1,000.00	$0.00	$0.00	$27,000.00	$0.00	$0.00	$0.00	$0.00	$37,000.00	$0.00	$0.00	$0.00	64.00	**$64,000.00**
85	2506.502	CASTING ASSEMBLY (R-3067 - LOW PROFILE) (STORM)		EACH	$1,200.00	$0.00	$0.00	$2,400.00	$0.00	$0.00	$0.00	$0.00	$3,600.00	$0.00	$0.00	$0.00	5.00	**$6,000.00**
86	2506.502	CASTING ASSEMBLY (R-1642-B) (STORM)		EACH	$1,500.00	$0.00	$0.00	$3,000.00	$0.00	$0.00	$0.00	$0.00	$1,500.00	$0.00	$0.00	$0.00	3.00	**$4,500.00**
87	2506.602	LOWER SANITARY MANHOLE (SPECIAL)		EACH	$2,500.00	$0.00	$2,500.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	1.00	**$2,500.00**
88	2506.502	CASTING ASSEMBLY SPECIAL (R-1642 CASTING) (SANITARY)		EACH	$1,500.00	$0.00	$3,000.00	$0.00	$0.00	$0.00	$0.00	$1,500.00	$0.00	$0.00	$0.00	$0.00	3.00	**$4,500.00**
89	2506.502	CASTING ASSEMBLY SPECIAL (R-1642 CASTING - LOW PROFILE) (SANITARY)		EACH	$1,500.00	$0.00	$9,000.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	6.00	**$9,000.00**
90	2506.502	ADJUST FRAME & RING CASTING (SPECIAL) (I&I BARRIER) (SANITARY)		EACH	$1,000.00	$0.00	$14,000.00	$0.00	$0.00	$0.00	$0.00	$3,000.00	$0.00	$0.00	$0.00	$2,000.00	19.00	**$19,000.00**
91	2106.607	INFILTRATION BASIN EXCAVATION (P)	(P)	CU YD	$30.00	$0.00	$0.00	$376,500.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	12550.00	**$376,500.00**
92	2574.605	SUBSOILING (P)	(P)	ACRE	$5,000.00	$0.00	$0.00	$4,500.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	0.90	**$4,500.00**
93	2123.605	ROTARY TILLER (P)	(P)	ACRE	$10,000.00	$0.00	$0.00	$9,000.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	0.90	**$9,000.00**
94	2574.605	SOIL BED PREPARATION (COMPACTION OR TILLING)		ACRE	$7,500.00	$0.00	$0.00	$6,750.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	0.90	**$6,750.00**
95	2571.502	DECIDUOUS TREE 2" CAL B&B		EACH	$650.00	$0.00	$0.00	$8,450.00	$3,250.00	$0.00	$0.00	$0.00	$0.00	$3,250.00	$6,500.00	$0.00	33.00	**$21,450.00**
96	2571.502	CONIFEROUS TREE 6' HT B&B		EACH	$650.00	$0.00	$0.00	$5,200.00	$3,250.00	$0.00	$6,500.00	$0.00	$0.00	$3,250.00	$3,250.00	$0.00	33.00	**$21,450.00**
97	2572.503	PROTECT TREE WITH FENCE		EACH	$125.00	$6,250.00	$0.00	$0.00	$0.00	$0.00	$10,625.00	$0.00	$0.00	$0.00	$0.00	$0.00	135.00	**$16,875.00**
98	2521.518	4" CONCRETE WALK		SQ FT	$10.00	$0.00	$0.00	$0.00	$0.00	$500.00	$0.00	$0.00	$0.00	$0.00	$202,500.00	$0.00	20300.00	**$203,000.00**
99	2521.518	6" CONCRETE WALK (PEDESTRIAN RAMP)		SQ FT	$20.00	$0.00	$0.00	$0.00	$0.00	$2,400.00	$0.00	$0.00	$0.00	$0.00	$32,400.00	$0.00	1740.00	**$34,800.00**
100	2531.503	CONCRETE CURB & GUTTER DESIGN B618		LIN FT	$22.00	$169,114.00	$0.00	$0.00	$0.00	$286.00	$206,470.00	$0.00	$0.00	$0.00	$0.00	$1,870.00	17170.00	**$377,740.00**
101	2532.503	CONCRETE CURB DESIGN V		LIN FT	$42.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$6,300.00	$0.00	150.00	**$6,300.00**
102	2531.504	6" CONCRETE DRIVEWAY		SQ YD	$85.00	$6,715.00	$0.00	$0.00	$0.00	$0.00	$14,875.00	$0.00	$0.00	$0.00	$0.00	$0.00	254.00	**$21,590.00**

ENGINEER'S ESTIMATE

2026 STREET RECONSTRUCTION
CITY PROJECT NO. ST269001
CITY OF PLYMOUTH, MN
BMI PROJECT NO. 25X.137928

BOLTON & MENK
Real People. Real Solutions.

Date: 1/16/2026

Item No.	MnDOT/CEAM Spec No.	Item	Notes	Unit	Unit Price	Estimated Costs											Total Quantity	Total Cost
						Birch Briar Neighborhood					Highway 55 Frontage Rd					Pineview/6th Ave Intersection		
						Streets	Sanitary	Storm	Water	Pedestrian Improvements	Streets	Sanitary	Storm	Water	Pedestrian Improvements			
103	2531.504	6" CONCRETE DRIVEWAY SPECIAL 1 (EXPOSED AGGREGATE)		SQ YD	$180.00	$10,620.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	59.00	**$10,620.00**
104	2531.504	6" CONCRETE DRIVEWAY SPECIAL 2 (STAMPED AND COLORED)		SQ YD	$180.00	$8,280.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	46.00	**$8,280.00**
105	2531.604	8" CONCRETE VALLEY GUTTER		SQ YD	$120.00	$0.00	$0.00	$0.00	$0.00	$0.00	$21,000.00	$0.00	$0.00	$0.00	$0.00	$2,400.00	195.00	**$23,400.00**
106	2531.618	TRUNCATED DOMES		SQ FT	$75.00	$0.00	$0.00	$0.00	$0.00	$1,350.00	$0.00	$0.00	$0.00	$0.00	$10,350.00	$0.00	156.00	**$11,700.00**
107	2540.602	TEMPORARY MAILBOX		EACH	$75.00	$3,075.00	$0.00	$0.00	$0.00	$0.00	$825.00	$0.00	$0.00	$0.00	$0.00	$0.00	52.00	**$3,900.00**
108	2540.602	INSTALL MAILBOX AND SUPPORT		EACH	$175.00	$6,300.00	$0.00	$0.00	$0.00	$0.00	$1,925.00	$0.00	$0.00	$0.00	$0.00	$0.00	47.00	**$8,225.00**
109	2411.603	INSTALL RETAINING WALL		LIN FT	$175.00	$5,775.00	$0.00	$0.00	$0.00	$2,975.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	50.00	**$8,750.00**
110	2563.601	TRAFFIC CONTROL		LUMP SUM	$40,000.00	$8,000.00	$400.00	$4,000.00	$4,800.00	$400.00	$8,800.00	$400.00	$4,000.00	$6,400.00	$2,000.00	$800.00	1.00	**$40,000.00**
111	2564.502	INSTALL SIGN PANEL		EACH	$75.00	$75.00	$0.00	$0.00	$0.00	$0.00	$300.00	$0.00	$0.00	$0.00	$0.00	$0.00	5.00	**$375.00**
112	2564.502	CONSTRUCT SIGN PANEL		EACH	$250.00	$1,250.00	$0.00	$0.00	$0.00	$0.00	$4,500.00	$0.00	$0.00	$0.00	$0.00	$0.00	23.00	**$5,750.00**
113	2564.602	CONSTRUCT SIGN PANEL SPECIAL - STREET NAME BLADES		EACH	$300.00	$2,400.00	$0.00	$0.00	$0.00	$0.00	$2,400.00	$0.00	$0.00	$0.00	$0.00	$0.00	16.00	**$4,800.00**
114	2564.502	SIGN POST		EACH	$150.00	$1,200.00	$0.00	$0.00	$0.00	$0.00	$3,000.00	$0.00	$0.00	$0.00	$0.00	$0.00	28.00	**$4,200.00**
115	2564.518	CONSTRUCTION SIGN SPECIAL		SQ FT	$25.00	$0.00	$0.00	$0.00	$0.00	$0.00	$2,500.00	$0.00	$0.00	$0.00	$0.00	$0.00	100.00	**$2,500.00**
116	2573.501	EROSION CONTROL INSPECTOR		LUMP SUM	$2,500.00	$500.00	$25.00	$250.00	$300.00	$25.00	$550.00	$25.00	$250.00	$400.00	$125.00	$50.00	1.00	**$2,500.00**
117	2573.501	STABILIZED CONSTRUCTION EXIT		EACH	$1,500.00	$3,000.00	$0.00	$0.00	$0.00	$0.00	$4,500.00	$0.00	$0.00	$0.00	$0.00	$0.00	5.00	**$7,500.00**
118	2573.502	STORM DRAIN INLET PROTECTION		EACH	$150.00	$4,650.00	$0.00	$0.00	$0.00	$0.00	$6,300.00	$0.00	$0.00	$0.00	$0.00	$0.00	73.00	**$10,950.00**
119	2573.503	SEDIMENT CONTROL LOG TYPE WOOD FIBER		LIN FT	$4.00	$9,000.00	$0.00	$0.00	$0.00	$0.00	$6,400.00	$0.00	$0.00	$0.00	$0.00	$0.00	3850.00	**$15,400.00**
120	2573.503	DITCH CHECK BIOLOG		LIN FT	$12.00	$0.00	$0.00	$0.00	$0.00	$0.00	$3,000.00	$0.00	$0.00	$0.00	$0.00	$0.00	250.00	**$3,000.00**
121	2573.503	SILT FENCE		LIN FT	$4.00	$1,200.00	$0.00	$0.00	$0.00	$0.00	$19,236.00	$0.00	$0.00	$0.00	$0.00	$0.00	5109.00	**$20,436.00**
122	2574.507	LOAM TOPSOIL BORROW (LV)	(LV)	CU YD	$42.00	$0.00	$0.00	$36,960.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	880.00	**$36,960.00**
123	2574.507	COMMON TOPSOIL BORROW (LV)	(LV)	CU YD	$38.00	$0.00	$0.00	$52,630.00	$0.00	$0.00	$0.00	$0.00	$76,000.00	$0.00	$19,000.00	$228.00	3891.00	**$147,858.00**
124	2575.523	WATERING (TURF ESTABLISHMENT)		MGAL	$55.00	$0.00	$0.00	$33,000.00	$0.00	$0.00	$0.00	$0.00	$17,600.00	$0.00	$4,400.00	$0.00	1000.00	**$55,000.00**
125	2575.504	SODDING TYPE LAWN		SQ YD	$6.50	$0.00	$0.00	$45,916.00	$0.00	$0.00	$0.00	$0.00	$35,100.00	$0.00	$8,775.00	$0.00	13814.00	**$89,791.00**
126	2575.504	NETLESS STRAW BLANKET W/ SEED MIXTURE WD		SQ YD	$5.00	$0.00	$0.00	$38,650.00	$0.00	$0.00	$0.00	$0.00	$28,710.00	$0.00	$0.00	$0.00	13472.00	**$67,360.00**
127	2575.504	ROLLED EROSION PREVENTION CATEGORY 20 W/ SEED MIXTURE (SB)		SQ YD	$3.50	$0.00	$0.00	$980.00	$0.00	$0.00	$0.00	$0.00	$3,920.00	$0.00	$0.00	$129.50	1437.00	**$5,029.50**
128	2576.504	ROLLED EROSION PREVENTION CATEGORY 20 W/ SEED MIXTURE (RT)		SQ YD	$4.50	$0.00	$0.00	$688.50	$0.00	$0.00	$0.00	$0.00	$6,003.00	$0.00	$0.00	$0.00	1487.00	**$6,691.50**
129	2582.518	PAVEMENT MESSAGES - THERMOPLASTIC (GR IN)		SQ FT	$25.00	$0.00	$0.00	$0.00	$0.00	$0.00	$250.00	$0.00	$0.00	$0.00	$0.00	$0.00	10.00	**$250.00**
130	2582.503	4" LATEX PAINT - WHITE OR YELLOW		LIN FT	$3.00	$150.00	$0.00	$0.00	$0.00	$0.00	$1,200.00	$0.00	$0.00	$0.00	$0.00	$0.00	450.00	**$1,350.00**
131	2582.503	6" LATEX PAINT - WHITE OR YELLOW		LIN FT	$6.00	$150.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	25.00	**$150.00**
132	2582.503	24" LATEX PAINT - WHITE OR YELLOW		LIN FT	$12.00	$0.00	$0.00	$0.00	$0.00	$0.00	$1,200.00	$0.00	$0.00	$0.00	$0.00	$0.00	100.00	**$1,200.00**
133	2575.601	LANDSCAPE ALLOWANCE		LUMP SUM	$10,000.00	$2,500.00	$0.00	$0.00	$0.00	$0.00	$7,500.00	$0.00	$0.00	$0.00	$0.00	$0.00	1.00	**$10,000.00**
			ESTIMATED CONSTRUCTION COSTS:			**$1,342,719.00**	**$54,425.00**	**$1,092,879.50**	**$699,235.00**	**$10,933.50**	**$1,479,526.00**	**$9,075.00**	**$605,910.50**	**$879,257.50**	**$402,135.00**	**$18,760.00**		**$6,594,856.00**

Appendix C: Preliminary Assessment Roll & Assessment Property Map

City of Plymouth

Preliminary Assessment Roll

PID	PROPERTY OWNER 1	PROPERTY OWNER 2	PROPERTY ADDRESS	PROPERTY CITY, STATE, ZIP	TAXPAYER ADDRESS	TAXPAYER CITY, STATE, ZIP
26-118-22-33-0011	CHRISTOPHER BARON		12417 STATE HWY NO 55	PLYMOUTH MN 55441	12417 STATE HWY NO 55	PLYMOUTH MN 55441
26-118-22-33-0012	TAYLOR W COLLINS	CHRISTOPHER B JACOBSEN	12411 STATE HWY NO 55	PLYMOUTH MN 55441	12411 STATE HWY 55	PLYMOUTH MN 55441
26-118-22-33-0013	CASEY G WIGGINS	KIRSTIE J KELLEY	12409 STATE HWY NO 55	PLYMOUTH MN 55441	12409 STATE HWY NO 55	PLYMOUTH MN 55441
26-118-22-33-0014	CLAIRE M COONEY	ALEXANDER S COONEY	12405 STATE HWY NO 55	PLYMOUTH MN 55441	12405 HWY 55	PLYMOUTH MN 55441
26-118-22-33-0040	NURSING VALUES LLC		12325 STATE HWY NO 55	PLYMOUTH MN 55441	5110 QUANTICO LN N	MINNEAPOLIS MN 55446
32-118-22-13-0003	SUZANNE GALLOWAY	J PATRICK STEWART	16515 BIRCH BRIAR TR N	PLYMOUTH MN 55447	16515 BIRCH BRIAR TR N	PLYMOUTH MN 55447
32-118-22-13-0005	JOHN G & SUSAN PETERSON		16545 BIRCH BRIAR TR N	PLYMOUTH MN 55447	16545 BIRCH BRIAR TR N	PLYMOUTH MN 55447
32-118-22-13-0006	ELIZABETH ANN SIMMONS	CHRISTIAAN M SIMMONS	16410 9TH AVE N	PLYMOUTH MN 55447	16410 9TH AVE N	PLYMOUTH MN 55447
32-118-22-13-0007	TAMARA N COMBS	BRIAN T COMBS	16330 9TH AVE N	PLYMOUTH MN 55447	16330 9TH AVE N	PLYMOUTH MN 55447
32-118-22-13-0008	SUSAN MARIE STROM		16320 9TH AVE N	PLYMOUTH MN 55447	16320 9TH AVE N	PLYMOUTH MN 55447
32-118-22-13-0009	NISSA R MANLEY		16300 9TH AVE N	PLYMOUTH MN 55447	16300 9TH AVE N	PLYMOUTH MN 55447
32-118-22-13-0010	CATHERINE SUSAN SILVERMAN		16425 BIRCH BRIAR TR N	PLYMOUTH MN 55447	16425 BIRCH BRIAR TR N	PLYMOUTH MN 55447
32-118-22-13-0011	BRADLEY R ANDERSON		16415 9TH AVE N	PLYMOUTH MN 55447	16415 9TH AVE N	PLYMOUTH MN 55447
32-118-22-13-0012	THOMAS G/THERESE A GRIFFITH		16405 9TH AVE N	PLYMOUTH MN 55447	16405 9TH AVE N	PLYMOUTH MN 55447
32-118-22-13-0013	CHRISTOPHER & BARBRA MACK		16315 9TH AVE N	PLYMOUTH MN 55447	16315 9TH AVE N	PLYMOUTH MN 55447
32-118-22-13-0014	CRAIG A SWANDAL	KARI A SWANDAL	16305 8TH AVE N	PLYMOUTH MN 55447	16305 8TH AVE N	PLYMOUTH MN 55447
32-118-22-13-0015	PHILIP RICHARD PALQUIST		16225 8TH AVE N	PLYMOUTH MN 55447	16225 8TH AVE N	PLYMOUTH MN 55447
32-118-22-13-0016	STEVEN C SWANSON	PHOEBE G KREJCI	16535 BIRCH BRIAR TR N	PLYMOUTH MN 55447	801 8TH ST NE	MINNEAPOLIS MN 55414
32-118-22-13-0017	JONATHAN NOWLIN	JENNIFER NOWLIN	16525 BIRCH BRIAR TR N	PLYMOUTH MN 55447	16525 BIRCH BRIAR TR N	PLYMOUTH MN 55447
32-118-22-13-0019	DAVID M EGELAND	JEAN A EGELAND	16505 BIRCH BRIAR TR N	PLYMOUTH MN 55447	16505 BIRCH BRIAR TR N	PLYMOUTH MN 55447
32-118-22-13-0020	ANDREW LONG & SYDNEY LONG		16550 BIRCH BRIAR TR N	PLYMOUTH MN 55447	16550 BIRCH BRIAR TR N	PLYMOUTH MN 55447
32-118-22-13-0021	DIANE L/HAROLD E MILLER III		16430 BIRCH BRIAR TR N	PLYMOUTH MN 55447	16430 BIRCH BRIAR TR N	PLYMOUTH MN 55447
32-118-22-14-0002	MATTHEW J HAUX		15935 9TH AVE N	PLYMOUTH MN 55447	15935 9TH AVE N	PLYMOUTH MN 55447
32-118-22-14-0004	DAVID A & KATHLEEN A ZENK		16230 9TH AVE N	PLYMOUTH MN 55447	16230 9TH AVE N	PLYMOUTH MN 55447
32-118-22-14-0005	JOHN R TORRANCE		16210 9TH AVE N	PLYMOUTH MN 55447	16210 9TH AVE NO	PLYMOUTH MN 55447
32-118-22-14-0006	CITY OF PLYMOUTH		16200 9TH AVE N	PLYMOUTH MN 55447	3400 PLYMOUTH BLVD	PLYMOUTH MN 55447
32-118-22-14-0007	WENDY SUE NELSON		16130 9TH AVE N	PLYMOUTH MN 55447	16130 9TH AVE N	PLYMOUTH MN 55447
32-118-22-14-0008	MARY KATHLEEN NESS		16110 9TH AVE N	PLYMOUTH MN 55447	16110 9TH AVE N	PLYMOUTH MN 55447
32-118-22-14-0009	DAVID J & NORA J ELLIS		16030 9TH AVE N	PLYMOUTH MN 55447	16030 9TH AVE N	PLYMOUTH MN 55447
32-118-22-14-0010	AMY J DUEPNER TRUSTEE	RICHARD E WILSON TRUSTEE	16020 9TH AVE N	PLYMOUTH MN 55447	16020 9TH AVE N	PLYMOUTH MN 55447
32-118-22-14-0011	RAMON J & LINDA M BAILER		16000 9TH AVE N	PLYMOUTH MN 55447	16000 9TH AVE N	PLYMOUTH MN 55447
32-118-22-14-0012	JAMES R FRANTZ		15920 9TH AVE N	PLYMOUTH MN 55447	15920 9TH AVE N	PLYMOUTH MN 55447
32-118-22-14-0013	MAUREEN A FISH REV TRUST		15900 9TH AVE N	PLYMOUTH MN 55447	15900 9TH AVE N	PLYMOUTH MN 55447
32-118-22-14-0014	J P & M C HAYDEN SODERBERG		16235 9TH AVE N	PLYMOUTH MN 55447	16235-9TH AVE NO	PLYMOUTH MN 55447
32-118-22-14-0015	KATHERINE KIRK MORRIS		16215 9TH AVE N	PLYMOUTH MN 55447	16215 9TH AVE N	PLYMOUTH MN 55447
32-118-22-14-0016	SHANNON E POWELL		16135 9TH AVE N	PLYMOUTH MN 55447	16135 9TH AVE N	PLYMOUTH MN 55447
32-118-22-14-0017	MARILYN WHITEHURST		16115 9TH AVE N	PLYMOUTH MN 55447	16115 9TH AVE N	PLYMOUTH MN 55447
32-118-22-14-0018	GREGORY & KRISTEN FRANK		16035 9TH AVE N	PLYMOUTH MN 55447	16035 9TH AVE N	PLYMOUTH MN 55447
32-118-22-14-0019	DANIEL J HARMEYER	HANNAH J DEIBERT HARMEYER	16030 8TH AVE N	PLYMOUTH MN 55447	16030 8TH AVE N	PLYMOUTH MN 55447
32-118-22-14-0020	DANIEL & LORI BRAEGELMAN		16120 8TH AVE N	PLYMOUTH MN 55447	16120 8TH AVE N	PLYMOUTH MN 55447
32-118-22-14-0021	THOMAS M HINNENTHAL		16130 8TH AVE N	PLYMOUTH MN 55447	16130 8TH AVE NO	PLYMOUTH MN 55447
32-118-22-14-0022	JOHN D & DIANA L DANIELSON		16210 8TH AVE N	PLYMOUTH MN 55447	16210 8TH AVE N	PLYMOUTH MN 55447
32-118-22-14-0023	JOEL LARSON		16230 8TH AVE N	PLYMOUTH MN 55447	16230 8TH AVE N	PLYMOUTH MN 55447

PID	PROPERTY OWNER 1	PROPERTY OWNER 2	PROPERTY ADDRESS	PROPERTY CITY, STATE, ZIP	TAXPAYER ADDRESS	TAXPAYER CITY, STATE, ZIP
32-118-22-14-0024	LUKE D ANDERSON	ANGELA N ANDERSON	16215 8TH AVE N	PLYMOUTH MN 55447	16215 8TH AVE N	PLYMOUTH MN 55447
32-118-22-14-0025	JUDITH A SUPER		16205 8TH AVE N	PLYMOUTH MN 55447	16205 8TH AVE N	PLYMOUTH MN 55447
32-118-22-14-0026	KATHERINE MAURA DREWS	NATHAN TYLER DREWS	16125 8TH AVE N	PLYMOUTH MN 55447	16125 8TH AVE N	PLYMOUTH MN 55447
32-118-22-14-0027	JAMES W MOROWCZYNSKI	JULIE ANN MOROWCZYNSKI	16115 8TH AVE N	PLYMOUTH MN 55447	16115 8TH AVE N	PLYMOUTH MN 55447
32-118-22-14-0028	WARREN N/VIRGINIA M CALDWELL		16015 9TH AVE N	PLYMOUTH MN 55447	16015 9TH AVE N	PLYMOUTH MN 55447
32-118-22-14-0029	KEVIN ALLEN SCHOENROCK		16025 8TH AVE N	PLYMOUTH MN 55447	16025 8TH AVE N	PLYMOUTH MN 55447
32-118-22-14-0030	LEE A DORNBUSCH		16035 8TH AVE N	PLYMOUTH MN 55447	16035 8TH AVE N	PLYMOUTH MN 55447
32-118-22-14-0032	MINNESOTA ECO HOMES LLC		835 VICKSBURG LA N	PLYMOUTH MN 55447	500 FAR HILL ROAD	WAYZATA, MN 55391
32-118-22-14-0036	ALAN D & JEAN C PAULSEN		690 WESTON LA N	PLYMOUTH MN 55447	690 WESTON LA N	PLYMOUTH MN 55447
32-118-22-14-0037	KAREN COTCH & PAUL STOCKING		680 WESTON LA N	PLYMOUTH MN 55447	680 WESTON LA N	PLYMOUTH MN 55447
32-118-22-14-0038	DANIEL P JAMES	NICOLE JAMES	670 WESTON LA N	PLYMOUTH MN 55447	670 WESTON LA N	PLYMOUTH MN 55447
32-118-22-14-0039	SUSAN H GORDON		675 WESTON LA N	PLYMOUTH MN 55447	675 WESTON LANE	PLYMOUTH MN 55447
32-118-22-14-0040	GREGORY T SEDGWICK	JOY SZARKE	685 WESTON LA N	PLYMOUTH MN 55447	685 WESTON LA N	PLYMOUTH MN 55447
35-118-22-13-0013	FOURTH BAPTIST CHURCH MPLS	ATTN LUKE FORMAN	900 FORESTVIEW LA N	PLYMOUTH MN 55441	900 FORESTVIEW LA N	PLYMOUTH MN 55441
35-118-22-14-0007	GARY G BENDICKSON		11425 STATE HWY NO 55	PLYMOUTH MN 55441	11425 STATE HWY NO 55	PLYMOUTH MN 55441
35-118-22-21-0013	JAMES B AYERS JR	MARLANA AYERS	12109 STATE HWY NO 55	PLYMOUTH MN 55441	12109 STATE HWY NO 55	PLYMOUTH MN 55441
35-118-22-21-0014	KEVIN F DORSEY		12231 STATE HWY NO 55	PLYMOUTH MN 55441	12231 STATE HWY NO 55	PLYMOUTH MN 55441
35-118-22-21-0015	ROBERT GEORGE SHELTON	SAMSAM MOHAMED GHEDI	12225 STATE HWY NO 55	PLYMOUTH MN 55441	12225 STATE HWY NO 55	PLYMOUTH MN 55441
35-118-22-21-0016	MARIE C ELLIOTT		12215 STATE HWY NO 55	PLYMOUTH MN 55441	12215 HWY 55	PLYMOUTH MN 55441
35-118-22-21-0033	JENNIFER VAGTS		12011 STATE HWY NO 55	PLYMOUTH MN 55441	12011 STATE HWY NO 55	PLYMOUTH MN 55441
35-118-22-21-0034	DAVID A JOHNSON LIVING TRUST		12007 STATE HWY NO 55	PLYMOUTH MN 55441	12007 STATE HIGHWAY NO 55	PLYMOUTH MN 55441
35-118-22-22-0031	SHANE T & REBEKAH FAWCETT		12235 STATE HWY NO 55	PLYMOUTH MN 55441	1000 BROWN RD S	WAYZATA MN 55391

2026 Street Reconstruction Project
City Project #ST269001 - Hwy 55 Frontage Road
Assessment Map

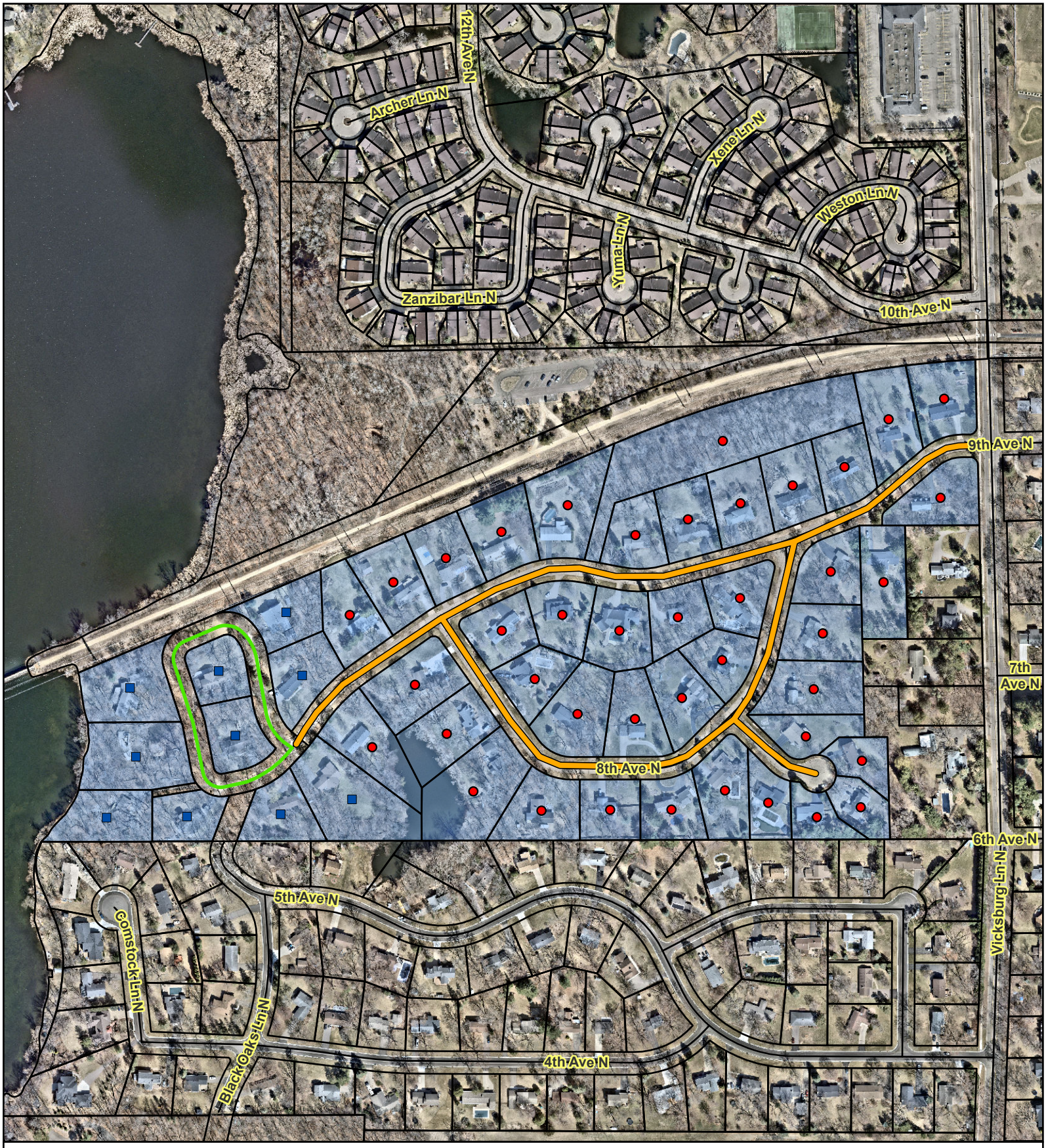
- Project Area
- Assessed Parcels
- Single Family Detached Unit, Direct Access
- Other, Direct Access

N
W E
S

0 500 Feet

City of Plymouth

THIS REPRESENTS A COMPILATION OF INFORMATION AND DATA FROM CITY, COUNTY, STATE AND OTHER SOURCES THAT HAS NOT BEEN FIELD VERIFIED. INFORMATION SHOULD BE FIELD VERIFIED AND COMPARED WITH ORIGINAL SOURCE DOCUMENTS.



Project Area

Private Roadway

Assessed Parcels

Single Family Detached Unit, Direct Access

Single Family Detached Unit, Indirect Access Private Roadway

2026 Street Reconstruction Project
City Project #ST269001 - Birch Briar
Assessment Map

N
W E
S

0 500 Feet

City of Plymouth

THIS REPRESENTS A COMPILATION OF INFORMATION AND DATA FROM CITY, COUNTY, STATE AND OTHER SOURCES THAT HAS NOT BEEN FIELD VERIFIED. INFORMATION SHOULD BE FIELD VERIFIED AND COMPARED WITH ORIGINAL SOURCE DOCUMENTS.

Appendix D: Geotechnical Report

Geotechnical Evaluation Report

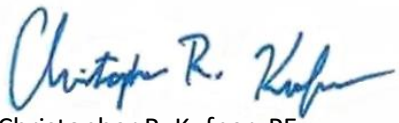
2026 Birch Briar Neighborhood and
TH 55 Service Road Reconstruction
Plymouth, Minnesota

Prepared for

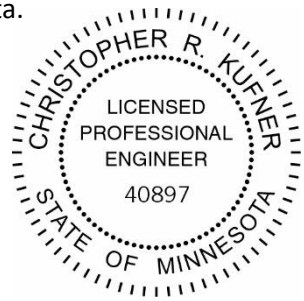
Bolton & Menk, Inc.

City of Plymouth

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



Christopher R. Kufner, PE
Associate Director, Principal Engineer
License Number: 40897
May 5, 2025



BRAUN INTERTEC
The Science You Build On.

Project B2501455

Braun Intertec Corporation

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11001 Hampshire Avenue S
Minneapolis, MN 55438

Phone: 952.995.2000
Fax: 952.995.2020
Web: braunintertec.com

May 5, 2025 Project B2501455

Nicholas Amatuccio, PE
Bolton & Menk, Inc.
10400 Viking Drive, Suite 450
Eden Prairie, MN 55344

Re: Geotechnical Evaluation
2026 Birch Briar Neighborhood and
TH 55 Service Road Reconstruction
Plymouth, Minnesota

Dear Mr. Amatuccio:

We are pleased to present this Geotechnical Evaluation Report for the 2026 Street Reconstruction project for the Birch Briar neighborhood and TH 55 Service Road in Plymouth, Minnesota.

Thank you for making Braun Intertec your geotechnical consultant for this project. If you have questions about this report, or if there are other services that we can provide in support of our work to date, please contact Zach Semlak at 651.788.5071 (zsemlak@braunintertec.com) or Chris Kufner at 651.248.2850 (ckufner@braunintertec.com).

Sincerely,

BRAUN INTERTEC CORPORATION

Zachary T. Semlak, EIT
Staff Engineer

Christopher R. Kufner, PE
Associate Director, Principal Engineer

AA/EOE

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Appendix

Soil Boring Location Sketch (2 pages)
Log of Boring Sheets ST-1 through ST-8 and ST-11 through ST-19 (17 pages)
Descriptive Terminology of Soil
State Aid 10-Ton ESAL Traffic Forecast Calculator Results
MnPAVE-Flexible Results (2 pages)

A. Introduction

A.1. Project Description

This Geotechnical Evaluation Report addresses the proposed design and reconstruction of the Birch Briar Neighborhood and TH 55 Service Road, in Plymouth Minnesota. The Birch Briar neighborhood consists of:

- 9th Avenue North
- 8th Avenue North
- Weston Lane North

TH 55 Service Road stretches from 15th Avenue North to Cottonwood Lane North.

Proposed reconstruction is anticipated to include new bituminous pavement, new curb & gutter, as well as spot utility repairs where the City of Plymouth (City) has deemed necessary. Table 1 provides additional project specific details related to the reconstruction project.

Table 1. Project Description for 2026 Street Reconstruction

Project Component	Description	Source
Pavement type	Bituminous	City / Bolton & Menk, Inc. (BMI)
Pavement rehabilitation method	Full Street Reconstruction	City / BMI
Pavement loads*	**Birch Briar Neighborhood:** Less than 150,000 Bituminous ESALs (BESALs)	Assumed
	TH 55 Service Road: 310,000 BESALs	MnDOT traffic mapping data and State Aid ESAL Calculator. Assumed the most recent 2023 count for design with a growth rate of 3.5 percent based on assumed AADT increase from 2018 (assumed an AADT of 500 in 2018) and using the Rural vehicle class percentage.
Utilities	Spot utility repairs, up to 10 feet below grade	Assumed
Grade changes	Street grades will be within 1 foot of existing.	Assumed

*Equivalent 18,000-lb single axle loads based on 20-year design for bituminous.

We have described our understanding of the proposed construction and site to the extent others reported it to us. Depending on the extent of available information, we may have made assumptions based on our experience with similar projects. If we have not correctly recorded or interpreted the project details, the project team should notify us. New or changed information could require additional evaluation, analyses and/or recommendations.

A.2. Site Conditions

Currently, Birch Briar neighborhood exists as a residential neighborhood with paved bituminous roads, with the project area bounded by Vicksburg Lane North to the east, Luce Line State Trail to the north, Wayzata Middle School to the south, and Gleason Lake to the west. Current grades for this area ranges from about 961.3 feet at Boring ST-3 to about 980.7 at Boring ST-6, with general site grades sloping downwards from the southeast to the northwest.

For TH 55 Service Road, this area currently exists as a paved bituminous frontage road along the south side of Trunk Highway (TH) 55, stretching from 15th Avenue to Cottonwood Lane. Current grades for this area ranges from about 940.8 feet at Boring ST-11 to about 913.4 feet at Boring ST-19, with a general rolling topography through the corridor and sloping downward from west to east.

A.3. Purpose

The purpose of our geotechnical evaluation was to characterize subsurface geologic conditions at selected exploration locations, evaluate their impact on the project, and provide geotechnical recommendations for the use in design and reconstruction of the 2026 Birch Briar neighborhood and TH 55 Service Road Reconstruction projects.

A.4. Background Information and Reference Documents

We reviewed the following information:

- Email request with map regarding proposed scope of work from Bolton & Menk, Inc., received on January 9, 2025.

- Geologic map titled M-178, Surficial Geology of the Twin Cities Metropolitan Area, Minnesota prepared by the Minnesota Geological Survey, dated 2007.

- Aerial images collected from the University of Minnesota Historical Aerial Photographs Online (MHAPO), https://apps.lib.umn.edu/mhapo/.

- Traffic data available via the Minnesota Department of Transportation (MnDOT) Traffic Mapping Application, http://www.dot.state.mn.us/traffic/data/tma.html.

- Enterprise MnDOT Mapping Application (EMMA), https://dotapp9.dot.state.mn.us/emma/.

A.5. Scope of Services

We performed our scope of services for the project in accordance with our Revised Proposal for a Geotechnical Evaluation (QTB208838) to Bolton & Menk, Inc. dated February 5, 2025. We were then authorized on February 18, 2025. The following list describes the geotechnical tasks completed in accordance with our authorized scope of services.

- Reviewing the background information and reference documents previously cited.

- Staking and coordinating clearing of the exploration locations for underground utilities. We worked with Bolton & Menk to select, and we staked, the new exploration locations. We acquired surface elevations and locations with GPS technology using the State of Minnesota's permanent GPS base station network. The Soil Boring Location Sketch included in the Appendix shows the approximate locations of the borings.

- Performing 19 standard penetration test (SPT) borings, denoted as ST-1 to ST-19, to nominal depths of 15 feet below existing surface grade. Of note, Borings ST-9 and ST-10 were not completed as these two locations were removed from the scope. Only 17 SPT borings were completed for this project.

- Performing laboratory testing on select samples to aid in soil classification and engineering analysis.

- Preparing this report containing a boring location sketch, logs of soil borings, a summary of the soils encountered, results of laboratory tests, and recommendations for structure and pavement subgrade preparation, utilities and pavements (with assumed R-value).

Our scope of services did not include environmental services or testing and our geotechnical personnel performing this evaluation are not trained to provide environmental services or testing. We can provide environmental services or testing at your request.

B. Results

B.1. Geologic Overview

We based the geologic origins used in this report on the soil types, laboratory testing, and available common knowledge of the geological history of the site. Because of the complex depositional history, geologic origins can be difficult to ascertain. We did not perform a detailed investigation of the geologic history of the site.

B.2. Boring Results

Tables 2 and 3 provide summaries of the soil boring results (for each respective project area), in the general order we encountered the strata. Please refer to the Log of Boring sheets in the Appendix for additional details. The Descriptive Terminology sheet in the Appendix includes definitions of abbreviations used in Tables 2 and 3.

Table 2. Subsurface Profile Summary – Birch Briar Neighborhood

Strata	Soil Type - ASTM Classification	Range of N-Values	Commentary and Details
Pavement section	---	---	▪ Overall thickness encountered ranged from about 12 to 20 inches. ▪ Bituminous thicknesses encountered ranged from about 6 to about 10 inches. ▪ Apparent aggregate base encountered ranged from about 4 to about 13 inches.
Fill	SP-SM, SM, SC, CL	1 to 49	▪ Extended to depths of about 1 1/2 feet to about 12 1/2 feet below existing surface grade. ▪ Trace bituminous encountered within Borings ST-1 and ST-4. ▪ Moisture condition encountered was generally moist.
Glacial deposits	SP, SP-SM	7 to 40	▪ N-values generally increased with depth. ▪ Variable amounts of gravel; may contain cobbles and boulders. ▪ Moisture condition encountered was generally moist.
	SM, SC, CL	5 to 35	

Table 3. Subsurface Profile Summary – TH 55 Service Road

Strata	Soil Type - ASTM Classification	Range of N-Values	Commentary and Details
Pavement section	---	---	▪ Overall thickness encountered ranged from about 8 to 17 inches. ▪ Bituminous thicknesses encountered ranged from about 5 to about 8 inches. ▪ Apparent aggregate base encountered ranged from about 2 to about 10 inches.
Fill	SP-SM, SM, SC, CL, ML	2 to 26	▪ Extended to depths of about 4 feet to about 14 1/2 feet below existing surface grade (boring termination depth). ▪ Slightly organic layers encountered within Borings ST-11 and ST-19. ▪ Moisture conditions encountered were generally moist.
Glacial deposits	SP, SP-SM	15 to 18	▪ N-values generally increased with depth. ▪ Variable amounts of gravel; may contain cobbles and boulders. ▪ CL-ML layer was only encountered within Boring ST-19 at depth. ▪ Moisture conditions encountered were generally moist.
	SM, SC, CL, CL-ML	1 to 34	

We did not perform gradation analysis on the apparent aggregate base material encountered as part of the pavement section, in accordance with our scope of work. Therefore, we cannot conclusively determine if the encountered material satisfies a particular specification.

For simplicity in this report, we define fill to mean existing, uncontrolled or undocumented.

B.3. Groundwater

At the time of our evaluation, water was not observed while drilling. Project planning should anticipate seasonal and annual fluctuations of groundwater.

B.4. Laboratory Test Results

We performed various laboratory tests on select soil samples to aid us in our evaluation. The Log of Boring sheets attached in the Appendix presents the results.

Table 4 provides the range of results for the moisture contents, percent passing the #200 sieve, organic contents and Atterberg limits.

Table 4. Laboratory Test Summary

Laboratory Test	Range of Results	Comments
Moisture content (MC) tests, % (per ASTM D2216)	Cohesionless soils: 2 to 15 Cohesive soils: 11 to 26	Coarse-grained soils were typically dry to at, the soil's probable optimum moisture content. Fine-grained soils were generally moist but anticipated to be at- to slightly-above the probable optimum moisture content.
Organic content (OC) tests, % (per ASTM D2974)	2	Considered slightly organic as classified by MnDOT definitions.
Percent of particles passing the #200 Sieve, % (per ASTM D1140)	2 to 17	USCS Classifications: SP, SP-SM, SM
Atterberg Limits (AL), % (per ASTM D4318)	Liquid Limit (LL) – 22 Plastic Limit (PL) – 17 Plasticity Index (PI) – 5	USCS Classification: CL-ML

C. Recommendations

C.1. Design and Construction Discussion

C.1.a. Pavement Reconstruction

We understand the City is considering performing a full pavement reconstruction for the Birch Briar neighborhood and TH 55 Service Road. Figures 1 and 2 depict the proposed extents of the reconstruction areas (orange line for Birch Briar and blue line for TH 55).

Figure 1. Birch Briar Neighborhood Limits

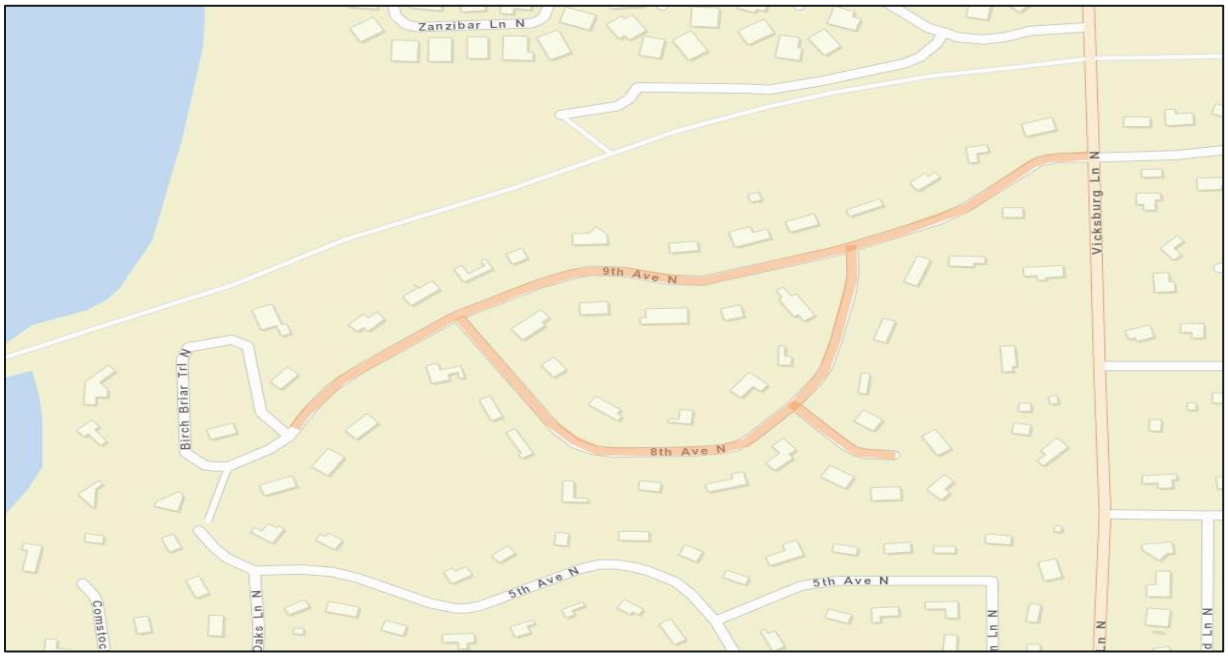


Figure annotated and extracted from Enterprise MnDOT Mapping Application (EMMA).

Figure 2. TH 55 Service Road Limits

Figure annotated and extracted from EMMA.

C.1.b. Reuse of Pavement Materials

From a materials perspective, milling or reclamation of the bituminous pavement materials for reuse as recycled aggregate base or as a component to new pavements is acceptable assuming the produced products meet the applicable project specifications, and these practices are acceptable to the City. Prior to reuse, the project should implement thorough quality control practices, including frequent sieve analyses, asphalt contents and other tests, to achieve desirable characteristics for any reclaimed material processed on site.

C.1.c. Reuse of On-Site Soils

Based on the completed laboratory testing program, the existing non-organic soils (both the naturally deposited soils and fill soils) on-site are generally considered suitable for reuse as engineered fill soil following moisture conditioning and compaction as outlined in this report. If encountered, organic fill soils are not considered suitable for reuse as engineered fill. Any materials to be used as engineered fill should be tested and approved by the engineer prior to placement.

C.1.d. Groundwater

Water was not encountered in any of the borings completed for this project. Water should be expected to be encountered in pockets on top of the clayey soil and clayey fill. Groundwater may fluctuate in response to both seasonal and annual rainfall events. Surface runoff can collect in open excavation if left open during wet weather. If encountered, the water should be removed from excavations during construction and prior to placement of any utility structures.

C.1.e. Construction Disturbance

The existing soils encountered on-site, including clay-based soils, are highly susceptible to loss of strength when subjected to additional moisture or disturbance. The contractor should take precautions to limit the disturbance of these soils to the extent practical within the utility trench excavations. If disturbed, there is the potential that an additional subcut of these soils to depths of 2 to 3 feet may be necessary to re-establish a stable base for placement of engineered fill. In addition, a layer of stabilizing aggregate may be necessary to provide a stable working surface for construction.

C.1.f. Vibrations during Construction

Construction and backfill operations may induce vibrations on neighboring structures. Excessive ground vibration levels can cause cosmetic damage to structures, or in rare cases structural damage. We recommend precondition surveys of adjacent structures as well as monitoring of ground vibrations during construction.

C.2. Utilities

We understand that as part of the 2026 street reconstruction project, the City may include spot- or full-utility replacement in areas deemed necessary. The following sections provide general recommendations for utility installation. If specific questions arise or additional areas encountered during excavation expose utilities in need of replacement, please contact us and we can provide additional recommendations as needed.

C.2.a. Subgrade Stabilization

For utilities, we anticipate the soil at typical invert elevations will be suitable for utility support. However, if construction encounters unfavorable conditions such as soft clay, organic soils or perched water at invert grades, the unsuitable soils may require some additional subcutting of a minimum 1-foot below, and replacement with sand or crushed rock to prepare a proper subgrade for pipe support. Project design and construction should not place utilities within the 1H:1V oversizing of foundations.

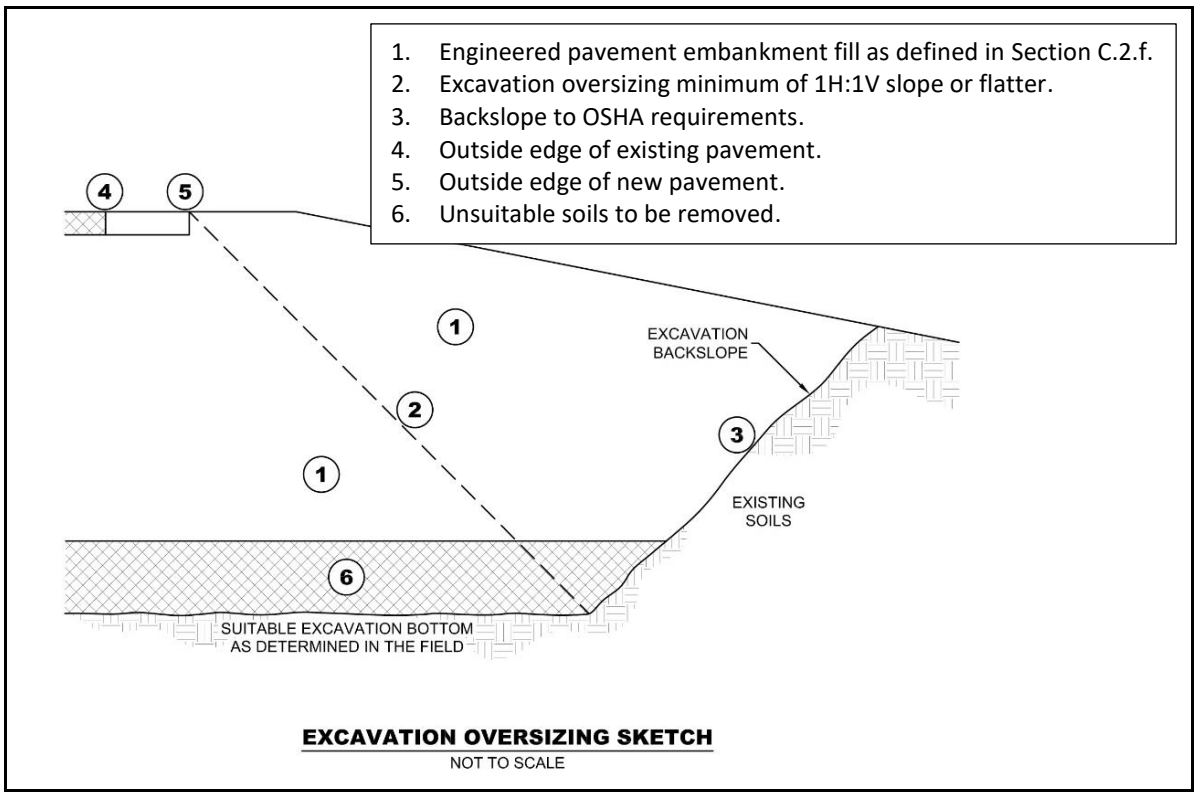
C.2.b. Corrosion Potential

Based on our experience, the soils encountered by the borings are moderately corrosive to metallic conduits, but only marginally corrosive to concrete. We recommend specifying non-corrosive materials or providing corrosion protection, unless project planning chooses to perform additional tests to demonstrate the soils are not corrosive.

C.2.c. Excavation Oversizing

When removing unsuitable materials below pavements, we recommend the excavation extend outward and downward at a slope of 1H:1V (horizontal:vertical) or flatter. See Figure 3 for an illustration of excavation oversizing.

Figure 3. Generalized Illustration of Oversizing



C.2.d. Excavated Slopes

Based on the borings, we anticipate on-site soils in excavations will consist of a mixture of granular and/or cohesive fill soils. These soils are typically considered Type C Soil under OSHA (Occupational Safety and Health Administration) guidelines. OSHA guidelines indicate unsupported excavations in Type C soils should have a gradient no steeper than 1 1/2H:1V. Slopes constructed in this manner may still exhibit surface sloughing. OSHA requires an engineer to evaluate slopes or excavations over 20 feet in depth.

An OSHA-approved qualified person should review the soil classification in the field. Excavations must comply with the requirements of OSHA 29 CFR, Part 1926, Subpart P, “Excavations and Trenches.” This document states excavation safety is the responsibility of the contractor. The project specifications should reference these OSHA requirements.

C.2.e. Excavation Dewatering

We recommend removing groundwater that collects within excavations from rainfall events and/or surface runoff. Project planning should include temporary sumps and pumps for excavations in low-permeability soils, such as clays. Where granular soils are encountered at invert elevations, the design team may want to consider additional means and methods for removing groundwater, as sumps and pumps have the potential to loosen the granular soils at excavated bottoms.

C.2.f. Engineered Fill Materials and Compaction

Most on-site soils appear suitable for reuse as engineered fill within pavement subgrades and utility trenches, although some moisture conditioning may be required (drying or wetting of materials). If encountered, topsoil and soils with organic contents of greater than 5 percent by weight should not be reused as pavement subgrade or utility trench backfill anywhere on the project. Organic soils can be stockpiled for use as a component in topsoil dressing, side slopes or in other areas where loads are not supported. Any materials to be reused as engineered fill should be tested and approved by the engineer prior to reuse.

We recommend that subgrade fill materials and compaction are in accordance with the MnDOT specifications presented in Table 5.

Table 5. Engineered Fill Materials and Compaction Specifications

Material	Material Specification	Compaction Specification
Embankment fill, Utility trench backfill	Common Embankment MnDOT 2106.2.B.1	MnDOT 2106.3.G.1
Pavement subbase	Select Granular Material MnDOT 3149.2.B	MnDOT 2106.3.G.3
Below landscaped surfaces, where subsidence is not a concern	Non-Structural Grading Material MnDOT 2106.1.A.8	MnDOT 2106.3.G.2

We recommend spreading engineered fill in loose lifts of approximately 8 to 12 inches thick for granular soils and for cohesive soils, we recommend spreading in loose lifts of approximately 6 to 8 inches thick. We recommend performing moisture and density tests in engineered fill to evaluate if the contractors are effectively compacting the soil and meeting project requirements.

The project documents should not allow the contractor to use frozen material as engineered fill or to place engineered fill on frozen material. Frost should not penetrate under foundations during construction.

C.3. Pavements

C.3.a. Pavement Removals and Subgrade Preparation

We recommend the following steps for pavement subgrade preparation, understanding the reconstruction will generally match existing grades. Note that project planning may need to require additional subcuts, to limit frost heave or remove unsuitable materials.

1. Strip existing structures, pavements, and aggregate base section from the area (where not already removed from spot utility replacement).

2. Have a geotechnical representative observe the excavated subgrade to evaluate if additional subgrade improvements are necessary.

3. Scarify, moisture condition and surface compact the subgrade with at least 5 passes of a large roller with a minimum drum diameter of 3 1/2 feet.

4. Place pavement engineered fill to grade where required and compact in accordance with Section C.2.f to bottom of pavement section.

5. Proofroll the pavement subgrade as described in Section C.3.b. It may be necessary to place a portion of the aggregate base to facilitate truck traffic.

Note, we recommend sloping subgrade soils to promote drainage and removal of accumulated water as provided in Section C.3.c.

C.3.b. Pavement Subgrade Proofroll

After preparing the subgrade as described above and again after placement of the aggregate base, we recommend proofrolling the subgrade soils with a fully loaded tandem-axle truck while observed by a geotechnical representative. Areas that fail the proofroll likely indicate soft or weak soils that will require additional correction work to support pavements.

The contractor should correct areas that display excessive yielding or rutting during the proofroll, as determined by the geotechnical representative. Possible options for subgrade correction include moisture conditioning and recompaction, and/or subcutting and replacement with soil or crushed aggregate.

C.3.c. Subgrade Drainage

We recommend installing perforated drainpipes throughout pavement areas at low points, around catch basins, and behind curb in landscaped areas. We also recommend installing drainpipes along pavement and exterior slab edges where exterior grades promote drainage toward those edge areas. The contractor should place drainpipes in small trenches, extended at least 8 inches below the proposed granular subbase layer.

C.3.d. R-Value Design

Our scope of services for this project did not include performing laboratory tests on subgrade soils to determine an R-value for pavement design. Given the subgrades encountered, which generally consist of a mix of fine-grained granular and clayey soils within 5 feet of pavement surface, we recommend using an R-value of 15 for pavement design on the project. This value is a relatively conservative value based on the on-site soil conditions. If soil corrections to remove the fine-grained silty sand and clayey soils are performed beneath the aggregate base, this value could be revised.

C.3.e. Pavement Design Sections

We anticipate that the City will use bituminous pavement for the reconstruction of the Birch Briar neighborhood and TH 55 Service Road areas. Based on both assumed and collected traffic loads, assumed R-value, the pavement sections for the roadways listed below are adequate according to MnPAVE-Flexible design methodology and its available Monte Carlo simulation.

Table 6 below presents our proposed section for the project.

Table 6. Proposed Bituminous Pavement Section and Specifications – Matches City Standards

Roadway	Layer	Material Thickness (inches)	Material	Specification
▪ Birch Briar Neighborhood ▪ TH 55 Service Road	HMA Wear	1 1/2	SPWEA330C	MnDOT 2360
	HMA Wear	2 1/2	SPWEA330C*	
	Aggregate Base	8	Class 5	MnDOT 2211
	Sand Subbase	12	Select Granular	MnDOT 2106
	Approved Subgrade	---	---	---

*The City Standard plate calls out a non-wear mix, but MnDOT guidance suggests wear material be placed in the upper 4 inches. We recommend utilizing the wear mixes presented in Table 6.

The sand subbase will help provide the City a longer pavement life compared to not including a sand subbase. Given the finer grained and cohesive soils beneath the existing pavement section, to help reduce the “bathtub” effect, refer to section C.3.c for subgrade drainage.

C.3.f. Performance and Maintenance

We based the bituminous pavement design on a 20-year performance life. This is the amount of time before we anticipate the pavement will require major rehabilitation. This performance life assumes routine maintenance, such as seal coating and crack sealing. The actual pavement life will vary depending on variations in weather, traffic conditions and maintenance.

Many conditions affect the overall performance of the pavements. Some of these conditions include the environment, loading conditions and the level of ongoing maintenance. With regard to bituminous pavements in particular, it is common to have thermal cracking develop within the first few years of placement and continue throughout the life of the pavement. We recommend developing a regular maintenance plan for filling cracks in exterior slabs and pavements to lessen the potential impacts for cold weather distress due to frost heave or warm weather distress due to wetting and softening of the subgrade.

C.3.g. Pavement Materials Placement

We recommend placing the bituminous wear and non-wear courses to meet the requirements of MnDOT Specification 2360. We recommend compacting the aggregate base to meet the requirements of MnDOT Specification 2211.3.D.2.c (Penetration Index Method for the dynamic cone penetrometer [DCP]).

3.3.a. Miscellaneous Bituminous Recommendations

When placing new pavement next to in-place pavement, we recommend providing a full-depth sawcut to help provide a uniform joint.

We recommend tack coat between all bituminous layers and prior to placing any bituminous mixtures on existing pavement in accordance with MnDOT Specification 2357.

D. Procedures

D.1. Penetration Test Borings

We drilled the penetration test borings with a truck-mounted core and auger drill equipped with hollow-stem auger. We performed the borings in general accordance with ASTM D6151, taking penetration test samples continuously to 6 feet below grade and then at 2 1/2-foot intervals in general accordance to ASTM D1586. The boring logs show the actual sample intervals and corresponding depths.

D.2. Exploration Logs

D.2.a. Log of Boring Sheets

The Appendix includes Log of Boring sheets for our penetration test borings. The logs identify and describe the penetrated geologic materials, and present the results of penetration resistance performed. The logs also present the results of laboratory tests performed on penetration test samples, and groundwater measurements.

We inferred strata boundaries from changes in the penetration test samples and the auger cuttings. It should be noted that the strata boundary depths are only approximate. The boundary depths likely vary away from the boring locations, and the boundaries themselves may occur as gradual rather than abrupt transitions.

D.2.b. Geologic Origins

We assigned geologic origins to the materials shown on the logs and referenced within this report, based on: (1) a review of the background information and reference documents cited above, (2) visual classification of the various geologic material samples retrieved during the course of our subsurface exploration, (3) penetration resistance performed for the project, (4) laboratory test results, and (5) available common knowledge of the geologic processes and environments that have impacted the site and surrounding area in the past.

D.3. Material Classification and Testing

D.3.a. Visual and Manual Classification

We visually and manually classified the geologic materials encountered based on ASTM D2488. When we performed laboratory classification tests, we used the results to classify the geologic materials in accordance with ASTM D2487. The Appendix includes a chart explaining the classification system we used.

D.3.b. Laboratory Testing

The exploration logs in the Appendix note most of the results of the laboratory tests performed on geologic material samples. The remaining laboratory test results follow the exploration logs. We performed the tests in general accordance with ASTM procedures.

D.4. Groundwater Measurements

The drillers checked for groundwater while advancing the penetration test borings, and again after auger withdrawal. We then filled the boreholes, as noted on the boring logs.

E. Qualifications

E.1. Variations in Subsurface Conditions

E.1.a. Material Strata

We developed our evaluation, analyses and recommendations from a limited amount of site and subsurface information. It is not standard engineering practice to retrieve material samples from exploration locations continuously with depth. Therefore, we must infer strata boundaries and thicknesses to some extent. Strata boundaries may also be gradual transitions, and project planning should expect the strata to vary in depth, elevation and thickness, away from the exploration locations.

Variations in subsurface conditions present between exploration locations may not be revealed until performing additional exploration work, or starting construction. If future activity for this project reveals any such variations, you should notify us so that we may reevaluate our recommendations. Such variations could increase construction costs, and we recommend including a contingency to accommodate them.

E.1.b. Groundwater Levels

We made groundwater measurements under the conditions reported herein and shown on the exploration logs, and interpreted in the text of this report. Note that the observation periods were relatively short, and project planning can expect groundwater levels to fluctuate in response to rainfall, flooding, irrigation, seasonal freezing and thawing, surface drainage modifications and other seasonal and annual factors.

E.2. Continuity of Professional Responsibility

E.2.a. Plan Review

We based this report on a limited amount of information, and we made a number of assumptions to help us develop our recommendations. We should be retained to review the geotechnical aspects of the designs and specifications. This review will allow us to evaluate whether we anticipated the design correctly, if any design changes affect the validity of our recommendations, and if the design and specifications correctly interpret and implement our recommendations.

E.2.b. Construction Observations and Testing

We recommend retaining us to perform the required observations and testing during construction as part of the ongoing geotechnical evaluation. This will allow us to correlate the subsurface conditions exposed during construction with those encountered by the borings and provide professional continuity from the design phase to the construction phase. If we do not perform observations and testing during construction, it becomes the responsibility of others to validate the assumption made during the preparation of this report and to accept the construction-related geotechnical engineer-of-record responsibilities.

E.3. Use of Report

This report is for the exclusive use of the addressed parties. Without written approval, we assume no responsibility to other parties regarding this report. Our evaluation, analyses and recommendations may not be appropriate for other parties or projects.

E.4. Standard of Care

In performing its services, Braun Intertec used that degree of care and skill ordinarily exercised under similar circumstances by reputable members of its profession currently practicing in the same locality. No warranty, express or implied, is made.

Appendix

VICINITY MAP

SCALE: 1"= 1500'

DENOTES APPROXIMATE LOCATION OF STANDARD PENETRATION TEST BORING

100' 0 200'

SCALE: 1"= 200'

BRAUN INTERTEC
The Science You Build On.

11001 Hampshire Avenue S
Minneapolis, MN 55438
952.995.2000
braunintertec.com

Drawing Information

Project No:	B2501455
Drawing No:	B2501455
Drawn By:	JAG
Date Drawn:	2/26/25
Checked By:	ZTS
Last Modified:	3/17/25

Project Information

Birch Briar Street Reconstruction

Intersection of 9th Avenue N. and 8th Avenue N.

Plymouth, Minnesota

Soil Boring Location Sketch

Sheet: 1 of 2 | Fig:

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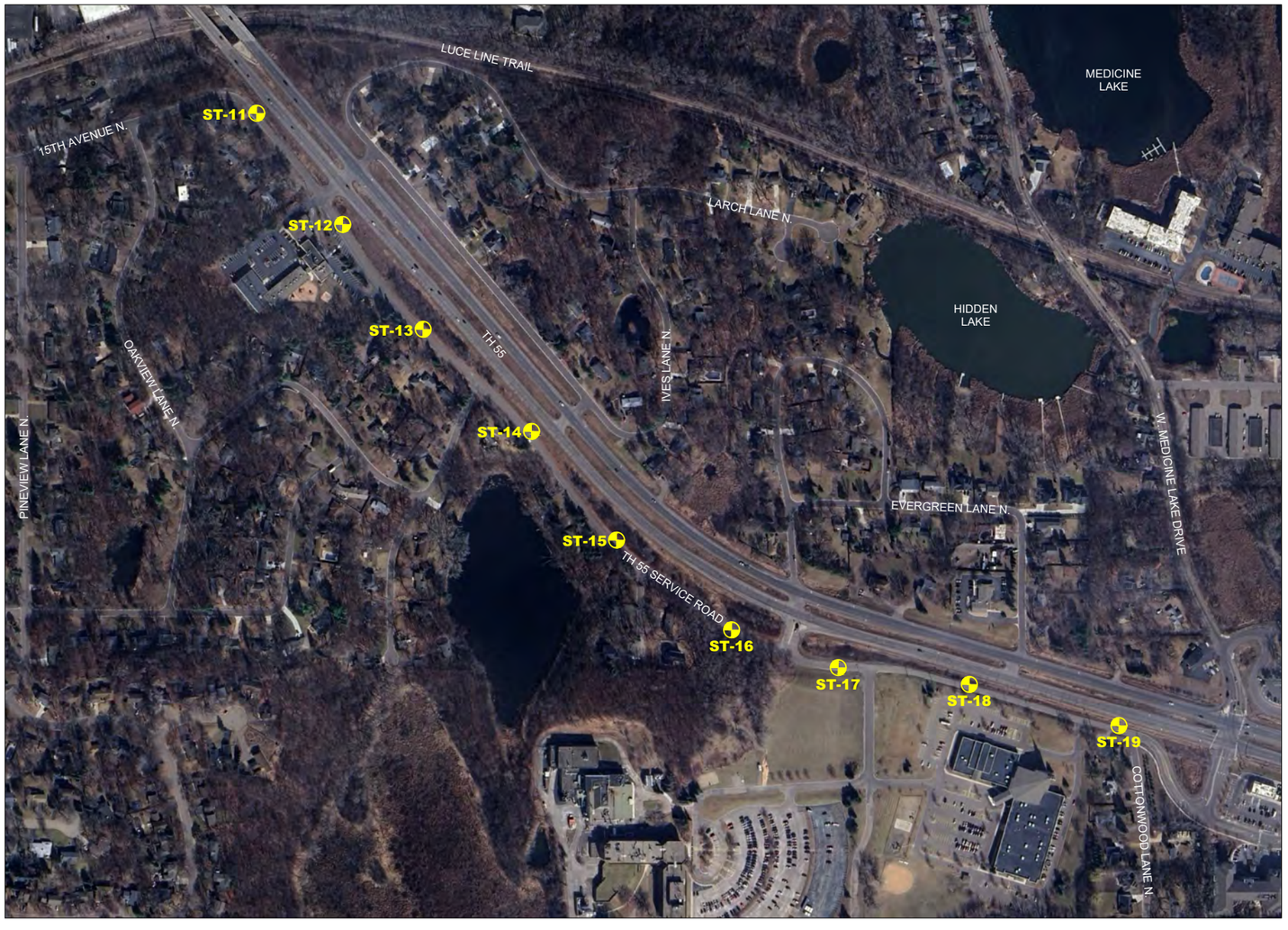
VICINITY MAP

SCALE: 1"= 1500'



DENOTES APPROXIMATE LOCATION OF STANDARD PENETRATION TEST BORING

250' 0 500'

SCALE: 1"= 500'

BRAUN INTERTEC
The Science You Build On.

11001 Hampshire Avenue S
Minneapolis, MN 55438
952.995.2000
braunintertec.com

Drawing Information

Project No:	B2501455
Drawing No:	B2501455
Drawn By:	JAG
Date Drawn:	2/26/25
Checked By:	ZTS
Last Modified:	3/17/25

Project Information

TH 55 Service Road Reconstruction

TH 55 Service Road from 15th Avenue N. to Cottonwood Lane N.

Plymouth, Minnesota

Soil Boring Location Sketch

Sheet: 2 of 2 | Fig:

F:\2025\B2501455\CAD\B2501455.dwg,2.3/17/2025 4:54:37 AM

LOG OF BORING

See Descriptive Terminology sheet for explanation of abbreviations

Project Number B2501455
Geotechnical Evaluation
City of Plymouth Birch Briar Street Reconstruction
9th Avenue North and 8th Avenue North
Plymouth, Minnesota

BORING: **ST-1**
LOCATION: Captured with RTK GPS.
DATUM: NAD 1983 HARN Adj MN Hennepin (US Feet)
NORTHING: 171865.0 EASTING: 474368.0
DRILLER: M. Barber LOGGED BY: Z. Semlak START DATE: 03/10/25 END DATE: 03/10/25
SURFACE ELEVATION: 974.6 ft RIG: GP-1 METHOD: 3 1/4" HSA SURFACING: Bituminous WEATHER: Clear

Elev./ Depth ft	Water Level	Description of Materials (Soil-ASTM D2488 or 2487; Rock-USACE EM 1110-1-2908)	Sample	Blows (N-Value) Recovery	q_p tsf	MC %	Tests or Remarks
973.4		PAVEMENT, 8 inches of bituminous over 6 inches of apparent aggregate base				6	
1.2		FILL: SILTY SAND (SM), fine to medium-grained, trace Gravel, dark brown, moist		30-21-15-14 (36) 14"			
972.6 2.0		FILL: POORLY GRADED SAND with SILT (SP-SM), fine to medium-grained, trace to with Gravel, dark brown, moist		13-6-3-3 (9) 15"		4	P200=7%
		Trace bituminous at 7 1/2 feet		10-7-7 (14) 8"			
965.1 9.5		POORLY GRADED SAND with SILT (SP-SM), fine to medium-grained, with Gravel, brown, moist, medium dense (GLACIAL OUTWASH)		9-10-9 (19) 4"			
960.1 14.5		END OF BORING		8-10-13-9 (23) 13"			Water not observed while drilling.
		Boring then backfilled with auger cuttings					

LOG OF BORING

See Descriptive Terminology sheet for explanation of abbreviations

Project Number B2501455
Geotechnical Evaluation
City of Plymouth Birch Briar Street Reconstruction
9th Avenue North and 8th Avenue North
Plymouth, Minnesota

BORING: **ST-2**
LOCATION: Captured with RTK GPS.
DATUM: NAD 1983 HARN Adj MN Hennepin (US Feet)
NORTHING: 171674.3 EASTING: 473879.7
DRILLER: M. Barber LOGGED BY: Z. Semlak START DATE: 03/10/25 END DATE: 03/10/25
SURFACE ELEVATION: 973.5 ft RIG: GP-1 METHOD: 3 1/4" HSA SURFACING: Bituminous WEATHER: Clear

Elev./ Depth ft	Water Level	Description of Materials (Soil-ASTM D2488 or 2487; Rock-USACE EM 1110-1-2908)	Sample	Blows (N-Value) Recovery	q_p tsf	MC %	Tests or Remarks
972.5		PAVEMENT, 8 inches of bituminous over 4 inches of apparent aggregate base				7	
1.0		FILL: SILTY SAND (SM), fine to medium-grained, with Gravel, dark brown, moist		20-30-19-17 (49) 19"			
971.5		FILL: POORLY GRADED SAND with SILT (SP-SM), fine to medium-grained, with Silty Sand seams, dark brown, moist				7	
2.0				17-9-4-5 (13) 14"			
			5				
966.5							
7.0		POORLY GRADED SAND (SP), fine to medium-grained, trace Gravel, brown, moist, medium dense (GLACIAL OUTWASH)		7-6-7 (13) 14"		2	P200=3%
			10	9-9-9 (18) 13"			
				9-9-8-7 (17) 14"			
959.0							
14.5		END OF BORING	15				Water not observed while drilling.
		Boring then backfilled with auger cuttings					
			20				
			25				
			30				

LOG OF BORING

See Descriptive Terminology sheet for explanation of abbreviations

Project Number B2501455
Geotechnical Evaluation
City of Plymouth Birch Briar Street Reconstruction
9th Avenue North and 8th Avenue North
Plymouth, Minnesota

BORING: **ST-3**
LOCATION: Captured with RTK GPS.
DATUM: NAD 1983 HARN Adj MN Hennepin (US Feet)
NORTHING: 171650.6 EASTING: 473422.6
DRILLER: M. Barber LOGGED BY: Z. Semlak START DATE: 03/10/25 END DATE: 03/10/25
SURFACE ELEVATION: 979.0 ft RIG: GP-1 METHOD: 3 1/4" HSA SURFACING: Bituminous WEATHER: Clear

Elev./ Depth ft	Water Level	Description of Materials (Soil-ASTM D2488 or 2487; Rock-USACE EM 1110-1-2908)	Sample	Blows (N-Value) Recovery	q_p tsf	MC %	Tests or Remarks
977.6		PAVEMENT, 9 inches of bituminous over 6 inches of apparent aggregate base				11	
1.4		FILL: SANDY LEAN CLAY (CL), dark brown, moist		17-17-19-17 (36) 24"			
977.0 2.0		FILL: SILTY SAND (SM), fine to medium-grained, trace Gravel, dark brown, moist		10-15-15-14 (30) 19"		11	
5							
972.0 7.0		FILL: SANDY LEAN CLAY (CL), dark brown, moist		4-4-4 (8) 12"			
969.5 9.5		SANDY LEAN CLAY (CL), brown, moist, stiff to very stiff (GLACIAL TILL)		7-5-7 (12) 12"			
10							
964.5				7-10-12-11 (22) 24"			
14.5		END OF BORING					Water not observed while drilling.
15		Boring then backfilled with auger cuttings					
20							
25							
30							

LOG OF BORING

See Descriptive Terminology sheet for explanation of abbreviations

Project Number B2501455
Geotechnical Evaluation
City of Plymouth Birch Briar Street Reconstruction
9th Avenue North and 8th Avenue North
Plymouth, Minnesota

BORING: **ST-4**
LOCATION: Captured with RTK GPS.
DATUM: NAD 1983 HARN Adj MN Hennepin (US Feet)
NORTHING: 171414.6 EASTING: 472973.2
DRILLER: M. Barber LOGGED BY: Z. Semlak START DATE: 03/10/25 END DATE: 03/10/25
SURFACE ELEVATION: 961.3 ft RIG: GP-1 METHOD: 3 1/4" HSA SURFACING: Bituminous WEATHER: Clear

Elev./ Depth ft	Water Level	Description of Materials (Soil-ASTM D2488 or 2487; Rock-USACE EM 1110-1-2908)	Sample	Blows (N-Value) Recovery	q_p tsf	MC %	Tests or Remarks
959.8		PAVEMENT, 10 inches of bituminous over 8 inches of apparent aggregate base				11	OC=2%
1.5		FILL: SANDY LEAN CLAY (CL), dark brown, moist		11-13-15-11 (28) 14"			
				4-6-6-7 (12) 18"		15	
954.3							
7.0		FILL: SANDY LEAN CLAY (CL), with Sandy Silt seams, dark brown, moist *Trace bituminous at 7 feet*		6-1-2 (3) 10"			
				0-0-1 (1) 18"			
948.8							
12.5		SANDY LEAN CLAY (CL), trace Gravel, gray, moist, medium to very stiff (GLACIAL TILL)		2-2-3-4 (5) 20"			
				9-7-9 (16) 18"			
942.8							
18.5		END OF BORING Boring then grouted					Water not observed while drilling.

LOG OF BORING

See Descriptive Terminology sheet for explanation of abbreviations

Project Number B2501455
Geotechnical Evaluation
City of Plymouth Birch Briar Street Reconstruction
9th Avenue North and 8th Avenue North
Plymouth, Minnesota

BORING: **ST-5**
LOCATION: Captured with RTK GPS.
DATUM: NAD 1983 HARN Adj MN Hennepin (US Feet)
NORTHING: 171326.2 EASTING: 473332.9
DRILLER: M. Barber LOGGED BY: Z. Semlak START DATE: 03/10/25 END DATE: 03/10/25
SURFACE ELEVATION: 975.9 ft RIG: GP-1 METHOD: 3 1/4" HSA SURFACING: Bituminous WEATHER: Clear

Elev./ Depth ft	Water Level	Description of Materials (Soil-ASTM D2488 or 2487; Rock-USACE EM 1110-1-2908)	Sample	Blows (N-Value) Recovery	q_p tsf	MC %	Tests or Remarks
974.4		PAVEMENT, 8 inches of bituminous over 10 inches of apparent aggregate base				14	
1.5		FILL: SANDY LEAN CLAY (CL), brown, moist		9-11-16-13 (27) 19"		13	
971.9							
4.0		CLAYEY SAND (SC), trace Gravel, brown, moist, very stiff (GLACIAL TILL)	5	7-10-12-15 (22) 18"			
968.9							
7.0		SANDY LEAN CLAY (CL), brown, moist, hard to stiff (GLACIAL TILL)		8-12-15 (27) 18"			
		With SILTY SAND layer at 10 feet	10	7-15-20 (35) 18"			
				10-11-13-15 (24) 24"			
961.4							
14.5		END OF BORING	15				Water not observed while drilling.
		Boring then backfilled with auger cuttings					
			20				
			25				
			30				

LOG OF BORING

See Descriptive Terminology sheet for explanation of abbreviations

Project Number B2501455
Geotechnical Evaluation
City of Plymouth Birch Briar Street Reconstruction
9th Avenue North and 8th Avenue North
Plymouth, Minnesota

BORING: **ST-6**
LOCATION: Captured with RTK GPS.
DATUM: NAD 1983 HARN Adj MN Hennepin (US Feet)
NORTHING: 171142.4 EASTING: 473667.6
DRILLER: M. Barber LOGGED BY: Z. Semlak START DATE: 03/11/25 END DATE: 03/11/25
SURFACE ELEVATION: 980.7 ft RIG: GP-1 METHOD: 3 1/4" HSA SURFACING: Bituminous WEATHER: Clear

Elev./ Depth ft	Water Level	Description of Materials (Soil-ASTM D2488 or 2487; Rock-USACE EM 1110-1-2908)	Sample	Blows (N-Value) Recovery	q_p tsf	MC %	Tests or Remarks
979.3		PAVEMENT, 6 inches of bituminous over 10 inches of apparent aggregate base				9	
1.4		FILL: SILTY SAND (SM), fine to medium-grained, with Clay lenses, dark brown, moist		8-12-13-13 (25) 24"			
978.7 2.0		SANDY LEAN CLAY (CL), trace Gravel, brown, moist (GLACIAL TILL)				14	
				8-9-13-12 (22) 24"			
5							
				7-9-12 (21) 18"			
				7-11-14 (25) 18"			
10						14	
				13-15-17-20 (32) 24"			
966.2							
14.5		END OF BORING Boring then backfilled with auger cuttings					Water not observed while drilling.
15							
20							
25							
30							

LOG OF BORING

See Descriptive Terminology sheet for explanation of abbreviations

Project Number B2501455
Geotechnical Evaluation
City of Plymouth Birch Briar Street Reconstruction
9th Avenue North and 8th Avenue North
Plymouth, Minnesota

BORING: **ST-7**
LOCATION: Captured with RTK GPS.
DATUM: NAD 1983 HARN Adj MN Hennepin (US Feet)
NORTHING: 171134.3 EASTING: 474142.8
DRILLER: M. Barber LOGGED BY: Z. Semlak START DATE: 03/11/25 END DATE: 03/11/25
SURFACE ELEVATION: 977.3 ft RIG: GP-1 METHOD: 3 1/4" HSA SURFACING: Bituminous WEATHER: Clear

Elev./ Depth ft	Water Level	Description of Materials (Soil-ASTM D2488 or 2487; Rock-USACE EM 1110-1-2908)	Sample	Blows (N-Value) Recovery	q_p tsf	MC %	Tests or Remarks
975.8		PAVEMENT, 8 inches of bituminous over 11 inches of apparent aggregate base				5	P200=12%
1.5		FILL: POORLY GRADED SAND with SILT (SP-SM), fine to medium-grained, dark brown, moist		14-14-12-14 (26) 24"			
975.3 2.0		FILL: SANDY LEAN CLAY (CL), trace Gravel, brown, moist					
973.3 4.0		SANDY LEAN CLAY (CL), brown, moist, stiff (GLACIAL TILL)	5	5-4-7-9 (11) 24"		14	
970.3 7.0		SILTY SAND (SM), fine to medium-grained, trace Gravel, brown, moist, medium dense (GLACIAL TILL)		5-11-14 (25) 17"			
967.8 9.5		SANDY LEAN CLAY (CL), brown, moist, very stiff (GLACIAL TILL)	10	7-9-16 (25) 18"			
964.8 12.5		POORLY GRADED SAND with SILT (SP-SM), fine to medium-grained, brown, moist, dense (GLACIAL OUTWASH)		20-18-22-17 (40) 21"			
962.8 14.5		END OF BORING Boring then backfilled with auger cuttings	15				Water not observed while drilling.
			20				
			25				
			30				

LOG OF BORING

See Descriptive Terminology sheet for explanation of abbreviations

Project Number B2501455
Geotechnical Evaluation
City of Plymouth Birch Briar Street Reconstruction
9th Avenue North and 8th Avenue North
Plymouth, Minnesota

BORING: **ST-8**
LOCATION: Captured with RTK GPS.
DATUM: NAD 1983 HARN Adj MN Hennepin (US Feet)
NORTHING: 171478.0 EASTING: 474068.8
DRILLER: M. Barber LOGGED BY: Z. Semlak START DATE: 03/11/25 END DATE: 03/11/25
SURFACE ELEVATION: 973.0 ft RIG: GP-1 METHOD: 3 1/4" HSA SURFACING: Bituminous WEATHER: Clear

Elev./ Depth ft	Water Level	Description of Materials (Soil-ASTM D2488 or 2487; Rock-USACE EM 1110-1-2908)	Sample	Blows (N-Value) Recovery	q_p tsf	MC %	Tests or Remarks
971.3		PAVEMENT, 7 inches of bituminous over 13 inches of apparent aggregate base				5	
1.7 971.0		FILL: SILTY SAND (SM), fine to medium-grained, trace Gravel, dark brown, moist		13-13-11-8 (24) 19"			
2.0 969.0		FILL: POORLY GRADED SAND with SILT (SP-SM), fine to medium-grained, brown, moist		3-3-4-7 (7) 14"			
4.0		*Contains seams of Silt at 2 1/2 feet*				4	P200=4%
		POORLY GRADED SAND (SP), fine to medium-grained, trace Gravel, brown, moist, loose to dense (GLACIAL OUTWASH)	5				
				7-10-12 (22) 7"			
			10	18-15-18 (33) 4"			
				8-9-10-10 (19) 11"			
958.5 14.5		END OF BORING	15				Water not observed while drilling.
		Boring then backfilled with auger cuttings					
			20				
			25				
			30				

LOG OF BORING

See Descriptive Terminology sheet for explanation of abbreviations

Project Number B2501455
Geotechnical Evaluation
City of Plymouth Birch Briar Street Reconstruction
9th Avenue North and 8th Avenue North
Plymouth, Minnesota

BORING: **ST-11**
LOCATION: Captured with RTK GPS.
DATUM: NAD 1983 HARN Adj MN Hennepin (US Feet)
NORTHING: 174397.1 EASTING: 485916.4
START DATE: 03/12/25 END DATE: 03/12/25
SURFACE ELEVATION: 940.8 ft
DRILLER: M. Barber LOGGED BY: Z. Semlak
RIG: GP-1 METHOD: 3 1/4" HSA
SURFACING: Bituminous WEATHER: Clear

Elev./ Depth ft	Water Level	Description of Materials (Soil-ASTM D2488 or 2487; Rock-USACE EM 1110-1-2908)	Sample	Blows (N-Value) Recovery	q_p tsf	MC %	Tests or Remarks
940.1		PAVEMENT, 6 inches of bituminous over 2 inches of apparent aggregate base					
0.7		FILL: SILTY SAND (SM), fine to medium-grained, dark brown, moist		14-11-6-8 (17) 20"		5	P200=17%
937.8						10	
3.0		FILL: SANDY LEAN CLAY (CL), gray, moist					
936.8				6-8-9-9 (17) 17"			
4.0		FILL: SANDY SILT (ML), with Clay seams, dark brown, moist	5				
933.8				4-5-7 (12) 14"			
7.0		FILL: LEAN CLAY (CL), with Silt seams, brown, moist				26	
931.3				5-5-4 (9) 10"			
9.5		FILL: SILTY SAND (SM), fine to medium-grained, dark brown, moist	10				
928.3				3-3-3-4 (6) 8"			
12.5		FILL: CLAYEY SAND (SC), slightly organic, dark brown, moist					
926.3							
14.5		END OF BORING	15				Water not observed while drilling.
		Boring then backfilled with auger cuttings	20				
			25				
			30				

LOG OF BORING

See Descriptive Terminology sheet for explanation of abbreviations

Project Number B2501455
Geotechnical Evaluation
City of Plymouth Birch Briar Street Reconstruction
9th Avenue North and 8th Avenue North
Plymouth, Minnesota

BORING: **ST-12**
LOCATION: Captured with RTK GPS.
DATUM: NAD 1983 HARN Adj MN Hennepin (US Feet)
NORTHING: 173989.3 EASTING: 486231.0
DRILLER: M. Barber LOGGED BY: Z. Semlak START DATE: 03/12/25 END DATE: 03/12/25
SURFACE ELEVATION: 943.6 ft RIG: GP-1 METHOD: 3 1/4" HSA SURFACING: Bituminous WEATHER: Clear

Elev./ Depth ft	Water Level	Description of Materials (Soil-ASTM D2488 or 2487; Rock-USACE EM 1110-1-2908)	Sample	Blows (N-Value) Recovery	q_p tsf	MC %	Tests or Remarks
942.6		PAVEMENT, 5 inches of bituminous over 7 inches of apparent aggregate base				7	
1.0		FILL: SILTY SAND (SM), fine to medium-grained, dark brown, moist		7-6-8-7 (14) 14"			
941.6		FILL: POORLY GRADED SAND with SILT (SP-SM), fine to medium-grained, with Silt seams, brown, moist		4-3-4-5 (7) 18"		7	
2.0							
939.6		SANDY LEAN CLAY (CL), trace Gravel, brown, moist, medium to hard (GLACIAL TILL)					
4.0			5	6-8-12 (20) 18"			
			10	6-10-14 (24) 18"			
				15-17-17-13 (34) 24"			
929.1							
14.5		END OF BORING	15				Water not observed while drilling.
		Boring then backfilled with auger cuttings					
			20				
			25				
			30				

LOG OF BORING

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Project Number B2501455
Geotechnical Evaluation
City of Plymouth Birch Briar Street Reconstruction
9th Avenue North and 8th Avenue North
Plymouth, Minnesota

BORING: **ST-13**
LOCATION: Captured with RTK GPS.
DATUM: NAD 1983 HARN Adj MN Hennepin (US Feet)
NORTHING: 173604.9 EASTING: 486526.2
DRILLER: M. Barber LOGGED BY: Z. Semlak START DATE: 03/12/25 END DATE: 03/12/25
SURFACE ELEVATION: 953.2 ft RIG: GP-1 METHOD: 3 1/4" HSA SURFACING: Bituminous WEATHER: Clear

Elev./ Depth ft	Water Level	Description of Materials (Soil-ASTM D2488 or 2487; Rock-USACE EM 1110-1-2908)	Sample	Blows (N-Value) Recovery	q_p tsf	MC %	Tests or Remarks
951.9		PAVEMENT, 7 inches of bituminous over 8 inches of apparent aggregate base				8	
1.3		FILL: SILTY SAND (SM), fine to medium-grained, with Clay lenses, dark brown, moist		5-11-12-8 (23) 24"			
951.2							
2.0		FILL: SANDY LEAN CLAY (CL), with Silt seams, brown, moist		2-5-9-11 (14) 15"		16	
946.2							
7.0		SANDY LEAN CLAY (CL), brown, moist, very stiff to hard (GLACIAL TILL)		8-12-19 (31) 13"			
				11-12-18 (30) 16"			
				9-10-14-13 (24) 24"			
938.7							
14.5		END OF BORING Boring then backfilled with auger cuttings					Water not observed while drilling.

LOG OF BORING

See Descriptive Terminology sheet for explanation of abbreviations

Project Number B2501455
Geotechnical Evaluation
City of Plymouth Birch Briar Street Reconstruction
9th Avenue North and 8th Avenue North
Plymouth, Minnesota

BORING: **ST-14**
LOCATION: Captured with RTK GPS.
DATUM: NAD 1983 HARN Adj MN Hennepin (US Feet)
NORTHING: 173231.4 EASTING: 486923.4
DRILLER: M. Barber LOGGED BY: Z. Semlak START DATE: 03/12/25 END DATE: 03/12/25
SURFACE ELEVATION: 943.6 ft RIG: GP-1 METHOD: 3 1/4" HSA SURFACING: Bituminous WEATHER: Clear

Elev./ Depth ft	Water Level	Description of Materials (Soil-ASTM D2488 or 2487; Rock-USACE EM 1110-1-2908)	Sample	Blows (N-Value) Recovery	q_p tsf	MC %	Tests or Remarks
942.6		PAVEMENT, 5 inches of bituminous over 6 inches of apparent aggregate base				5	
1.0		FILL: SILTY SAND (SM), fine to medium-grained, trace Gravel, dark brown, moist		15-13-13-12 (26) 20"			
941.6		FILL: POORLY GRADED SAND with SILT (SP-SM), fine to medium-grained, trace Gravel, with Clay and Silt lenses, brown, moist				4	
2.0				12-10-8-10 (18) 19"			
			5				
936.6				8-8-8 (16) 9"			
7.0		POORLY GRADED SAND (SP), fine to medium-grained, trace Gravel, brown, moist, medium dense (GLACIAL OUTWASH)					
			10	10-8-7 (15) 14"			
				7-8-10-10 (18) 16"			
929.1							
14.5		END OF BORING	15				Water not observed while drilling.
		Boring then backfilled with auger cuttings					
			20				
			25				
			30				

LOG OF BORING

See Descriptive Terminology sheet for explanation of abbreviations

Project Number B2501455
Geotechnical Evaluation
City of Plymouth Birch Briar Street Reconstruction
9th Avenue North and 8th Avenue North
Plymouth, Minnesota

BORING: **ST-15**
LOCATION: Captured with RTK GPS.
DATUM: NAD 1983 HARN Adj MN Hennepin (US Feet)
NORTHING: 172832.5 EASTING: 487235.4
DRILLER: M. Barber LOGGED BY: Z. Semlak START DATE: 03/12/25 END DATE: 03/12/25
SURFACE ELEVATION: 936.9 ft RIG: GP-1 METHOD: 3 1/4" HSA SURFACING: Bituminous WEATHER: Clear

Elev./ Depth ft	Water Level	Description of Materials (Soil-ASTM D2488 or 2487; Rock-USACE EM 1110-1-2908)	Sample	Blows (N-Value) Recovery	q_p tsf	MC %	Tests or Remarks
935.7		PAVEMENT, 8 inches of bituminous over 6 inches of apparent aggregate base				20	
1.2		FILL: LEAN CLAY (CL), dark brown, moist *Contains lenses of Silt from 2 to 4 feet*		6-9-10-8 (19) 24"			
932.9							
4.0		SANDY LEAN CLAY (CL), brown, moist, very stiff (GLACIAL TILL) *With SAND layers from 4 to 11 feet*		5-7-9-10 (16) 18"		14	
				15-11-11 (22) 14"			
				7-8-11 (19) 18"			
				4-8-11-14 (19) 24"			
922.4							
14.5		END OF BORING Boring then backfilled with auger cuttings					Water not observed while drilling.

LOG OF BORING

See Descriptive Terminology sheet for explanation of abbreviations

Project Number B2501455
Geotechnical Evaluation
City of Plymouth Birch Briar Street Reconstruction
9th Avenue North and 8th Avenue North
Plymouth, Minnesota

BORING: **ST-16**
LOCATION: Captured with RTK GPS.
DATUM: NAD 1983 HARN Adj MN Hennepin (US Feet)
NORTHING: 172504.0 EASTING: 487656.9
START DATE: 03/12/25 END DATE: 03/12/25
SURFACE ELEVATION: 932.2 ft RIG: GP-1 METHOD: 3 1/4" HSA
SURFACING: Bituminous WEATHER: Clear
DRILLER: M. Barber LOGGED BY: Z. Semlak

Elev./ Depth ft	Water Level	Description of Materials (Soil-ASTM D2488 or 2487; Rock-USACE EM 1110-1-2908)	Sample	Blows (N-Value) Recovery	q_p tsf	MC %	Tests or Remarks
931.2		PAVEMENT, 6 inches of bituminous over 6 inches of apparent aggregate base				8	
1.0 930.2		FILL: SILTY SAND (SM), fine to medium-grained, dark brown, moist		13-12-10 (22) 15"			
2.0 928.2		FILL: SANDY LEAN CLAY (CL), dark brown, moist				18	
4.0		FILL: CLAYEY SAND (SC), dark brown, moist	5	2-3-3-4 (6) 11"			
925.2							
7.0		FILL: SANDY LEAN CLAY (CL), brown, moist		1-3-5 (8) 10"			
922.7							
9.5		SANDY LEAN CLAY (CL), brown, moist, very soft (GLACIOFLUVIUM)	10	0-0-1 (1) 16"			
919.7							
12.5		SANDY LEAN CLAY (CL), trace Gravel, brownish gray, moist, medium (GLACIAL TILL)		1-3-4-5 (7) 19"			
917.7							
14.5		END OF BORING	15				Water not observed while drilling.
		Boring then backfilled with auger cuttings					
			20				
			25				
			30				

LOG OF BORING

See Descriptive Terminology sheet for explanation of abbreviations

Project Number B2501455
Geotechnical Evaluation
City of Plymouth Birch Briar Street Reconstruction
9th Avenue North and 8th Avenue North
Plymouth, Minnesota

BORING: **ST-17**
LOCATION: Captured with RTK GPS.
DATUM: NAD 1983 HARN Adj MN Hennepin (US Feet)
NORTHING: 172365.3 EASTING: 488048.3
DRILLER: M. Barber LOGGED BY: Z. Semlak START DATE: 03/12/25 END DATE: 03/12/25
SURFACE ELEVATION: 936.3 ft RIG: GP-1 METHOD: 3 1/4" HSA SURFACING: Bituminous WEATHER: Clear

Elev./ Depth ft	Water Level	Description of Materials (Soil-ASTM D2488 or 2487; Rock-USACE EM 1110-1-2908)	Sample	Blows (N-Value) Recovery	q_p tsf	MC %	Tests or Remarks
934.8		PAVEMENT, 7 inches of bituminous over 10 inches of apparent aggregate base				11	
1.5 934.3		FILL: SILTY SAND (SM), fine to medium-grained, dark brown, moist		5-6-7-6 (13) 14"			
2.0 932.3		FILL: SANDY LEAN CLAY (CL), trace Gravel, brown, moist		5-7-9-13 (16) 17"			
4.0		SANDY LEAN CLAY (CL), brown, moist, very stiff to hard (GLACIAL TILL)	5				
				8-10-14 (24) 17"		14	
			10	9-10-15 (25) 18"			
				6-11-27-16 (38) 16"			
921.8 14.5		END OF BORING Boring then backfilled with auger cuttings	15				Water not observed while drilling.
			20				
			25				
			30				

LOG OF BORING

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Project Number B2501455
Geotechnical Evaluation
City of Plymouth Birch Briar Street Reconstruction
9th Avenue North and 8th Avenue North
Plymouth, Minnesota

BORING: **ST-18**
LOCATION: Captured with RTK GPS.
DATUM: NAD 1983 HARN Adj MN Hennepin (US Feet)
NORTHING: 172304.1 EASTING: 488528.8
DRILLER: M. Barber LOGGED BY: Z. Semlak START DATE: 03/12/25 END DATE: 03/12/25
SURFACE ELEVATION: 934.4 ft RIG: GP-1 METHOD: 3 1/4" HSA SURFACING: Bituminous WEATHER: Clear

Elev./ Depth ft	Water Level	Description of Materials (Soil-ASTM D2488 or 2487; Rock-USACE EM 1110-1-2908)	Sample	Blows (N-Value) Recovery	q_p tsf	MC %	Tests or Remarks
932.9		PAVEMENT, 8 inches of bituminous over 9 inches of apparent aggregate base					
1.5							
932.4		FILL: SILTY SAND (SM), fine to medium-grained, dark brown, moist		5-13-11-12 (24) 19"		12	
2.0		FILL: SANDY LEAN CLAY (CL), trace Gravel, brown, moist					
930.4				5-5-6-11 (11) 21"			
4.0		SANDY LEAN CLAY (CL), trace Gravel, brown to gray, moist, stiff to very stiff (GLACIAL TILL)	5				
		Gray at 8 feet		19-10-9 (19) 15"		15	
			10	2-9-9 (18) 17"			
				6-8-8-9 (16) 22"			
919.9							
14.5		END OF BORING	15				Water not observed while drilling.
		Boring then backfilled with auger cuttings					
			20				
			25				
			30				

LOG OF BORING

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Project Number B2501455
Geotechnical Evaluation
City of Plymouth Birch Briar Street Reconstruction
9th Avenue North and 8th Avenue North
Plymouth, Minnesota

BORING: **ST-19**
LOCATION: Captured with RTK GPS.
DATUM: NAD 1983 HARN Adj MN Hennepin (US Feet)
NORTHING: 172152.9 EASTING: 489076.9
DRILLER: M. Barber LOGGED BY: Z. Semlak START DATE: 03/12/25 END DATE: 03/12/25
SURFACE ELEVATION: 913.4 ft RIG: GP-1 METHOD: 3 1/4" HSA SURFACING: Bituminous WEATHER: Clear

Elev./ Depth ft	Water Level	Description of Materials (Soil-ASTM D2488 or 2487; Rock-USACE EM 1110-1-2908)	Sample	Blows (N-Value) Recovery	q_p tsf	MC %	Tests or Remarks
912.6		PAVEMENT, 6 inches of bituminous over 3 inches of apparent aggregate base					
0.8		FILL: SILTY SAND (SM), fine to medium-grained, with Clay seams, dark brown, moist		6-8-9-11 (17) 17"		6	
				10-8-6-6 (14) 20"		11	
		Slightly organic CLAY layer at 5 feet	5				
906.4							
7.0		FILL: SANDY LEAN CLAY (CL), brown, moist		0-0-2 (2) 18"			
903.9							
9.5		SILTY CLAY (CL-ML), trace Gravel, brown, moist, medium (GLACIAL TILL)	10	0-2-3 (5) 18"		19	LL=22, PL=17, PI=5
900.9							
12.5		SANDY LEAN CLAY (CL), trace Gravel, brown, moist, stiff (GLACIAL TILL)		6-6-7-7 (13) 24"			
898.9							
14.5		END OF BORING	15				Water not observed while drilling.
		Boring then backfilled with auger cuttings					
			20				
			25				
			30				

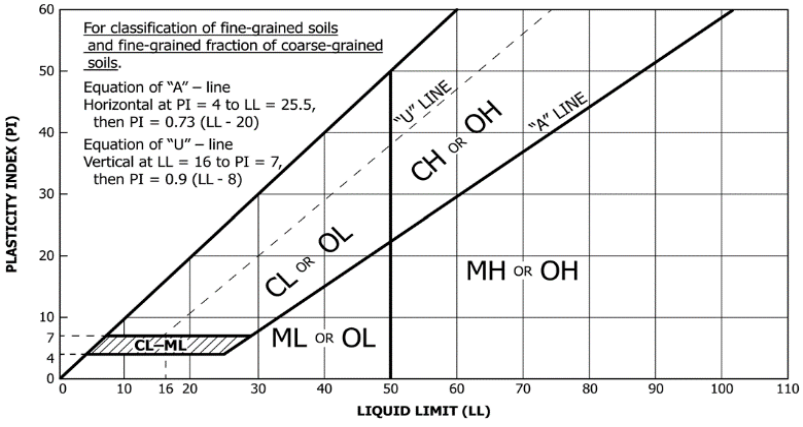
BRAUN INTERTEC
The Science You Build On.

Descriptive Terminology of Soil

Based on Standards ASTM D2487/2488
(Unified Soil Classification System)

Criteria for Assigning Group Symbols and Group Names Using Laboratory Tests[A]				Soil Classification	
				Group Symbol	Group Name[B]
Coarse-grained Soils (more than 50% retained on No. 200 sieve)	Gravels (More than 50% of coarse fraction retained on No. 4 sieve)	Clean Gravels (Less than 5% fines[C])	$C_u \geq 4$ and $1 \leq C_c \leq 3^D$	GW	Well-graded gravel[E]
			$C_u < 4$ and/or ($C_c < 1$ or $C_c > 3$)[D]	GP	Poorly graded gravel[E]
		Gravels with Fines (More than 12% fines[C])	Fines classify as ML or MH	GM	Silty gravel[E F G]
			Fines Classify as CL or CH	GC	Clayey gravel[E F G]
	Sands (50% or more coarse fraction passes No. 4 sieve)	Clean Sands (Less than 5% fines[H])	$C_u \geq 6$ and $1 \leq C_c \leq 3^D$	SW	Well-graded sand[I]
			$C_u < 6$ and/or ($C_c < 1$ or $C_c > 3$)[D]	SP	Poorly graded sand[I]
		Sands with Fines (More than 12% fines[H])	Fines classify as ML or MH	SM	Silty sand[F G I]
			Fines classify as CL or CH	SC	Clayey sand[F G I]
Fine-grained Soils (50% or more passes the No. 200 sieve)	Silts and Clays (Liquid limit less than 50)	Inorganic	PI > 7 and plots on or above "A" line[J]	CL	Lean clay[K L M]
			PI < 4 or plots below "A" line[J]	ML	Silt[K L M]
		Organic	Liquid Limit – oven dried / Liquid Limit – not dried <0.75	OL	Organic clay[K L M N] / Organic silt[K L M O]
	Silts and Clays (Liquid limit 50 or more)	Inorganic	PI plots on or above "A" line	CH	Fat clay[K L M]
			PI plots below "A" line	MH	Elastic silt[K L M]
		Organic	Liquid Limit – oven dried / Liquid Limit – not dried <0.75	OH	Organic clay[K L M P] / Organic silt[K L M Q]
Highly Organic Soils		Primarily organic matter, dark in color, and organic odor		PT	Peat

A. Based on the material passing the 3-inch (75-mm) sieve.
B. If field sample contained cobbles or boulders, or both, add "with cobbles or boulders, or both" to group name.
C. Gravels with 5 to 12% fines require dual symbols:
   GW-GM well-graded gravel with silt
   GW-GC well-graded gravel with clay
   GP-GM poorly graded gravel with silt
   GP-GC poorly graded gravel with clay
D. $C_u = D_{60} / D_{10}$ $C_c = (D_{30})^2 / (D_{10} \times D_{60})$
E. If soil contains ≥ 15% sand, add "with sand" to group name.
F. If fines classify as CL-ML, use dual symbol GC-GM or SC-SM.
G. If fines are organic, add "with organic fines" to group name.
H. Sands with 5 to 12% fines require dual symbols:
   SW-SM well-graded sand with silt
   SW-SC well-graded sand with clay
   SP-SM poorly graded sand with silt
   SP-SC poorly graded sand with clay
I. If soil contains ≥ 15% gravel, add "with gravel" to group name.
J. If Atterberg limits plot in hatched area, soil is CL-ML, silty clay.
K. If soil contains 15 to < 30% plus No. 200, add "with sand" or "with gravel", whichever is predominant.
L. If soil contains ≥ 30% plus No. 200, predominantly sand, add "sandy" to group name.
M. If soil contains ≥ 30% plus No. 200 predominantly gravel, add "gravelly" to group name.
N. PI ≥ 4 and plots on or above "A" line.
O. PI < 4 or plots below "A" line.
P. PI plots on or above "A" line.
Q. PI plots below "A" line.



Laboratory Tests

DD	Dry density, pcf	**q_p**	Pocket penetrometer strength, tsf
WD	Wet density, pcf	**q_U**	Unconfined compression test, tsf
P200	% Passing #200 sieve	**LL**	Liquid limit
MC	Moisture content, %	**PL**	Plastic limit
OC	Organic content, %	**PI**	Plasticity index

Particle Size Identification

Boulders..... over 12"
Cobbles..... 3" to 12"
Gravel
  Coarse..... 3/4" to 3" (19.00 mm to 75.00 mm)
  Fine..... No. 4 to 3/4" (4.75 mm to 19.00 mm)
Sand
  Coarse..... No. 10 to No. 4 (2.00 mm to 4.75 mm)
  Medium..... No. 40 to No. 10 (0.425 mm to 2.00 mm)
  Fine..... No. 200 to No. 40 (0.075 mm to 0.425 mm)
Silt..... No. 200 (0.075 mm) to .005 mm
Clay..... < .005 mm

Relative Proportions[L, M]

trace..... 0 to 5%
little..... 6 to 14%
with..... ≥ 15%

Inclusion Thicknesses

lens..... 0 to 1/8"
seam..... 1/8" to 1"
layer..... over 1"

Apparent Relative Density of Cohesionless Soils

Very loose ..... 0 to 4 BPF
Loose ..... 5 to 10 BPF
Medium dense..... 11 to 30 BPF
Dense..... 31 to 50 BPF
Very dense..... over 50 BPF

Consistency of Cohesive Soils	Blows Per Foot	Approximate Unconfined Compressive Strength
Very soft	0 to 1 BPF	< 0.25 tsf
Soft	2 to 4 BPF	0.25 to 0.5 tsf
Medium	5 to 8 BPF	0.5 to 1 tsf
Stiff	9 to 15 BPF	1 to 2 tsf
Very Stiff	16 to 30 BPF	2 to 4 tsf
Hard	over 30 BPF	> 4 tsf

Moisture Content:

Dry: Absence of moisture, dusty, dry to the touch.
Moist: Damp but no visible water.
Wet: Visible free water, usually soil is below water table.

Drilling Notes:

Blows/N-value: Blows indicate the driving resistance recorded for each 6-inch interval. The reported N-value is the blows per foot recorded by summing the second and third interval in accordance with the Standard Penetration Test, ASTM D1586.

Partial Penetration: If the sampler could not be driven through a full 6-inch interval, the number of blows for that partial penetration is shown as #/x" (i.e. 50/2"). The N-value is reported as "REF" indicating refusal.

Recovery: Indicates the inches of sample recovered from the sampled interval. For a standard penetration test, full recovery is 18", and is 24" for a thinwall/shelby tube sample.

WOH: Indicates the sampler penetrated soil under weight of hammer and rods alone; driving not required.

WOR: Indicates the sampler penetrated soil under weight of rods alone; hammer weight and driving not required.

Water Level: Indicates the water level measured by the drillers either while drilling (▽), at the end of drilling (▼), or at some time after drilling (▼).

Sample Symbols

Standard Penetration Test	Rock Core
Modified California (MC)	Thinwall (TW)/Shelby Tube (SH)
Auger	Texas Cone Penetrometer
Grab Sample	Dynamic Cone Penetrometer

State Aid 10 Ton ESAL Traffic Forecast Calculator

This ESAL calculator is for use with default Heavy Commerical Traffic values; click "User Defined Traffic Values" sheet below if you wish to enter your own Heavy Commercial Traffic values.

Instructions: All yellow boxes require an input value.
Dropdown choices are provided for Base Year (C18), Number of Lanes (C19), and Urban or Rural (C21).
You must click on cells C18, C19, and C21 to access the dropdown choices.

General Information

Date	4/10/2025	
Forecast Performed by	Braun Intertec Corporation	
Name of County or City	City of Plymouth	
Project Number	B2501455	
Project Description	Reconstruction	
Route Number	M 118 (Hwy 55 South Frontage Road)	
Base Year (i.e. opening to traffic)	2026	
Number of Lanes (total both directions)	2 = typical 2 lane	
Current AADT	634	
Urban or Rural	Rural	
Historical AADT (enter a minimum of two years)	**Year**	**AADT**
Enter oldest traffic data here	2018	500
Enter second oldest traffic data here		
Enter third oldest traffic data here		
Enter fourth oldest traffic data here	2023	634
Base Year AADT	2026	710
20-Year AADT	2046	1,250
35-Year AADT	2061	1,650
Growth Rate	3.80%	

Vehicle Type	Vehicle Class %	ESAL Factors Flexible	Rigid
2AX-6TIRE SU	2.43%	0.25	0.24
3AX+SU	0.25%	0.58	0.85
3AX TST	0.09%	0.39	0.37
4AX TST	0.15%	0.51	0.53
5AX+TST	5.44%	1.13	1.89
TR TR, BUSES	0.62%	0.57	0.74
TWIN TRAILERS	0.00%	2.40	2.33
Total	**8.98%**	**NA**	**NA**

20-Year Flexible Forecast (10 Ton) = 310,000
20-Year Rigid Forecast (10 Ton) = 490,000
35-Year Flexible Forecast (10 Ton) = 640,000
35-Year Rigid Forecast (10 Ton) = 1,012,000

Note: This ESAL Calculator provides reasonable estimation of ESAL's based on accurate AADT values. It is limited to an AADT value of 20,000. For roadways exceeding an AADT of 20,000, it is recommended to use the MnDOT ESAL Forecasting Tool found on MnDOT's Pavement Design web page at:
http://www.dot.state.mn.us/materials/pvmtdesign/software.html

Revised: 5/6/2020

DEPARTMENT OF TRANSPORTATION

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MnPAVE 7.103 Design Summary — Hot-Mix Asphalt

MnPAVE File: Birch Briar (City Standard).mp7

20 Year Reliability: 100.0% (85% recommended) 5,000 cycles

Project Information

District: Metro **County:** Hennepin **City:** Plymouth

Project No.: B2501455 **Route:** Birch Briar Neighborhood **Ref. Post:** --- to ---

Letting Date: 4/10/2025

Designer: Bolton & Menk, Inc. **Soils Engineer:** Braun Intertec Corporation

Climate Information

Seasons: 5 **Location:** 45° 2.49' Latitude, 93° 29' Longitude

Structural Information

Layer	Type	Subtype	Thickness, in.
1a	Hot-Mix Asphalt	C - PG58H-34, 5% Pb, Size A	1.50
1b		C - PG58H-34, 5% Pb, Size B	2.50
2	Aggregate Base	Class 5	8.00
3	Aggregate Subase	Select Granular	12.00
4	Engineered Soil	SaL(pl) R15	12.00
5	Undisturbed Soil	Sandy Loam, pl	

Traffic Information

Forecast #:

Speed: 30 mph **Growth Rate:** 1% **Design Flexible ESALs:** 150,000

Notes

Disclaimer: The Minnesota Department of Transportation makes no guarantee or warranty, either express or implied, with respect to the reuse of the data provided herewith, regardless of its format or means of its transmission. The user accepts the data "as is", and assumes all risks associated with its use. By accepting of this data, the user agrees not to transmit this data or provide access to it or any part of it to another party unless the user shall include with the data a copy of this disclaimer. The Minnesota Department of Transportation assumes no responsibility, actual or consequential, for damage that results from any user's reliance on this data.

DEPARTMENT OF TRANSPORTATION

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MnPAVE 7.103 Design Summary — Hot-Mix Asphalt

MnPAVE File: TH 55 Service (City Standard).mp7

20 Year Reliability: 100.0% (85% recommended) 5,000 cycles

Project Information

District: Metro **County:** Hennepin **City:** Plymouth

Project No.: B2501455 **Route:** TH 55 Service Road **Ref. Post:** 15th Ave to Cottonwood Ln

Letting Date: 4/10/2025

Designer: Bolton & Menk, Inc. **Soils Engineer:** Braun Intertec Corporation

Climate Information

Seasons: 5 **Location:** 45° 2.49' Latitude, 93° 29' Longitude

Structural Information

Layer	Type	Subtype	Thickness, in.
1a	Hot-Mix Asphalt	C - PG58H-34, 5% Pb, Size A	1.50
1b		C - PG58H-34, 5% Pb, Size B	2.50
2	Aggregate Base	Class 5	8.00
3	Aggregate Subase	Select Granular	12.00
4	Engineered Soil	SaL(pl) R15	12.00
5	Undisturbed Soil	Sandy Loam, pl	

Traffic Information

Forecast #:

Speed: 30 mph **Growth Rate:** 3.5% **Design Flexible ESALs:** 310,000

Notes

Disclaimer: The Minnesota Department of Transportation makes no guarantee or warranty, either express or implied, with respect to the reuse of the data provided herewith, regardless of its format or means of its transmission. The user accepts the data "as is", and assumes all risks associated with its use. By accepting of this data, the user agrees not to transmit this data or provide access to it or any part of it to another party unless the user shall include with the data a copy of this disclaimer. The Minnesota Department of Transportation assumes no responsibility, actual or consequential, for damage that results from any user's reliance on this data.

December 3, 2025 Project B2501455

Nick Amatuccio, PE
Bolton & Menk, Inc.
10400 Viking Drive
Eden Prairie, MN 55344

Re: REVISED Addendum 1 to Geotechnical Evaluation
2026 Street Reconstruction - BMP
9th Avenue North and 8th Avenue North
16200 9th Avenue North
12520 – 12510 15th Avenue North

Dear Mr. Amatuccio:

This letter serves as REVISED Addendum 1) to our Geotechnical Evaluation Report for the City of Plymouth 2026 Reconstruction project, dated May 5, 2025. This Addendum addresses information regarding the stormwater best management practices (BMP's) for the locations referenced above. This addendum addresses the feasibility for infiltration or filtration basins.

Our Revised Addendum 1 provides updated proposed bituminous mix designs for the 2026 Reconstruction project.

Background

We completed a geotechnical evaluation for Bolton & Menk, Inc. (City of Plymouth) titled *2026 Birch Briar Neighborhood and TH 55 Service Road Reconstruction,* dated May 5, 2025, under Braun Intertec project number B2501455. Our geotechnical evaluation provided recommendations for the proposed design and reconstruction of pavements, spot utility replacement and various site improvements (curb & gutter, sidewalks) for the Birch Briar Neighborhood and the TH 55 Service Road in Plymouth, Minnesota.

The geotechnical evaluation did not include recommendations specific to stormwater BMPs for the 2026 reconstruction project.

New Information

Based on email correspondence with Nick Amatuccio, PE, of Bolton & Menk, we understand this project is evaluating the feasibility of infiltration or filtration stormwater basins at two locations:

- 16200 9th Avenue North
- 12520 - 12510 15th Avenue North

We also understand that a rain garden or infiltration basin is proposed at the southeast corner of 8th Avenue North and 9th Avenue North.

Figure 1, Figure 2, and Figure 3 show the preliminary proposed stormwater locations for the 2026 Street Reconstruction project.

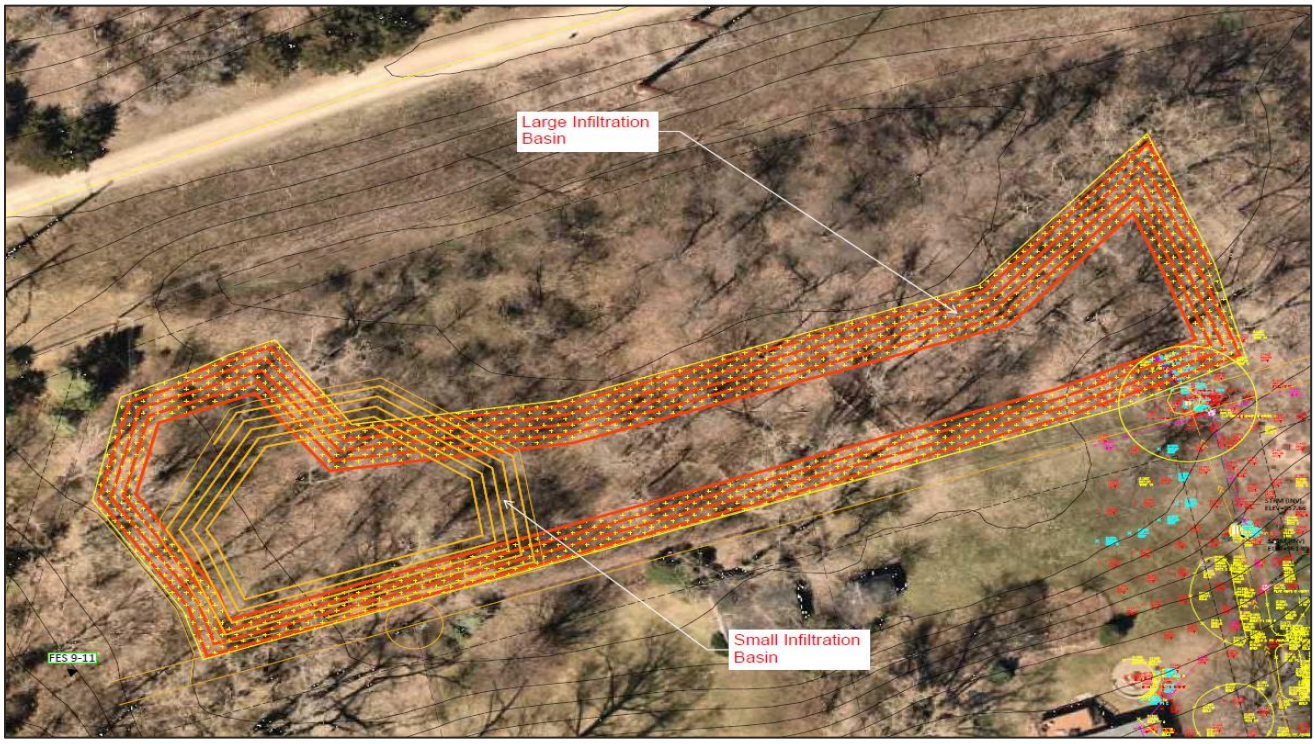


Figure 1. Preliminary Proposed Stormwater Basin Location (16200 9th Ave N)
Figure provided by Bolton & Menk, Inc.

Figure 2. Preliminary Proposed Stormwater Basin Location (12520 – 12510 15th Ave N)
Figure provided by Bolton & Menk, Inc.

Figure 3. Preliminary Proposed Rain Garden/Stormwater Basin (8th Ave N and 9th Ave N)
Figure provided by Bolton & Menk, Inc.

Procedures

Our field work under this addendum generally followed the same procedures outlined in our geotechnical evaluation. Our work did include hand auger borings not previously discussed for procedures and has been provided below.

Hand Auger Borings

We performed one hand auger boring with a 3-inch-diameter bucket auger. We advanced the boring in 3- to 6-inch increments to a depth of 8 feet below subgrade elevation (boring refusal). We then withdrew the auger from the borehole to obtain cuttings. We made preliminary estimates of soil consistency and density based on resistance to penetration of the hand auger and the turning resistance.

Dynamic Cone Penetrometer

We completed one set of dynamic cone penetrometer (DCP) tests with a solid, metal rod, fitted with a 1 3/8-inch diameter conical point. A 12-pound weight falling 20 inches drove the point into the soil. We recorded the number of blows required to drive the point each 6-inch increment and then used this data to correlate the soils' relative density or consistency.

Geotechnical Results

Boring Results

We performed 5 additional standard penetration test borings, denoted as P-1 through P-5, extending the borings to nominal depths of 14 feet below existing grade surface, except for P-4, which was performed with a hand auger boring (HAB) due to accessibility issues with our drill rig equipment. In general, our borings encountered fill underlain by native glacial soils to boring termination depth.

Table 1 provides a summary of the additional soil borings performed under this additional scope of work. Please refer to the Log of Boring Sheets in the Appendix for additional details. The Descriptive Terminology sheet in the Attachments includes the definitions used in Table 1.

Table 1. Subsurface Profile Summary

Strata	Soil Type - ASTM Classification	Range of N-Values	Commentary and Details
Pavement section	---	---	▪ Encountered at the surface in Boring P-1. ▪ Pavement thickness was about 7 inches. ▪ Apparent aggregate base was about 3 inches.
Topsoil / Topsoil Fill	SM, SC, CL	---	▪ Thicknesses at boring locations varied from about 1/4 foot to about 2 feet. ▪ Predominantly cohesive soils (except SM at Boring P-4). ▪ Dark brown in color. ▪ Moisture condition was generally moist.

Strata	Soil Type - ASTM Classification	Range of N-Values	Commentary and Details
Fill	SP, SC, CL	6 to 13	▪ Encountered in all the borings *except* in Boring P-3, and extended to the depths ranging from 4 to 6 feet below the existing grade. ▪ Variable amounts of gravel. ▪ Brown to dark brown in color. ▪ Moisture condition was generally moist.
Glacial Deposits	SP, SP-SM	6 to 26	▪ Granular soils mainly encountered, except for Boring P-4, where cohesive soils were encountered. ▪ Variable amounts of gravel were encountered; possible cobles or boulders should be anticipated. ▪ N-values generally increased with depth. ▪ Material was generally Brown in color. ▪ Moisture condition was generally moist.
	CL		

Boring P-4, we performed DCP tests as we were not able to complete this location with a geotechnical drill rig. Our Log of Hand Auger Boring denotes the results of our DCP results. Our results ranged from 9 to 73 blows per 6-inches.

Groundwater

We did not observe groundwater while advancing our borings (and HABs). Therefore, it appears that groundwater is below the depths explored. Project planning should anticipate seasonal and annual fluctuations of groundwater.

Laboratory Test Results

We performed various laboratory tests on select soil samples to aid us in our evaluation. The Log of Boring sheets in the Attachments presents the results. The following sections also provide a summary of our test results.

Moisture Contents

We performed moisture content (MC) tests (per ASTM D2216) on selected samples to aid in our classifications and estimations of the materials' engineering properties. The moisture contents for the soils overall ranged from 4 to 13 percent for cohesionless soils and 12 to 17 percent for cohesive soils. The Log of Boring sheets attached in the Attachments present the results of the moisture content tests in the "MC" column.

Mechanical-Sieve Analysis Tests

We performed mechanical-sieve analyses (per ASTM D6913) on penetration test samples to assist in classification. The tests indicated the samples classified as poorly graded sand (SP) and poorly graded sand with silt (SP-SM). The Attachments includes graphical representations of the grain size analyses.

Geotechnical Stormwater Recommendations

Stormwater Features

As noted in the *New Information* Section, we understand new stormwater features are being proposed at three separate locations, noted in Figure 1, Figure 2 and Figure 3. Refer to our Soil Boring Location sketch in the Attachments for approximate boring locations.

Table 2 below presents our estimated infiltration rates for the soils encountered in Borings P-1 through P-5. It is important to note that fill soils are present in the upper 4 to 6 feet. Fill soils are inherently inconsistent in composition and compaction, and will likely react inconsistently with respect to infiltration. We recommend to design for the lowest infiltration rate, as shown in Table 2, if the final pond bottom elevations are built on fill soils.

Table 2. Estimated Design Infiltration Rates Based on Soil Classification

Soil Type(s)	Hydrologic Soil Group	Infiltration Rate[1] (inches/hour)
FILL and Native Clays (SC, CL)	D	0.06
FILL Sands (SP)	C	0.2
Native Sands (SP, SP-SM)	A	0.8 to 1.63[2]

[1]From Minnesota Stormwater Manual. Rates may differ at individual sites.

[2]The rates provided for the sands are general and in-situ rates should be determined with double-ring infiltrometer testing, as lenses of finer-grained soils can reduce infiltration rates.

Fine-grained soils (silts and clays), topsoil or organic matter that mixes into or washes onto the soil will lower the permeability. The contractor should maintain and protect infiltration areas during construction. Furthermore, organic matter and silt washed into the system after construction can fill the soil pores and reduce permeability over time. Proper maintenance is important for long-term performance of infiltration systems.

This geotechnical evaluation does not constitute a review of site suitability for stormwater infiltration or evaluate the potential impacts, if any, from infiltration of large amounts of stormwater.

Pavement

We have been informed that the City of Plymouth would like to move forward with using their standard detail for bituminous pavement, which specifies a non-wear course for the lower lift of pavement. The updated pavement section is provided in Table 3.

Based on both the assumed and collected traffic loads and assumed R-value, the pavement sections for the roadways listed below are adequate according to MnPAVE-Flexible design methodology and its available Monte Carlo Simulation.

Table 3. Proposed Bituminous Pavement Section and Specifications – Matches City Standards

Roadway	Layer	Material Thickness (inches)	Material	Specification
▪ Birch Briar Neighborhood ▪ TH 55 Service Road	HMA Wear	1 1/2	SPWEA340C	MnDOT 2360
	HMA Non-Wear	2 1/2	SPNWB330C	
	Aggregate Base	8	Class 5	MnDOT 2211
	Sand Subbase	12	Select Granular	MnDOT 2106
	Approved Subgrade	---	---	---

Remarks

This Revised Addendum should be attached to and considered a part of our original Geotechnical Evaluation Report. With the exception of any results or recommendations changed by this Revised Addendum, the information contained in our Geotechnical Evaluation Report remains unchanged.

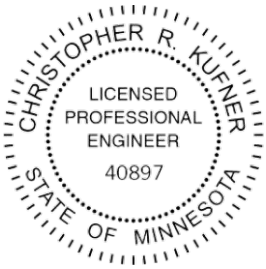
In performing its services, Braun Intertec Corporation (Braun Intertec) used that degree of care and skill ordinarily exercised under similar circumstances by reputable members of its profession currently practicing in the same locality. No warranty, express or implied, is made.

If you have any questions about this Revised Addendum, please contact Zachary Semlak at 651.788.5071 (zsemlak@braunintertec.com) or Chris Kufner at 651.248.2850 (ckufner@braunintertec.com).

Sincerely,
Braun Intertec Corporation

Zachary T. Semlak, EIT
Staff Engineer

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



Christopher R. Kufner, PE
Associate Director, Principal Engineer
License Number: 40897
December 3, 2025

Attachments:
Soil Boring Location Sketch (2 pages)
Log of Borings P-1, P-2, P-3 and P-5 (4 pages)
Log of Hand Auger Boring P-4
Descriptive Terminology Sheet
MnPAVE-Flexible Result

VICINITY MAP

SCALE: 1"= 1500'

DENOTES APPROXIMATE LOCATION OF STANDARD PENETRATION TEST BORING

100' 0 200'

SCALE: 1"= 200'

BRAUN INTERTEC
The Science You Build On.
11001 Hampshire Avenue S
Minneapolis, MN 55438
952.995.2000
braunintertec.com

Drawing Information

Project No:	B2501455
Drawing No:	B2501455
Drawn By:	JAG
Date Drawn:	2/26/25
Checked By:	ZTS
Last Modified:	8/11/25

Project Information

Birch Briar Street Reconstruction

Intersection of 9th Avenue N. and 8th Avenue N.

Plymouth, Minnesota

Soil Boring Location Sketch

Sheet: 1 of 2 | Fig:

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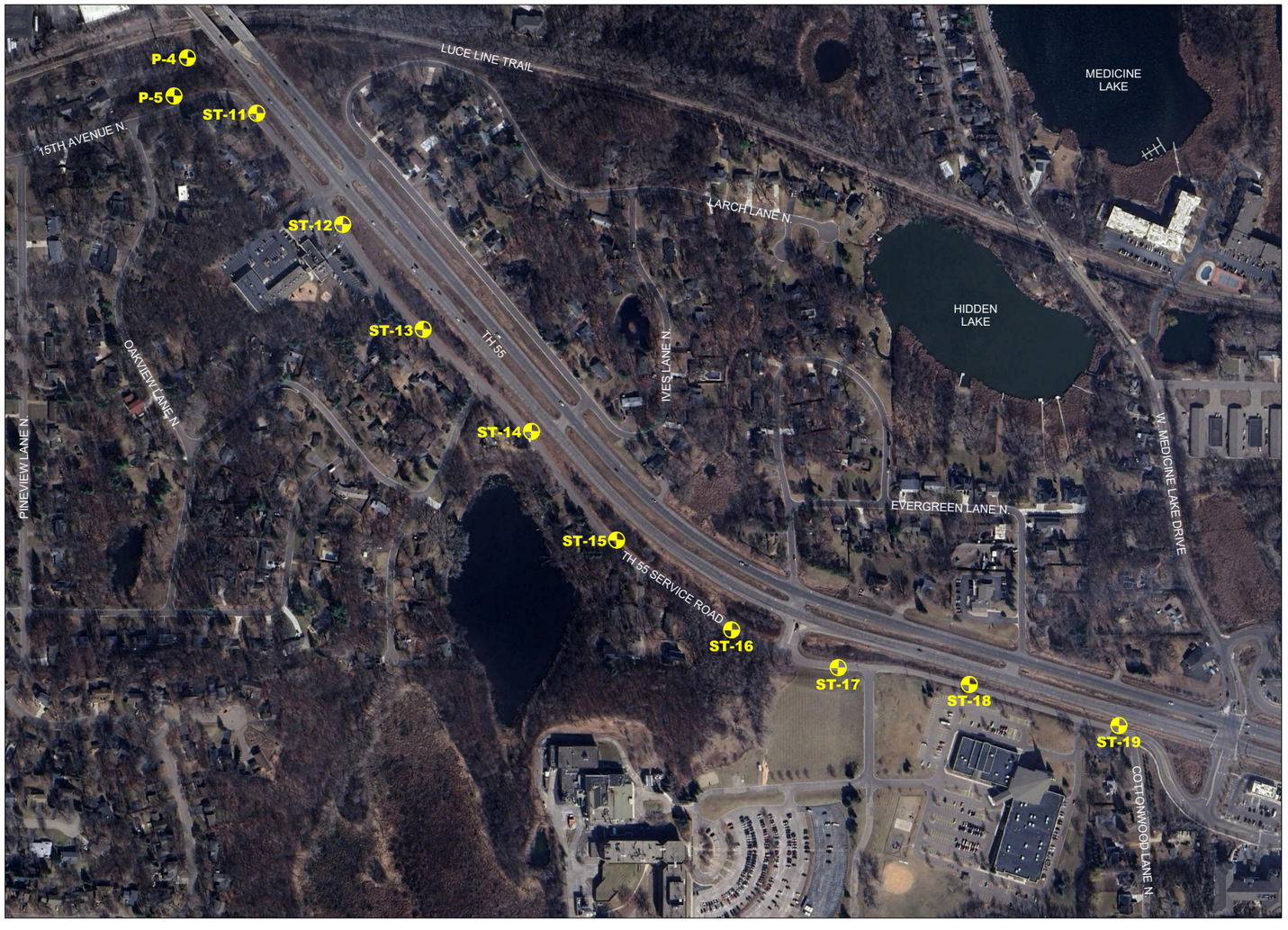
VICINITY MAP

SCALE: 1"= 1500'



DENOTES APPROXIMATE LOCATION OF STANDARD PENETRATION TEST BORING

250' 0 500'

SCALE: 1"= 500'

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11001 Hampshire Avenue S
Minneapolis, MN 55438
952.995.2000
braunintertec.com

Drawing Information

Project No:	B2501455
Drawing No:	B2501455
Drawn By:	JAG
Date Drawn:	2/26/25
Checked By:	ZTS
Last Modified:	8/11/25

Project Information

TH 55 Service Road Reconstruction

TH 55 Service Road from 15th Avenue N. to Cottonwood Lane N.

Plymouth, Minnesota

Soil Boring Location Sketch

Sheet: 2 of 2 | Fig:

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LOG OF BORING

See Descriptive Terminology sheet for explanation of abbreviations

Project Number B2501455
Geotechnical Evaluation
City of Plymouth Birch Briar Street Reconstruction
9th Avenue North and 8th Avenue North
Plymouth, Minnesota

BORING: **P-1**
LOCATION: Captured with RTK GPS.
DATUM: NAD 1983 HARN Adj MN Hennepin (US Feet)
NORTHING: 171694.8 EASTING: 474115.1
DRILLER: B. Kammermeier LOGGED BY: S. Niraula START DATE: 08/19/25 END DATE: 08/19/25
SURFACE ELEVATION: 971.2 ft RIG: 7506 METHOD: 3 1/4" HSA SURFACING: Bituminous WEATHER: Partly Cloudy, 82°

Elev./ Depth ft	Water Level	Description of Materials (Soil-ASTM D2488 or 2487; Rock-USACE EM 1110-1-2908)	Sample	Blows (N-Value) Recovery	q_p tsf	MC %	Tests or Remarks
970.3		BITUMINOUS, 7 inches of bituminous over 3 inches of apparent aggregate base		7-6-4-4 (10) 18"			
0.8 969.2		FILL: CLAYEY SAND (SC), fine-grained, trace Gravel, brown, moist		1-3-3-3 (6) 18"			
2.0 967.2		FILL: SANDY LEAN CLAY (CL), trace Gravel, brown, moist		3-4-4-4 (8) 18"		17	
4.0 965.2		FILL: CLAYEY SAND (SC), fine-grained, trace Gravel, brown, moist	5	4-4-4-3 (8) 18"		13	See attached Sieve Analysis of Soil (Sample #682008)
6.0		POORLY GRADED SAND with SILT (SP-SM), fine to medium-grained, little to with Gravel, olive, moist, loose to medium dense (GLACIAL OUTWASH)		4-5-7-5 (12) 18"			
			10	7-6-6-4 (12) 18"			
		With Gravel at 12 feet		5-5-5-7 (10) 18"			
957.2 14.0		END OF BORING					Water not observed while drilling.
		Boring immediately backfilled	15				

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the science you build on
11001 Hampshire Avenue S
Minneapolis, MN 55438
Phone: 952-995-2000

Sieve Analysis Of Soil

ASTM D6913

09/03/2025

Client:

Bolton & Menk, Inc.
Attn: Accounts Payable
1960 Premier Dr
Mankato, MN 56001

Project:

B2501455
City of Plymouth Birch Briar Street Reconstruction
Intersections of 9th Avenue North & 8th Avenu...
Plymouth, MN 55447

Sample Information

Sample Number:	682008	**Depth (ft):**	6-8
Boring Number:	1	**Sampled By:**	Drill Crew
Sample Date:	09/03/2025		
Received Date:	09/03/2025	**Lab:**	11001 Hampshire Ave S, Bloomington, MN
Tested Date:	09/03/2025	**Tested By:**	Streier, Jim

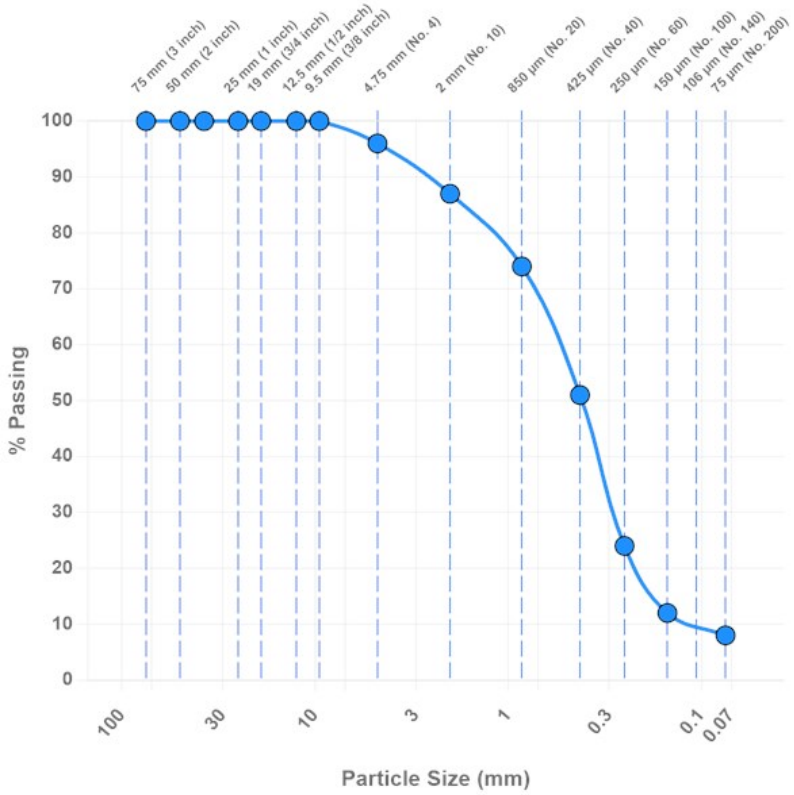
Laboratory Data

Sieve Size	Passing (%)	Specification
9.5 mm (3/8 inch)	100	
4.75 mm (No. 4)	96	
2 mm (No. 10)	87	
850 µm (No. 20)	74	
425 µm (No. 40)	51	
250 µm (No. 60)	24	
150 µm (No. 100)	12	
75 µm (No. 200)	8	

Gravel (%)	Sand (%)	Silt & Clay (%)
4.0	88.0	8.0

D10	D30	D60
0.091	0.289	0.591

C_U	C_C
6.49	1.55



Classification: SW-SM Well graded sand with silt

General

Results: The test is for informational purposes.

Uncertainty was not taken into account in determining whether the test results meet the requirements. The results included in this report relate only to the items inspected or tested. Sampled per project specifications or industry standards. Also, this report is for the exclusive use of the addressed parties. We assume no responsibility to other parties regarding this report. The information indicated in this report shall not be reproduced, except in full, without prior written approval.

LOG OF BORING

See Descriptive Terminology sheet for explanation of abbreviations

Project Number B2501455
Geotechnical Evaluation
City of Plymouth Birch Briar Street Reconstruction
9th Avenue North and 8th Avenue North
Plymouth, Minnesota

BORING: **P-2**
LOCATION: Captured with RTK GPS.
DATUM: NAD 1983 HARN Adj MN Hennepin (US Feet)
NORTHING: 172056.4 EASTING: 473784.1
DRILLER: B. Kammermeier LOGGED BY: S. Niraula START DATE: 08/19/25 END DATE: 08/19/25
SURFACE ELEVATION: 954.1 ft RIG: 7506 METHOD: 3 1/4" HSA SURFACING: Vegetation WEATHER: Partly Cloudy, 82°

Elev./ Depth ft	Water Level	Description of Materials (Soil-ASTM D2488 or 2487; Rock-USACE EM 1110-1-2908)	Sample	Blows (N-Value) Recovery	q_p tsf	MC %	Tests or Remarks
952.1		SANDY LEAN CLAY (CL), trace Gravel, organic, dark brown, moist (TOPSOIL FILL)		1-2-2-3 (4) 18"			
2.0 950.1		FILL: POORLY GRADED SAND (SP), fine to medium-grained, with Gravel, contains seams of Lean Clay, brown, moist		1-2-5-3 (7) 18"			
4.0 948.1		POORLY GRADED SAND (SP), fine to medium-grained, trace Gravel, light brown, moist, medium dense (GLACIAL OUTWASH)	5	5-7-9-9 (16) 18"		4	
6.0 946.1		POORLY GRADED SAND with SILT (SP-SM), fine to medium-grained, trace Gravel, light brown, moist, medium dense (GLACIAL OUTWASH)		10-11-14-16 (25) 18"			
8.0		POORLY GRADED SAND (SP), fine to medium-grained, trace to with Gravel, light brown, moist, medium dense (GLACIAL OUTWASH)	10	10-12-12-12 (24) 18"			
		With Gravel at 12 feet		11-13-13-10 (26) 18"			
940.1				9-10-11-11 (21) 18"			
14.0		END OF BORING					Water not observed while drilling.
		Boring immediately backfilled	15				

LOG OF BORING

See Descriptive Terminology sheet for explanation of abbreviations

Project Number B2501455
Geotechnical Evaluation
City of Plymouth Birch Briar Street Reconstruction
9th Avenue North and 8th Avenue North
Plymouth, Minnesota

BORING: **P-3**
LOCATION: Captured with RTK GPS.
DATUM: NAD 1983 HARN Adj MN Hennepin (US Feet)
NORTHING: 172130.3 EASTING: 474002.7
DRILLER: B. Kammermeier LOGGED BY: S. Niraula START DATE: 08/29/25 END DATE: 08/29/25
SURFACE ELEVATION: 954.4 ft RIG: 7506 METHOD: 3 1/4" HSA SURFACING: Vegetation WEATHER: Partly Cloudy, 89°

Elev./ Depth ft	Water Level	Description of Materials (Soil-ASTM D2488 or 2487; Rock-USACE EM 1110-1-2908)	Sample	Blows (N-Value) Recovery	q_p tsf	MC %	Tests or Remarks
952.4		CLAYEY SAND (SC), fine to medium-grained, trace Gravel, slightly organic, dark brown, moist (TOPSOIL)		3-4-5-6 (9) 18"			
2.0		POORLY GRADED SAND (SP), fine to coarse-grained, trace to with Gravel, brown, moist, loose to medium dense (GLACIAL OUTWASH)		1-2-4-4 (6) 18"		7	
				3-4-4-5 (8) 18"		6	See attached Sieve Analysis of Soil (Sample #682009)
		With Gravel from 6 to 12 feet	5	3-4-4-6 (8) 18"			
				5-8-8-9 (16) 18"			
			10	8-8-7-5 (15) 18"			
		Trace Gravel and fine-grained at 12 feet		5-6-9-8 (15) 18"			
940.4							
14.0		END OF BORING					Water not observed while drilling.
		Boring immediately backfilled	15				

BRAUN INTERTEC
the science you build on
11001 Hampshire Avenue S
Minneapolis, MN 55438
Phone: 952-995-2000

Sieve Analysis Of Soil

ASTM D6913

09/03/2025

Client:

Bolton & Menk, Inc.
Attn: Accounts Payable
1960 Premier Dr
Mankato, MN 56001

Project:

B2501455
City of Plymouth Birch Briar Street Reconstruction
Intersections of 9th Avenue North & 8th Avenu...
Plymouth, MN 55447

Sample Information

Sample Number: 682009
Boring Number: 3
Sample Date: 09/03/2025
Received Date: 09/03/2025
Tested Date: 09/03/2025
Depth (ft): 4-6
Sampled By: Drill Crew
Lab: 11001 Hampshire Ave S, Bloomington, MN
Tested By: Streier, Jim

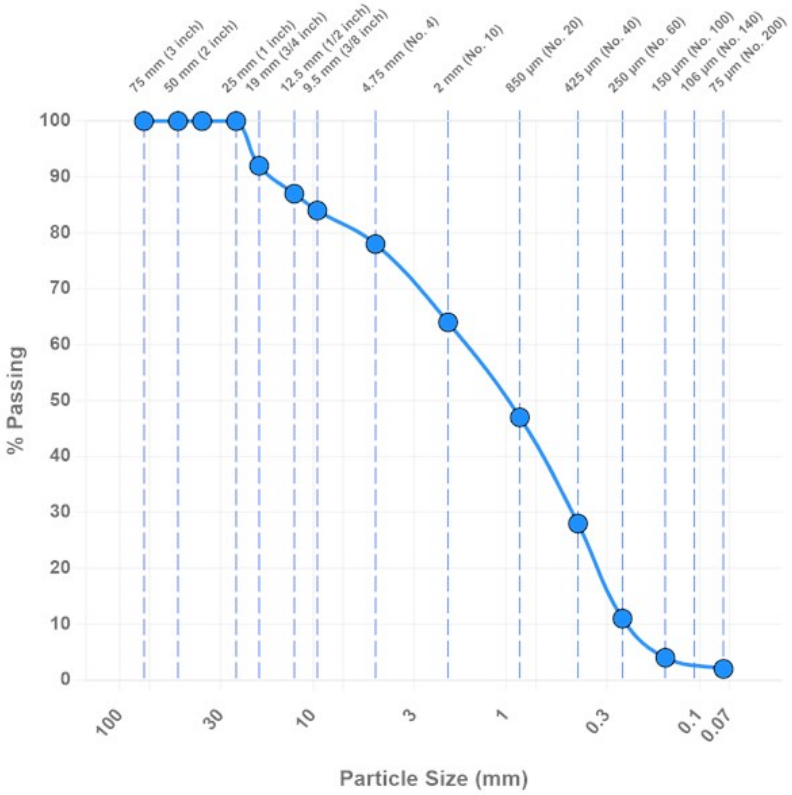
Laboratory Data

Sieve Size	Passing (%)	Specification
25 mm (1 inch)	100	
19 mm (3/4 inch)	92	
12.5 mm (1/2 inch)	87	
9.5 mm (3/8 inch)	84	
4.75 mm (No. 4)	78	
2 mm (No. 10)	64	
850 µm (No. 20)	47	
425 µm (No. 40)	28	
250 µm (No. 60)	11	
150 µm (No. 100)	4	
75 µm (No. 200)	2	

Gravel (%)	Sand (%)	Silt & Clay (%)
22.0	76.0	2.0

D10	D30	D60
0.236	0.470	1.729

C_U	C_C
7.33	0.54



Classification: SP Poorly graded sand with gravel

General

Results: The test is for informational purposes.

Uncertainty was not taken into account in determining whether the test results meet the requirements. The results included in this report relate only to the items inspected or tested. Sampled per project specifications or industry standards. Also, this report is for the exclusive use of the addressed parties. We assume no responsibility to other parties regarding this report. The information indicated in this report shall not be reproduced, except in full, without prior written approval.

LOG OF HAND AUGER

See Descriptive Terminology sheet for explanation of abbreviations

Project Number B2501455
Geotechnical Evaluation
City of Plymouth Birch Briar Street Reconstruction
9th Avenue North and 8th Avenue North
Plymouth, Minnesota

HAND AUGER: **P-4**
LOCATION: Captured with RTK GPS.
DATUM: NAD 1983 HARN Adj MN Hennepin (US Feet)
NORTHING: 174619.2 EASTING: 485624.8
OPERATOR: Z. Semlak LOGGED BY: Z. Semlak START DATE: 08/29/25 END DATE: 08/29/25
SURFACE ELEVATION: 920.6 ft METHOD: Hand Auger SURFACING: Vegetation WEATHER: Partly Cloudy

Elev./ Depth ft	Water Level	Description of Materials (Soil-ASTM D2488 or 2487)	Sample	Sample Blows Recovery	q_p tsf	MC %	Tests or Remarks
		SILTY SAND (SM), fine to medium-grained, dark brown, moist (TOPSOIL FILL)					
918.1							
2.5		FILL: CLAYEY SAND (SC), with Gravel, dark brown, moist		12			
				9			
916.6				17			
4.0		SANDY LEAN CLAY (CL), trace Gravel, brown, moist (GLACIAL TILL)		22			
			5	21			
				50			
				73			
				35			
913.6							
7.0		SANDY LEAN CLAY (CL), brown, moist (GLACIAL TILL)					
912.6							
8.0		END OF HAND AUGER Boring then backfilled with auger cuttings					Water not observed while augering.

LOG OF BORING

See Descriptive Terminology sheet for explanation of abbreviations

Project Number B2501455
Geotechnical Evaluation
City of Plymouth Birch Briar Street Reconstruction
9th Avenue North and 8th Avenue North
Plymouth, Minnesota

BORING: **P-5**
LOCATION: Captured with RTK GPS.
DATUM: NAD 1983 HARN Adj MN Hennepin (US Feet)
NORTHING: 174451.7 EASTING: 485681.8
DRILLER: B. Kammermeier LOGGED BY: S. Niraula
START DATE: 08/19/25 END DATE: 08/19/25
SURFACE ELEVATION: 962.2 ft RIG: 7506 METHOD: 3 1/4" HSA
SURFACING: Vegetation WEATHER: Partly Cloudy, 82°

Elev./ Depth ft	Water Level	Description of Materials (Soil-ASTM D2488 or 2487; Rock-USACE EM 1110-1-2908)	Sample	Blows (N-Value) Recovery	q_p tsf	MC %	Tests or Remarks
961.7		CLAYEY SAND (SC), fine-grained, organic, dark brown, moist (TOPSOIL FILL)		4-4-4-4 (8) 18"			
0.5		FILL: SANDY LEAN CLAY (CL), trace Gravel, brown, moist					
960.2				2-5-8-8 (13) 18"		12	
2.0		FILL: CLAYEY SAND (SC), fine-grained, trace Gravel, brown, moist					
958.2				6-6-5-6 (11) 18"			
4.0		POORLY GRADED SAND (SP), fine to medium-grained, trace Gravel, brown, moist, medium dense to loose (GLACIAL OUTWASH)		4-5-6-7 (11) 18"		5	See attached Sieve Analysis of Soil (Sample #682010)
				6-6-5-6 (11) 18"			
				6-6-5-5 (11) 18"			
				5-5-5-5 (10) 18"			
948.2							
14.0		END OF BORING Boring immediately backfilled					Water not observed while drilling.

BRAUN INTERTEC
the science you build on
11001 Hampshire Avenue S
Minneapolis, MN 55438
Phone: 952-995-2000

Sieve Analysis Of Soil

ASTM D6913

09/03/2025

Client:

Bolton & Menk, Inc.
Attn: Accounts Payable
1960 Premier Dr
Mankato, MN 56001

Project:

B2501455
City of Plymouth Birch Briar Street Reconstruction
Intersections of 9th Avenue North & 8th Avenu...
Plymouth, MN 55447

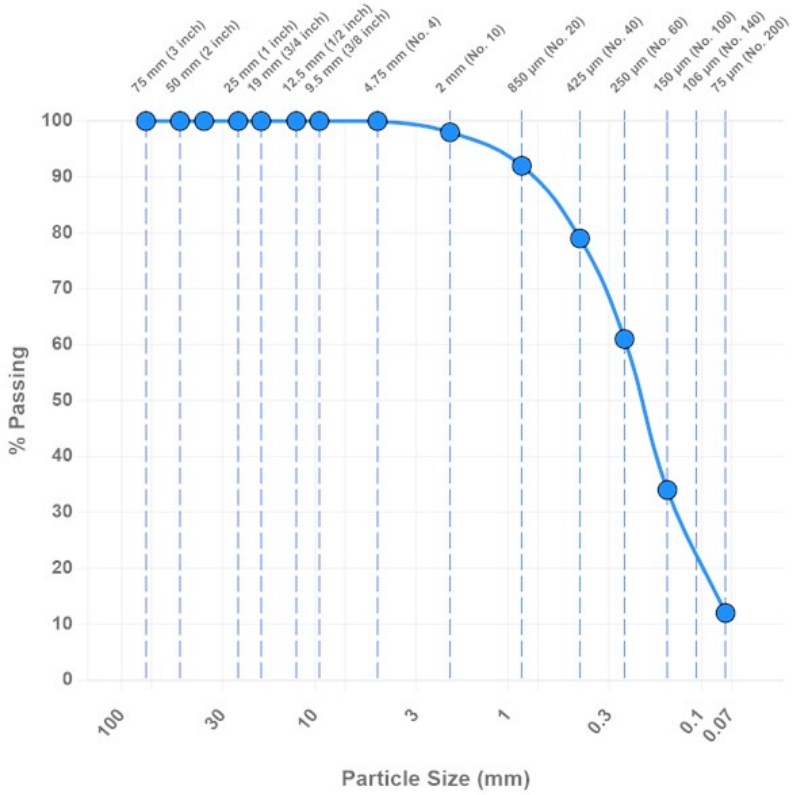
Sample Information

Sample Number: 682010
Boring Number: 5
Sample Date: 09/03/2025
Received Date: 09/03/2025
Tested Date: 09/03/2025
Depth (ft): 6-8
Sampled By: Drill Crew
Lab: 11001 Hampshire Ave S, Bloomington, MN
Tested By: Streier, Jim

Laboratory Data

Sieve Size	Passing (%)	Specification
9.5 mm (3/8 inch)	100	
4.75 mm (No. 4)	100	
2 mm (No. 10)	98	
850 µm (No. 20)	92	
425 µm (No. 40)	79	
250 µm (No. 60)	61	
150 µm (No. 100)	34	
75 µm (No. 200)	12	

Sand (%) 88.0
Silt & Clay (%) 12.0
D30 0.100
D60 0.246



Classification: SP-SM Poorly graded sand with silt

General

Results: The test is for informational purposes.

Uncertainty was not taken into account in determining whether the test results meet the requirements. The results included in this report relate only to the items inspected or tested. Sampled per project specifications or industry standards. Also, this report is for the exclusive use of the addressed parties. We assume no responsibility to other parties regarding this report. The information indicated in this report shall not be reproduced, except in full, without prior written approval.

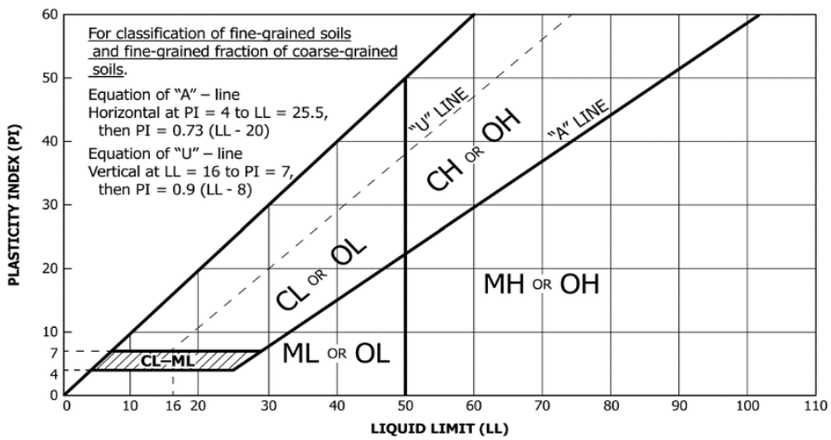
BRAUN INTERTEC
the science you build on

Descriptive Terminology of Soil

Based on Standards ASTM D2487/2488
(Unified Soil Classification System)

Criteria for Assigning Group Symbols and Group Names Using Laboratory Tests[A]				Soil Classification	
				Group Symbol	Group Name[B]
Coarse-grained Soils (more than 50% retained on No. 200 sieve)	Gravels (More than 50% of coarse fraction retained on No. 4 sieve)	Clean Gravels (Less than 5% fines[C])	$C_u \geq 4$ and $1 \leq C_c \leq 3^D$	GW	Well-graded gravel[E]
			$C_u < 4$ and/or ($C_c < 1$ or $C_c > 3$)[D]	GP	Poorly graded gravel[E]
		Gravels with Fines (More than 12% fines[C])	Fines classify as ML or MH	GM	Silty gravel[E F G]
			Fines Classify as CL or CH	GC	Clayey gravel[E F G]
	Sands (50% or more coarse fraction passes No. 4 sieve)	Clean Sands (Less than 5% fines[H])	$C_u \geq 6$ and $1 \leq C_c \leq 3^D$	SW	Well-graded sand[I]
			$C_u < 6$ and/or ($C_c < 1$ or $C_c > 3$)[D]	SP	Poorly graded sand[I]
		Sands with Fines (More than 12% fines[H])	Fines classify as ML or MH	SM	Silty sand[F G I]
			Fines classify as CL or CH	SC	Clayey sand[F G I]
Fine-grained Soils (50% or more passes the No. 200 sieve)	Silts and Clays (Liquid limit less than 50)	Inorganic	PI > 7 and plots on or above "A" line[J]	CL	Lean clay[K L M]
			PI < 4 or plots below "A" line[J]	ML	Silt[K L M]
		Organic	Liquid Limit – oven dried / Liquid Limit – not dried <0.75	OL	Organic clay[K L M N] / Organic silt[K L M O]
	Silts and Clays (Liquid limit 50 or more)	Inorganic	PI plots on or above "A" line	CH	Fat clay[K L M]
			PI plots below "A" line	MH	Elastic silt[K L M]
		Organic	Liquid Limit – oven dried / Liquid Limit – not dried <0.75	OH	Organic clay[K L M P] / Organic silt[K L M Q]
Highly Organic Soils		Primarily organic matter, dark in color, and organic odor		PT	Peat

A. Based on the material passing the 3-inch (75-mm) sieve.
B. If field sample contained cobbles or boulders, or both, add "with cobbles or boulders, or both" to group name.
C. Gravels with 5 to 12% fines require dual symbols:
GW-GM well-graded gravel with silt
GW-GC well-graded gravel with clay
GP-GM poorly graded gravel with silt
GP-GC poorly graded gravel with clay
D. $C_u = D_{60} / D_{10}$ $C_c = (D_{30})^2 / (D_{10} \times D_{60})$
E. If soil contains ≥ 15% sand, add "with sand" to group name.
F. If fines classify as CL-ML, use dual symbol GC-GM or SC-SM.
G. If fines are organic, add "with organic fines" to group name.
H. Sands with 5 to 12% fines require dual symbols:
SW-SM well-graded sand with silt
SW-SC well-graded sand with clay
SP-SM poorly graded sand with silt
SP-SC poorly graded sand with clay
I. If soil contains ≥ 15% gravel, add "with gravel" to group name.
J. If Atterberg limits plot in hatched area, soil is CL-ML, silty clay.
K. If soil contains 15 to < 30% plus No. 200, add "with sand" or "with gravel", whichever is predominant.
L. If soil contains ≥ 30% plus No. 200, predominantly sand, add "sandy" to group name.
M. If soil contains ≥ 30% plus No. 200 predominantly gravel, add "gravelly" to group name.
N. PI ≥ 4 and plots on or above "A" line.
O. PI < 4 or plots below "A" line.
P. PI plots on or above "A" line.
Q. PI plots below "A" line.



Laboratory Tests

DD	Dry density, pcf	**q_p**	Pocket penetrometer strength, tsf
WD	Wet density, pcf	**q_U**	Unconfined compression test, tsf
P200	% Passing #200 sieve	**LL**	Liquid limit
MC	Moisture content, %	**PL**	Plastic limit
OC	Organic content, %	**PI**	Plasticity index

Particle Size Identification

Boulders..... over 12"
Cobbles..... 3" to 12"
Gravel
Coarse..... 3/4" to 3" (19.00 mm to 75.00 mm)
Fine..... No. 4 to 3/4" (4.75 mm to 19.00 mm)
Sand
Coarse..... No. 10 to No. 4 (2.00 mm to 4.75 mm)
Medium..... No. 40 to No. 10 (0.425 mm to 2.00 mm)
Fine..... No. 200 to No. 40 (0.075 mm to 0.425 mm)
Silt..... No. 200 (0.075 mm) to .005 mm
Clay..... < .005 mm

Relative Proportions[L,M]

trace..... 0 to 5%
little..... 6 to 14%
with..... ≥ 15%

Inclusion Thicknesses

lens..... 0 to 1/8"
seam..... 1/8" to 1"
layer..... over 1"

Apparent Relative Density of Cohesionless Soils

Very loose ..... 0 to 4 BPF
Loose ..... 5 to 10 BPF
Medium dense..... 11 to 30 BPF
Dense..... 31 to 50 BPF
Very dense..... over 50 BPF

Consistency of Cohesive Soils	Blows Per Foot	Approximate Unconfined Compressive Strength
Very soft	0 to 1 BPF	< 0.25 tsf
Soft	2 to 4 BPF	0.25 to 0.5 tsf
Medium	5 to 8 BPF	0.5 to 1 tsf
Stiff	9 to 15 BPF	1 to 2 tsf
Very Stiff	16 to 30 BPF	2 to 4 tsf
Hard	over 30 BPF	> 4 tsf

Moisture Content:

Dry: Absence of moisture, dusty, dry to the touch.
Moist: Damp but no visible water.
Wet: Visible free water, usually soil is below water table.

Drilling Notes:

Blows/N-value: Blows indicate the driving resistance recorded for each 6-inch interval. The reported N-value is the blows per foot recorded by summing the second and third interval in accordance with the Standard Penetration Test, ASTM D1586.

Partial Penetration: If the sampler could not be driven through a full 6-inch interval, the number of blows for that partial penetration is shown as #/x" (i.e. 50/2"). The N-value is reported as "REF" indicating refusal.

Recovery: Indicates the inches of sample recovered from the sampled interval. For a standard penetration test, full recovery is 18", and is 24" for a thinwall/shelby tube sample.

WOH: Indicates the sampler penetrated soil under weight of hammer and rods alone; driving not required.

WOR: Indicates the sampler penetrated soil under weight of rods alone; hammer weight and driving not required.

Water Level: Indicates the water level measured by the drillers either while drilling (▽), at the end of drilling (▼), or at some time after drilling (▽).

Sample Symbols

Standard Penetration Test
Modified California (MC)
Auger
Grab Sample
Rock Core
Thinwall (TW)/Shelby Tube (SH)
Texas Cone Penetrometer
Dynamic Cone Penetrometer

DEPARTMENT OF TRANSPORTATION

Created 12/1/2025

MnPAVE 7.106 Design Summary — Hot-Mix Asphalt

MnPAVE File: MnPAVE B2501455 - Plymouth 2026 Reconstruction.mp7

20-yr Reliability: fatigue **100%** rutting **100%** (85% recommended) 5,000 cycles

Project Information

District: Metro **County:** Hennepin **City:** Plymouth

Project No.: B2501455 **Route:** TH 55 Service Rd **Ref. Post:** 15th Ave to Cottonwood Ln

Letting Date: 12/1/2025

Designer: Bolton & Menk, Inc. **Soils Engineer:** Braun Intertec Corporation

Climate Information

Seasons: 5 **Location:** 45° 2.49' Latitude, 93° 29' Longitude

Structural Information

Layer	Type	Subtype	Thickness, in.
1a	Hot-Mix Asphalt	C - PG58H-34, 5% Pb, Size A	1.50
1b		C - PG58H-34, 5% Pb, Size B	2.50
2	Aggregate Base	Class 5	8.00
3	Aggregate Subase	Select Granular	12.00
4	Engineered Soil	SaL(pl) R15	10.00
5	Undisturbed Soil	Sandy Loam, pl	

Traffic Information

Forecast #:

Speed: 30 mph **Growth Rate:** 3.5% **Design Flexible ESALs:** 310,000

Notes

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CITY OF PLYMOUTH

RESOLUTION NO. 2026-031

RESOLUTION ORDERING PRELIMINARY ENGINEERING REPORT FOR THE 2026 STREET RECONSTRUCTION PROJECT (ST269001)

WHEREAS, the 2025-2034 Capital Improvement Plan made recommendations for the 2026 Street Reconstruction Project; and

WHEREAS, it is necessary to undertake a Preliminary Engineering Report to determine the work required on each street recommended to be considered for the 2026 Street Reconstruction Project (ST269001); and

WHEREAS, the recommended project area includes the streets south of and including 9th Avenue, west of Vicksburg Lane, north of and including 8th Avenue and Weston Lane, and east of the Private Road, Birch Briar Trail and Highway 55 Frontage Road, from 15th Avenue to Cottonwood Lane.

NOW, THEREFORE, BE IT HEREBY RESOLVED BY THE CITY COUNCIL OF THE CITY OF PLYMOUTH, MINNESOTA that the City Engineer is hereby instructed to prepare a Preliminary Engineering Report with all convenient speed by advising the City Council, in a preliminary way, as to whether the proposed improvements are feasible and as to whether it should best be made as proposed or in conjunction with some other improvement and the estimated cost of the improvements as recommended.

APPROVED by the City Council on this 27th day of January, 2026.

CITY OF PLYMOUTH

RESOLUTION NO. 2026-032

RESOLUTION RECEIVING PRELIMINARY ENGINEERING REPORT, ORDERING PREPARATION OF PLANS AND SPECIFICATIONS, AND CALLING FOR A PUBLIC HEARING FOR THE 2026 STREET RECONSTRUCTION PROJECT (ST269001)

WHEREAS, pursuant to a resolution of the City Council adopted January 27, 2026, a report has been prepared with reference to the recommended project area including the streets south of and including 9th Avenue, west of Vicksburg Lane, north of and including 8th Avenue and Weston Lane, and east of the Private Road, Birch Briar Trail and Highway 55 Frontage Road, from 15th Avenue to Cottonwood Lane; and

WHEREAS, the proposed improvement includes reconstruction of streets, installation of concrete curb and gutter, water main, and storm sewer, sanitary sewer repairs, water quality improvements, pedestrian improvements, and all necessary appurtenances; and

WHEREAS, said report is being received by the City Council on January 27, 2026; and

WHEREAS, the report provides information regarding whether the proposed project is necessary, cost effective, and feasible; whether it should best be made as proposed or in connection with some other improvement; the estimated cost of the improvements as recommended; and a description of the methodology used to calculate individual assessments for affected parcels.

NOW, THEREFORE, BE IT HEREBY RESOLVED BY THE CITY COUNCIL OF THE CITY OF PLYMOUTH, MINNESOTA:

1. The City Council will consider the improvement of such streets in accordance with the report and the assessment of abutting and adjacent property within the designated 2026 Street Reconstruction Project, City Project No. ST269001, for all or a portion of the cost of the improvement pursuant to Minnesota Statutes 429.011 to 429.111 (Laws 1953, Chapter 398, as amended) at an estimated total cost of the improvement of $8,240,000.

2. A public hearing shall be held on such proposed improvement on the 24th day of March, 2026, in the Council Chambers of the Plymouth City Center at 3400 Plymouth Boulevard at 7:00 p.m., and the Clerk shall give mailed and published notice of such hearing and improvements as required by law.

3. Bolton & Menk, Inc. has previously been designated as engineer for the improvement. They shall prepare plans and specifications for the making of such improvement.

APPROVED by the City Council on this 27th day of January, 2026.

CITY OF PLYMOUTH

RESOLUTION NO. 2026-033

RESOLUTION APPROVING PLANS AND SPECIFICATIONS, AND ORDERING ADVERTISEMENT FOR BIDS FOR THE 2026 STREET RECONSTRUCTION PROJECT (ST269001)

WHEREAS, pursuant to a resolution of the City Council adopted January 27, 2026, the City Engineer has prepared plans and specifications for improvement No. ST269001, the improvement of the 2026 Street Reconstruction Project including the streets south of and including 9th Avenue, west of Vicksburg Lane, north of and including 8th Avenue and Weston Lane, and east of the Private Road, Birch Briar Trail and Highway 55 Frontage Road, from 15th Avenue to Cottonwood Lane, installation of concrete curb and gutter, water main, and storm sewer, sanitary sewer repairs, water quality improvements, pedestrian improvements, and all necessary appurtenances, and has presented such Plans and Specifications to the Council for approval.

NOW, THEREFORE, BE IT HEREBY RESOLVED BY THE CITY COUNCIL OF THE CITY OF PLYMOUTH, MINNESOTA:

1. Such plans and specifications, a copy of which is attached hereto and made a part hereof, are hereby approved.

2. The City Clerk shall prepare and cause to be inserted in the official paper and on Quest CDN an advertisement for bids upon the making of such improvement under such approved plans and specifications. The advertisement shall be published two times, shall specify the work to be done, shall state that bids will be received online by QuestCDN until 10:00 a.m. on February 19, 2026 at which time they will be publicly displayed in the City Council Chambers of the Plymouth City Center building at 3400 Plymouth Boulevard, Plymouth, Minnesota, by the City Engineer and City Clerk, will then be tabulated, and will be considered by the council at 7:00 p.m. on March 24, 2026, in the Council Chambers. Any bidder whose responsibility is questioned during consideration of the bid will be given an opportunity to address the Council on the issue of responsibility. No bids will be considered unless submitted online via the QuestCDN bidding site and accompanied by a cash deposit, cashier's check, bid bond or certified check payable to the City Clerk for five percent of the amount of such bid.

APPROVED by the City Council on this 27th day of January, 2026.

CITY OF PLYMOUTH

RESOLUTION NO. 2026-034

RESOLUTION DECLARING COST TO BE ASSESSED, AND ORDERING PREPARATION OF PROPOSED ASSESSMENT FOR THE 2026 STREET RECONSTRUCTION PROJECT (ST269001)

WHEREAS, estimated costs have been calculated for the 2026 Street Reconstruction Project, City Project No. ST269001 including the streets south of and including 9th Avenue, west of Vicksburg Lane, north of and including 8th Avenue and Weston Lane, and east of the Private Road, Birch Briar Trail and Highway 55 Frontage Road, from 15th Avenue to Cottonwood Lane. The estimated cost for such improvement is $6,925,000, and the expenses incurred or to be incurred in the making of such improvement amount to $1,315,000 so that the total cost of the improvement will be $8,240,000.

NOW, THEREFORE, BE IT HEREBY RESOLVED BY THE CITY COUNCIL OF THE CITY OF PLYMOUTH, MINNESOTA:

1. The portion of the cost of such improvement to be paid by the City of Plymouth is hereby declared to be $7,434,000 and the portion of the cost to be assessed against benefited property owners is declared to be $806,000.

2. Assessments shall be payable in equal annual installments extending over a period of either 5 years, 10 years, or 15 years with the first of the installments to be payable on or before the first Monday in January, 2027, and shall bear the interest rate of 3.0% percent for a 5 year term, 3.0% for a 10 year term, or 3.0% for a 15 year term per annum from the date of the adoption of the assessment resolution.

3. The City Clerk, with the assistance of the City Engineer, shall forthwith calculate the proper amount to be specially assessed for such improvement against every assessable lot, piece or parcel of land within the district affected, without regard to cash valuation, as provided by the law, and shall file a copy of such proposed assessment in the office for public inspection.

4. The Clerk shall upon completion of such proposed assessment notify the City Council thereof.

APPROVED by the City Council on this 27th day of January, 2026.

CITY OF PLYMOUTH

RESOLUTION NO. 2026-035

RESOLUTION CALLING FOR HEARING ON PROPOSED ASSESSMENT FOR THE 2026 STREET RECONSTRUCTION PROJECT (ST269001)

WHEREAS, by a resolution passed by the City Council on January 27, 2026, the City Clerk was directed to prepare a proposed assessment of the cost for the improvement located the streets south of and including 9th Avenue, west of Vicksburg Lane, north of and including 8th Avenue and Weston Lane, and east of the Private Road, Birch Briar Trail and Highway 55 Frontage Road, from 15th Avenue to Cottonwood Lane. The proposed work will include the reconstruction of streets, installation of concrete curb and gutter, water main, and storm sewer, sanitary sewer repairs, water quality improvements, pedestrian improvements, and all necessary appurtenances; and

WHEREAS, the City Clerk has notified the City Council that such proposed assessment has been completed and filed in the office of the City Clerk for public inspection.

NOW, THEREFORE, BE IT HEREBY RESOLVED BY THE CITY COUNCIL OF THE CITY OF PLYMOUTH, MINNESOTA:

1. A hearing shall be held on the 24th day of March, 2026, in the City Council Chambers of the Plymouth City Center, 3400 Plymouth Boulevard, Plymouth, Minnesota at 7:00 p.m. to pass upon such proposed assessment and at such time and place all persons owning property affected by such improvement will be given an opportunity to be heard with reference to such assessment.

2. The City Clerk is hereby directed to cause a notice of the hearing on the proposed assessment to be published once in the official newspaper at least two weeks prior to the hearing and shall state in the notice the total cost of the improvement. The City Clerk shall also cause mailed notice to be given to the owner of each parcel described in the assessment roll not less than two weeks prior to the hearing.

APPROVED by the City Council on this 27th day of January, 2026.

Regular City Council
January 27, 2026
Agenda Number: 6.6

To: Dave Callister, City Manager

Prepared by: Tony Miller, Engineering Project Manager

Reviewed by: Michael Thompson, Public Works Director

Item: **Order and receive preliminary engineering report, order and approve plans and specifications, call for public hearing, order advertisement for bids, declare costs to be assessed, order preparation of proposed assessments, and set public improvement and assessment hearings for the 2026 Street Rehabilitation Project (ST269002)**

---

1. Action Requested:

Adopt attached resolutions ordering preliminary engineering report, receiving preliminary engineering report, ordering plans and specifications, approving plans and specifications, calling for public hearing, ordering advertisement for bids, declaring cost to be assessed, ordering preparation of proposed assessments, and setting public improvement and special assessment hearings for the 2026 Street Rehabilitation Project (ST269002).

2. Background:

The 2026 Street Rehabilitation Project includes Zachary Lane, Holly Lane and streets within the Amhurst neighborhood. Location maps of the streets included with the project are attached. This project is one of two pavement rehabilitation projects included in the 2025–2034 Capital Improvement Plan (CIP) with construction scheduled for 2026. Project improvements include mill and overlay or pavement rehabilitation. Paving will be completed by city maintenance crews or a contractor. Additional improvements include utility repairs, replacement of curb and gutter, trail replacement along Holly Lane and Zachary Lane, and replacement of pedestrian ramps to comply with the Americans with Disabilities Act (ADA). The trail on Zachary Lane is being designed in coordination with Three Rivers Park District as it is part of their larger regional trail system and will be owned and maintained by Three Rivers.

Bids for the project are scheduled to be received on February 20, 2026, and the public improvement and assessment hearing is scheduled for March 24, 2026. In accordance with state statute, notice of the proposed improvement hearing and assessment hearing for this project will be sent to all affected property owners and will be posted in the city's official newspaper as required. Included with the notice will be a recommended assessment, which will reflect the assessment rates for single-family properties approved by council in October 2025. The rates for single-family properties impacted by a mill and overlay are $1,500 for detached homes and $750 for attached homes. The rates for single-family properties impacted by a full-depth reclamation are $4,250 for detached homes and $2,125 for attached homes. Assessments for other property types will be calculated based on the lowest responsible bid.

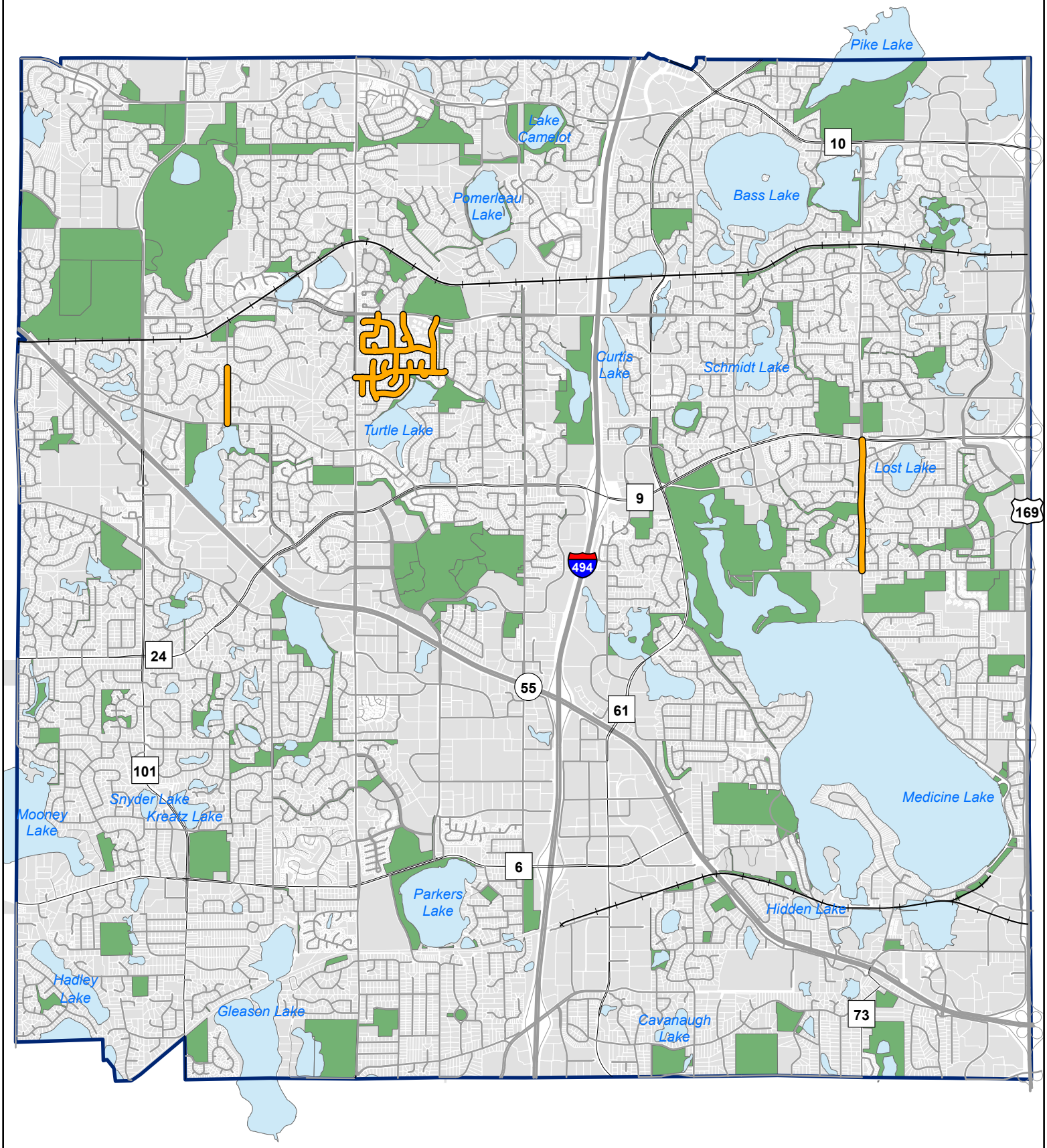
3. Budget Impact:

This project is one of two pavement rehabilitation projects included in the 2025-2034 CIP and 2026 budget at a total estimated cost of $10,150,000. The estimated project cost for the 2026 Street Rehabilitation Project is $4,335,000 which includes contracted improvements ($2,540,000), improvements by city forces ($752,000), engineering, administration, inspection ($878,000), and contingency ($165,000).

Funding for this project will be provided by the Street Reconstruction Fund ($3,179,000), the Water Fund ($292,000.00), the Water Resources Fund ($160,000.00), the Sewer Fund ($138,000.00), and special assessments ($566,000). Additionally, Three Rivers Park District has agreed to reimburse the city up to $500,000 for the costs associated with the rehabilitation of the trail along Zachary Lane, which will reduce the amount of the project funded by the Street Reconstruction Fund.

4. Attachments:

1. Project Location Maps
2. Preliminary Engineering Report
3. City Council Resolution 2026-036
4. City Council Resolution 2026-037
5. City Council Resolution 2026-038
6. City Council Resolution 2026-039
7. City Council Resolution 2026-040



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0 1 Miles

2026 Street Rehabilitation Projects
City Project #ST269002

2026 Rehabilitation Project Areas

City of Plymouth

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2026 Street Rehabilitation Projects
Amhurst Area
City Project #ST269002

N

0 490 Feet

Project Area

City of Plymouth

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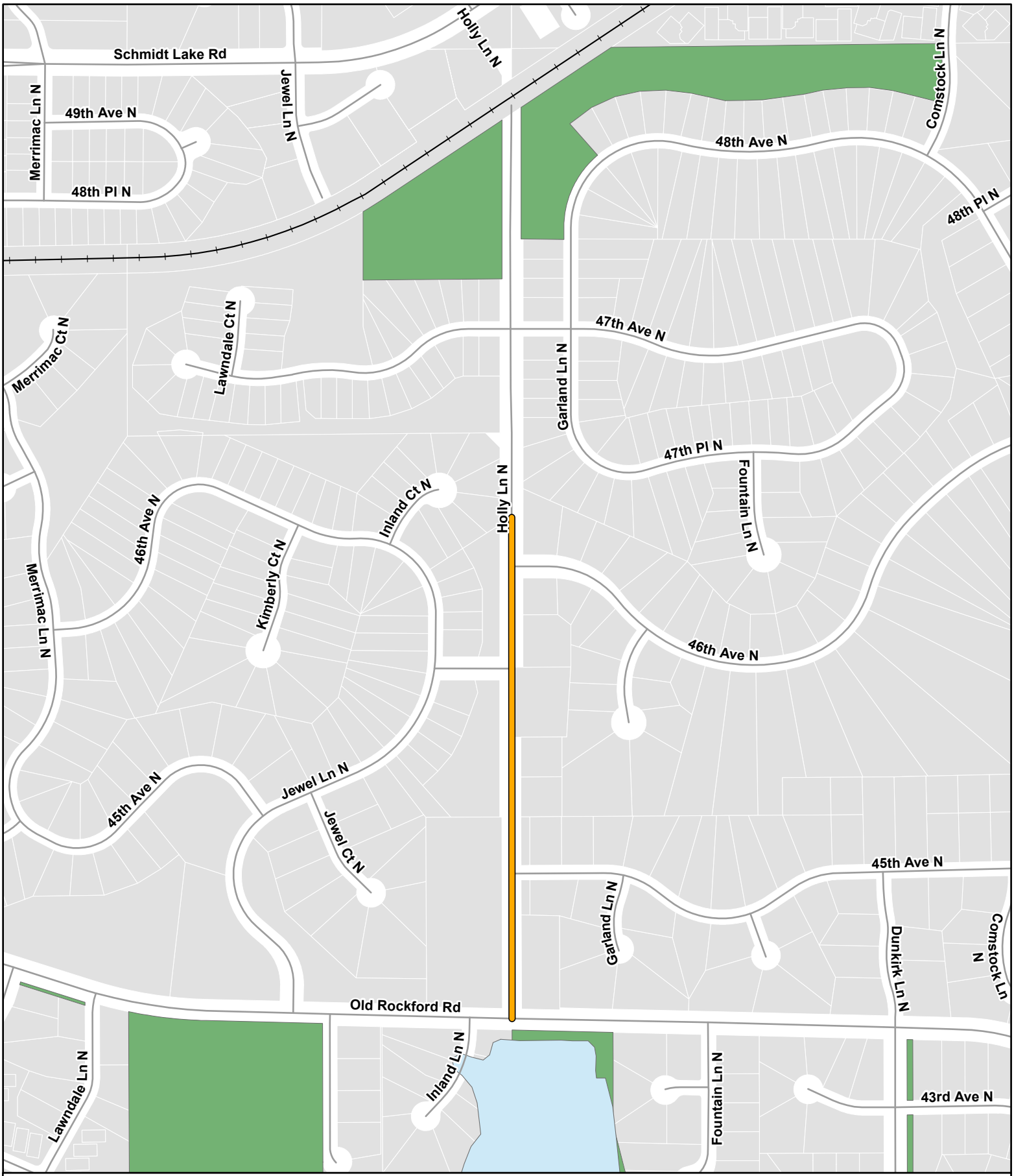

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0 500 Feet

2026 Street Rehabilitation Projects
Holly Lane
City Project #ST269002

Project Area

City of Plymouth

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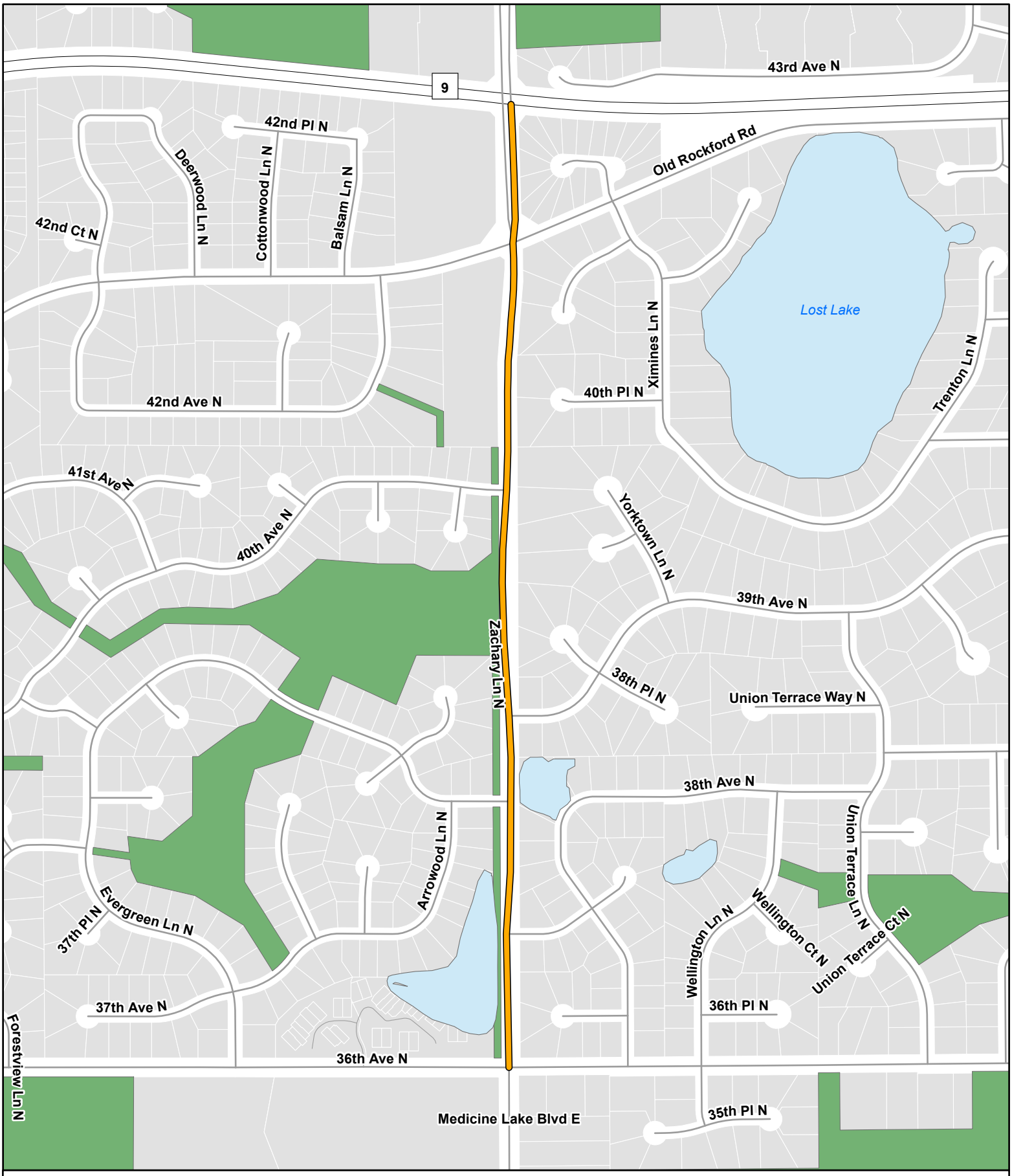

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0 500 Feet

2026 Street Rehabilitation Projects
Zachary Lane
City Project #ST269002

Project Area

City of Plymouth

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Feasibility Report

2026 Street Rehabilitation Project

City Project No. ST269002

January 20, 2026

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

Eric Nelson
Alliant Engineering, Inc.
Registration No. 43560

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Appendix D: Geotechnical Reports

Introduction

The purpose of this report is to determine, in a preliminary manner, the feasibility of rehabilitating the pavement, upgrading shared use trails, and making repairs to the watermain and storm sewer systems on:

1. The Amhurst Area, including the streets south of Schmidt Lake Road, west of Minnesota Lane, north of 44th Avenue, and east of Vicksburg Lane but excluding Niagara Lane.
2. Zachary Lane, between 36th Avenue and Rockford Road.
3. Holly Lane, between Old Rockford Road and 160 feet north of 46th Avenue.

The report discusses existing conditions, proposed improvements, and estimated costs for the proposed improvements, and estimates the amount to be assessed to benefitting properties. Figures depicting the project locations can be found in **Appendix A** of this report.

The project is necessary, feasible, and cost effective from an engineering standpoint. Based on the information contained in this document, it is recommended to proceed with the improvements as outlined in this report.

Existing Conditions

AMHURST AREA

Roadway

The Amhurst Area consists of 16,730 feet of urban roadway with concrete curb and gutter and one lane in each direction. The streets generally serve access to a residential neighborhood. The existing roadway is generally 31 feet wide. The project limits terminate before entering Schmidt Lake Road, Vicksburg Lane, and 45th Avenue.

The pavement along the streets within the Amhurst area needs rehabilitation because the pavement has deteriorated and requires more than routine maintenance by Street Maintenance crews. The streets within the area have a 2024 PASER rating of 5, as shown in **Appendix A** of this report.

Based on the geotechnical investigation by Braun Intertec, included as **Appendix D,** the typical thickness of bituminous pavement along the streets within the Amhurst Area is between 3.5” and 5.25”. The aggregate base thickness ranged from 2” to 17.75” underneath the bituminous pavement. Subgrade soils generally consist of sandy soils in the top 3 feet with clay-laden soils below.

Utilities

The existing watermain within the Amhurst Area is 6” and 8” ductile iron pipe that was installed in the late 1980’s and is in adequate condition. The sanitary sewer system within the area is 8” polyvinyl chloride (PVC) pipe that was installed in the mid 1980’s and is in adequate condition. There is an adequate storm sewer system within the area to accommodate stormwater runoff and provide adequate drainage along the streets.

ZACHARY LANE

Roadway

Zachary Lane consists of 4,080 feet of urban roadway with concrete curb and gutter and one lane in each direction. Concrete medians separate northbound and southbound Zachary Lane between Old Rockford Road and Rockford Road. The existing roadway is generally 33 feet wide between 36th Avenue and Old Rockford Road and varies from 48 to 63 feet wide between Old Rockford Road and Rockford Road. The project limits include the full intersection of Zachary Lane and 36th Avenue at the south end and terminate at the south end of the Zachary Lane/Rockford Road intersection at the north end.

The pavement along Zachary Lane needs rehabilitation because the pavement has deteriorated and requires more than routine maintenance by Street Maintenance crews. Zachary Lane has a 2024 PASER rating of 4, as shown in **Appendix A** of this report.

Based on the geotechnical investigation by Braun Intertec, included as **Appendix D,** the typical thickness of bituminous pavement along the streets within Zachary Lane is between 7.25" and 8.5". The aggregate base thickness ranged from 6" to 10" underneath the bituminous pavement. Subgrade soils generally consist of sandy soils in the top 4 feet with clay-laden soils below.

Utilities

The existing watermain within Zachary Lane is 24" ductile iron pipe. The watermain between 36th Avenue and Old Rockford Road was installed in the mid 1970's and the watermain between Old Rockford Road and Rockford Road was installed in the late 1980's. All existing watermain within the project area is in adequate condition. The sanitary sewer system within the area is 8" polyvinyl chloride (PVC) pipe that was installed in the late 1970's and is in adequate condition. Zachary Lane has a storm sewer system that is in adequate condition that is mostly able to accommodate stormwater runoff. Minor improvements are needed to provide adequate drainage capacity for Zachary Lane. Storm sewer is routed to a lift station on the west side of Zachary Lane.

Pedestrian Facilities

An 8-foot-wide bituminous shared use trail on the west side of Zachary Lane extends from 36th Avenue to Rockford Road within the project limits. The trail is behind the curb and separated from the roadway by a boulevard of varying width.

HOLLY LANE

Roadway

Holly Lane consists of 1,700 feet of urban roadway with concrete curb and gutter and one lane in each direction. Southbound Holly Lane has dedicated left and right turn lanes at its intersection with Old Rockford Road. The existing roadway is generally 28 feet wide. The project limits terminate at the north end of the Zachary Lane/Rockford Road intersection at the south end and at a point approximately 160 feet north of 46th Avenue at the north end. The northern terminus coincides with the end of Holly Lane reconstruction recently completed as part of adjacent residential developments.

The pavement along Holly Lane needs rehabilitation because the pavement has deteriorated and requires more than routine maintenance by Street Maintenance crews. Holly Lane within the project area has a 2024 PASER rating of 5, as shown in **Appendix A** of this report.

Based on the geotechnical investigation by Braun Intertec, included as **Appendix D,** the typical thickness of bituminous pavement along the streets within Holly Lane is between 3.25" and 4.25". The aggregate base thickness ranged from 9" to 26" underneath the bituminous pavement. Subgrade soils generally consist of sandy soils in the top 3 to 4 feet with clay-laden soils below.

Utilities

The existing watermain within Holly Lane is 16" ductile iron pipe that was installed in the early 1990's. All existing watermain within the project area is in adequate condition. The sanitary sewer system within the area is 8" polyvinyl chloride (PVC) pipe that was installed in the early 2000's and is in adequate condition. There is an adequate storm sewer system within the area to accommodate stormwater runoff and provide adequate drainage for Holly Lane.

Pedestrian Facilities

An 8-foot-wide bituminous shared use trail exists from 36th Avenue to Rockford Road within the project limits. The trail is located directly behind the back of curb.

Proposed Improvements

AMHURST AREA

Roadway

Streets within the Amhurst Area are proposed to be milled to a depth of 2 inches across the entire roadway, unless existing pavement thicknesses are found to be less than 2 inches as may be the case in the Quantico Lane area. A new layer of bituminous pavement, equal to the thickness removed, will be placed across the milled surface. A typical pavement section for the Amhurst Area is included in **Appendix A** of this report. Full depth bituminous patching will occur adjacent to curb replacements and utility repairs where excavation is required. Spot concrete curb and gutter replacements will occur throughout the neighborhood to repair large cracks, deterioration, or settlement. Street signs will be replaced throughout the project area.

The proposed improvements for streets within the Amhurst Area are consistent with the City's Pavement Management Program. This program rehabilitates pavement nearing the end of its life expectancy.

Utilities

Miscellaneous utility repairs will occur throughout the neighborhood, including repairs to gate valves, storm sewer catch basins, and sanitary sewer manholes.

ZACHARY LANE

Roadway

Zachary Lane is proposed to be milled to a depth of 2.5 inches across the entire roadway. A new 2.5-inch layer of bituminous pavement will be placed across the milled surface. A typical

pavement section for Zachary Lane is included in **Appendix A** of this report. Full depth bituminous patching will occur adjacent to curb replacements and utility repairs where excavation is required. Spot concrete curb and gutter replacements will occur to repair large cracks, deterioration, or settlement. Street signs will be replaced within the work area on Zachary Lane.

The proposed improvements for Zachary Lane are consistent with the City's Pavement Management Program. This program rehabilitates pavement nearing the end of its life expectancy.

Utilities

Miscellaneous utility repairs will occur throughout the neighborhood, including repairs to gate valves, storm sewer catch basins, and sanitary sewer manholes. Isolated locations of storm sewer will be replaced with larger pipes to provide additional runoff capacity. A paved bituminous pad will be added adjacent to an existing storm sewer lift station to provide improved access for maintenance of the station.

Pedestrian Facilities

The shared use trail along the west side of Zachary Lane will be widened to 10-feet wide and will be designed to Three Rivers Park District (TRPD) Regional Trail standards, since the trail will be turned over to TRPD after construction. Pedestrian ramps will be upgraded to meet current accessibility requirements where the trail intersects with city streets. The marked crosswalk at 39th Avenue will be replaced and marked crosswalks will be added at 37th Avenue and Old Rockford Road. Marked crosswalks will also be added on the south and east sides of the intersection at 36th Avenue so all four legs of the intersection will have marked crosswalks.

HOLLY LANE

Roadway

Holly Lane is proposed to be rehabilitated using full depth pavement reclamation. The existing pavement and a portion of the underlying aggregate base will be reclaimed (ground up in place) and reused as an aggregate base for the new bituminous pavement section. The bituminous section for Holly Lane is 4 inches thick with a reclaimed aggregate thickness of 8 inches. A typical pavement section for Holly Lane is included in **Appendix A** of this report. Spot concrete curb and gutter replacements will occur to repair large cracks, deterioration, or settlement. Street signs will be replaced within the work area on Holly Lane.

The proposed improvements for Holly Lane are consistent with the City's Pavement Management Program. This program rehabilitates pavement nearing the end of its life expectancy.

Utilities

Miscellaneous utility repairs will occur throughout the neighborhood, including repairs to gate valves, storm sewer catch basins, and sanitary sewer manholes.

Pedestrian Facilities

The shared use trail along the west side of Holly Lane will be widened to 10 feet wide and will remain located at the back of curb.

Surface Water Protection

The project areas have a combined pre-construction impervious surface area of 17.6 acres and the proposed improvements will result in a post-construction impervious surface area of 17.9 acres. The total disturbed soil area for the project is estimated at 4.1 acres since most of the project will not disturb the underlying soils. The project will require a National Discharge Pollution Elimination System (NPDES) permit and erosion control permits from the Bassett Creek Watershed Management Commission and the Shingle Creek Watershed Management Commission.

Erosion and sediment control measures have been incorporated into the proposed designs for each project area. Construction best management practices (BMPs), such as inlet protection and perimeter controls, are implemented where feasible on all city street projects.

Traffic, Access, and Right-of-Way

Access to all properties will be maintained during construction as much as possible. When access cannot be maintained during portions of the work, such as utility excavation or while concrete is curing, residents will be notified of the access restrictions.

The Amhurst Area will generally be closed to through traffic but open to local residents. Zachary Lane and Holly Lane will generally be open to traffic during construction. But at times needed to accommodate construction, Holly Lane will be reduced to one lane or closed with a detour set up for traffic to use alternate routes.

Local traffic will need to traverse milled and aggregate base surfaces to access their properties, schools, or businesses during most of the project. Proper traffic control will be installed prior to construction beginning. Contractor deadlines will be established and included with the contract documents, along with liquidated damages if the contractor fails to complete the work within the specified time allotted.

The proposed improvements will generally be constructed within the existing right-of-way. Temporary right-of-entry will be obtained from property owners for temporary construction impacts outside of the right-of-way or existing easements on an as-needed basis.

Project Schedule

The proposed project schedule is shown below but is subject to change:

Table 1 – Project Schedule	
Order and receive feasibility report, order and accept plans and specifications, calls for Public Improvement Hearing, order advertisement for bids, declare costs to be assessed, and set the Assessment Hearing	**January 27, 2026**
Receive bids	**February 20, 2026**
Public Improvement Hearing, Assessment Hearing, award contract	**March 24, 2026**
Begin construction	**May 2026**
Substantial Completion (including all utility, trail, and pavement work)	**September 2026**
Final Completion (including final restoration)	**October 2026**

Estimated Costs

The estimated project costs include construction costs, construction contingencies, and costs for design and administration. A detailed summary of estimated costs can be found in **Appendix B** of this report. The estimated project cost for the 2026 Street Rehabilitation Project is $4,335,000.
and is summarized in the table below.

Table 2 - Estimated Project Costs	
Constructed Improvements by Contractor	$2,540,000
Constructed Improvements by City Forces	$752,000
Design and Administration	$878,000
Construction Contingency	$165,000
Total Estimated Cost:	**$4,335,000**

Financing

This project is one of two pavement rehabilitation projects included in the 2025 Capital Improvement Plan (CIP) and 2026 budget at a total estimated cost of $10,150,000. Funding of the project is proposed to be from a mixture of sources including various City funds and special assessments to benefiting property owners.

The adjacent benefiting property owners who directly access roadways to be improved are proposed to be assessed for a portion of the project costs, consistent with the City's assessment policy.

Assessments for properties guided or zoned for single-family use shall be made on a per parcel (unit) basis. The current assessment rates for single-family properties approved by the City Council applicable to this project are included in the table below.

Table 3 – Single Family Street Improvement Special Assessment Fees		
Type of Improvement	Single Family Detached Assessment	Single Family Attached Assessment
Full Depth Reclamation	$4,250.00	$2,125.00
Mill and Overlay	$1,500.00	$750.00

The City shall calculate equivalent units for properties guided or zone for other than single-family use and the amount of assessment will be based on the lowest responsible bid received. The equivalent units may be based on front footage, area, a combination of the two, or another method depending upon the guided or zoned use and parcel configuration.

Only the costs for street improvements that are proposed to be completed with this project are proposed to be assessed. The properties proposed to be assessed with this project are included in **Appendix C** of this report.

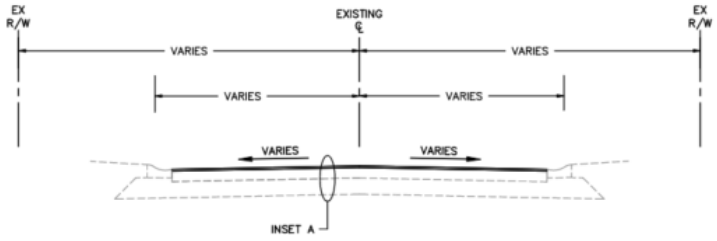
The overall funding for the 2026 Street Rehabilitation Project is detailed in the table below. Additionally, Three Rivers Park District has agreed to reimburse the city up to $500,000 for the costs associated with the rehabilitation of the existing trail along Zachary Lane.

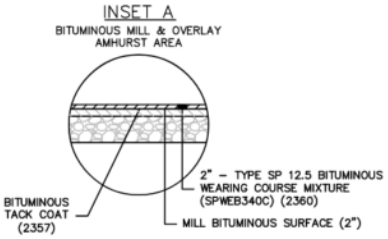
Table 4 – Project Financing		
Fund	**Amount**	**Budgeted**
MSA Fund	$0.00	$3,820,000
Street Reconstruction Fund	$3,179,000	$4,315,000
Water Fund	$292,000	$550,000
Water Resources Fund	$160,000	$160,000
Sewer Fund	$138,000	$190,000
Special Assessments	$566,000	$1,115,000
Total Funding:	**$4,335,000**	**$10,150,000**

Appendix A: Figures
(Typical Sections, Project Location Maps, and Street Ratings)

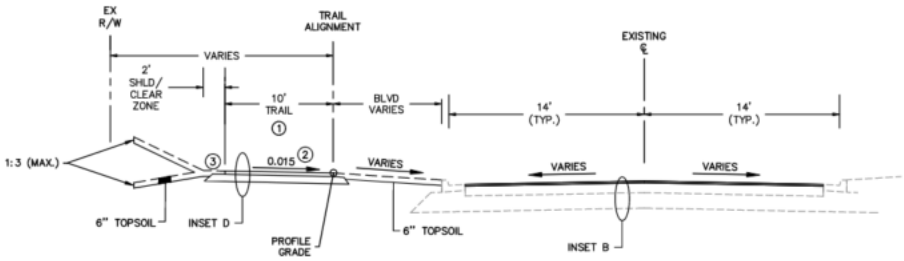
Roadway Typical Sections

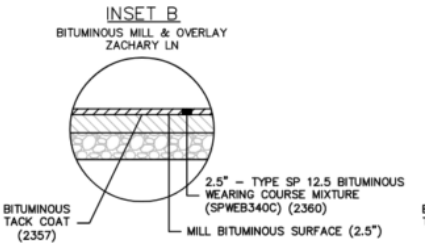
Amhurst Area Mill-and-Overlay





Zachary Lane Mill-and-Overlay



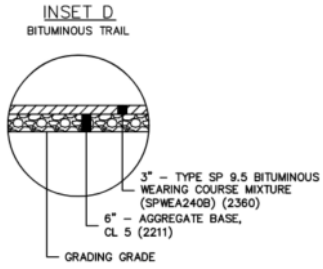


SPECIFIC NOTES:

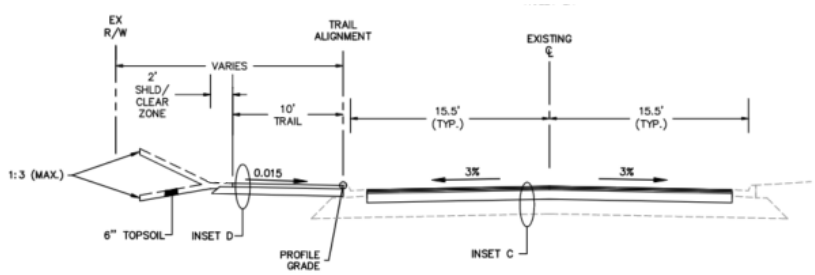
① TRAIL TO BE CONSTRUCTED TO THREE RIVERS PARK DISTRICT REGIONAL TRAIL STANDARDS.

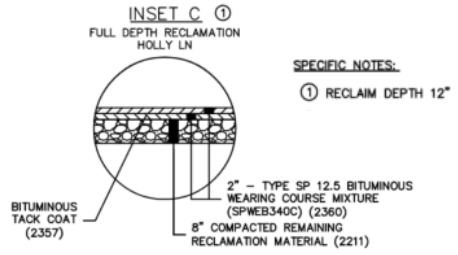
② TRAIL SLOPE IS –0.015 FROM STA 103+40 TO 107+50 AND STA 128+80 TO 131+50.

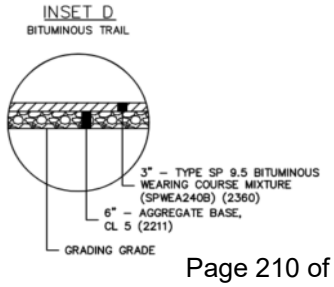
③ SHOULDER SLOPE TO MATCH TRAIL SLOPE.



Holly Lane Full Depth Reclamation







2026 Street Rehabilitation Projects
Amhurst Area
City Project #ST269002

N

0 490 Feet

Project Area

City of Plymouth

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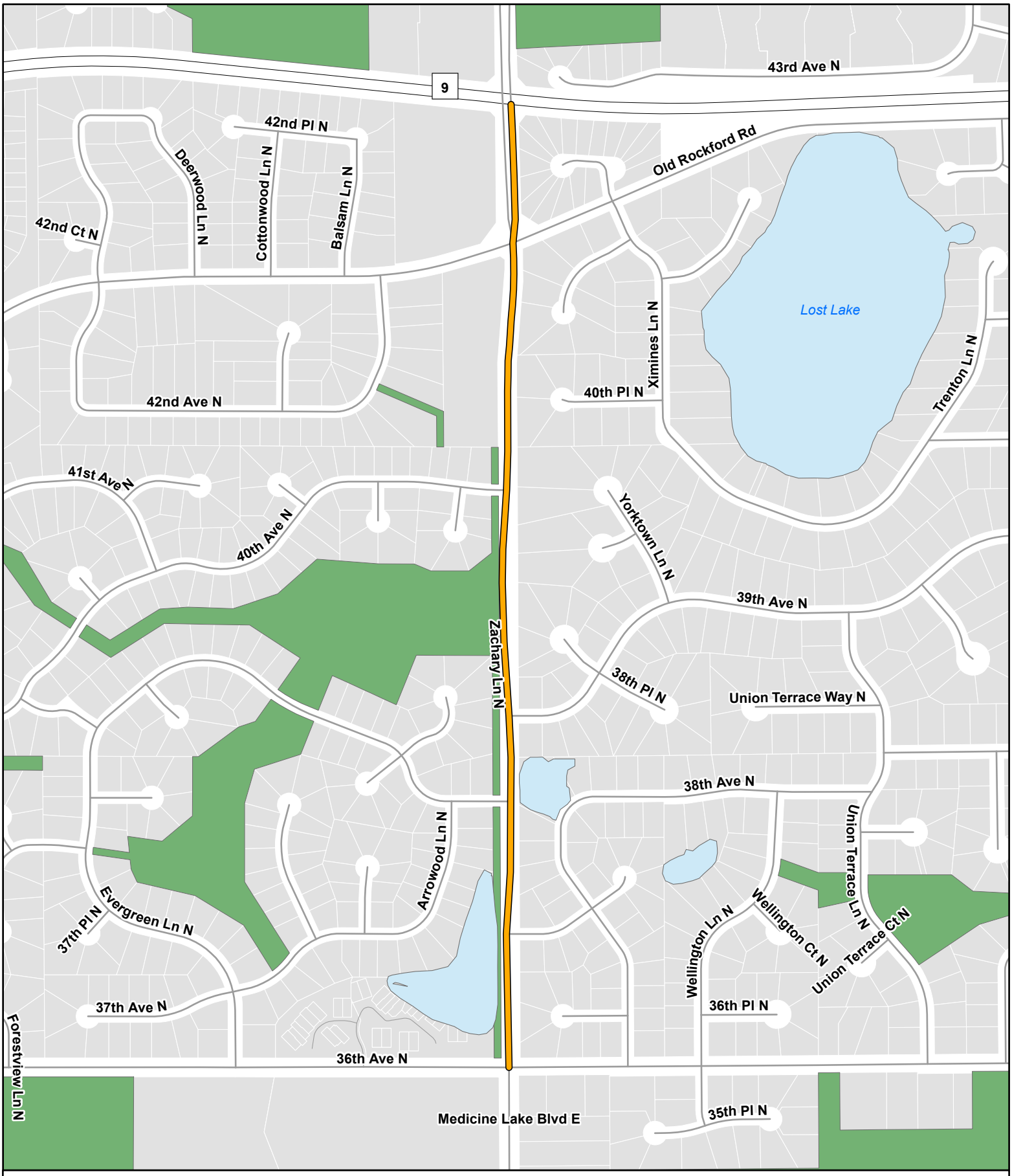

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0 500 Feet

2026 Street Rehabilitation Projects
Zachary Lane
City Project #ST269002

Project Area

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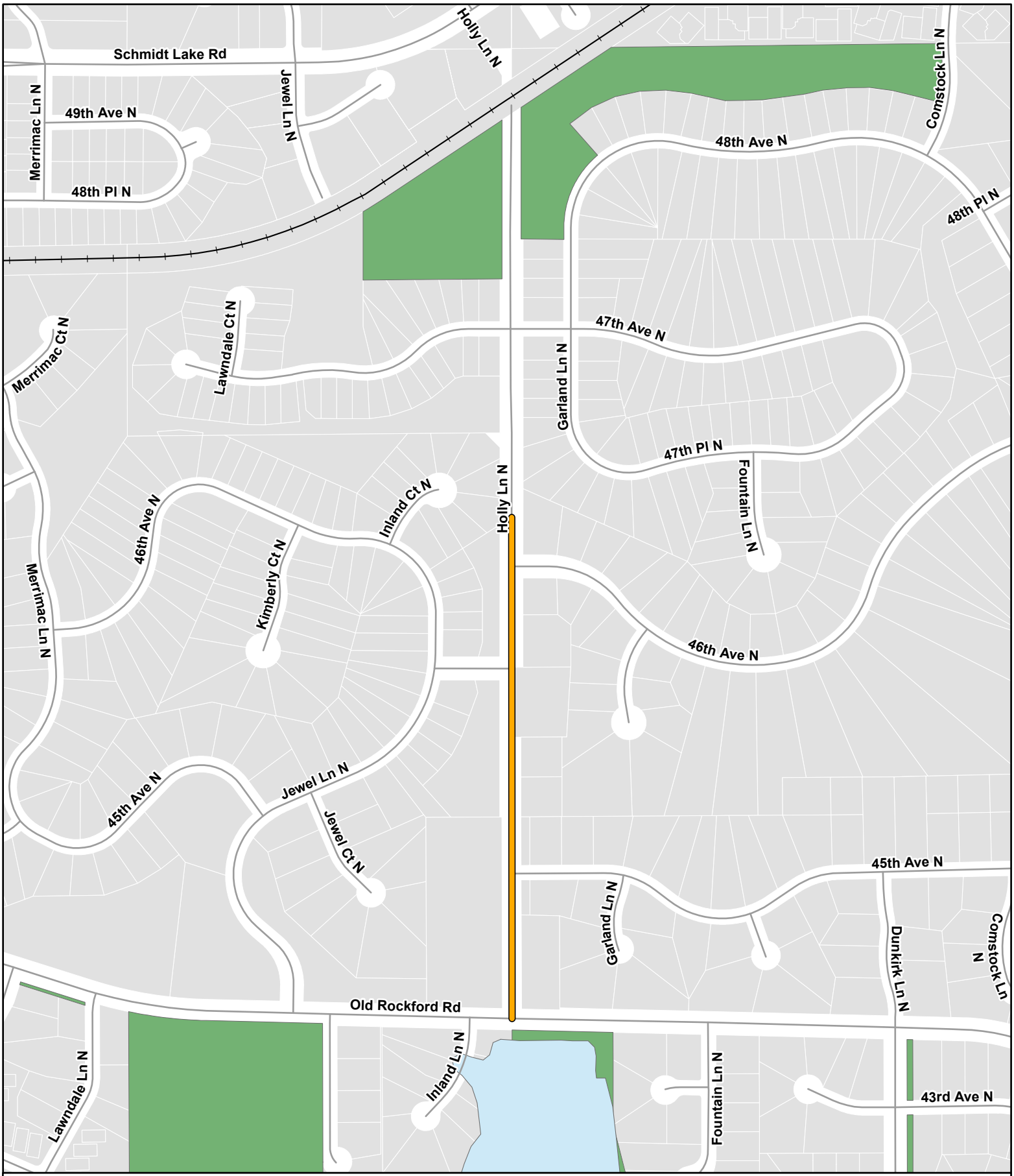

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0 500 Feet

2026 Street Rehabilitation Projects
Holly Lane
City Project #ST269002

Project Area

City of Plymouth

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0 500 Feet

2026 Street Rehabilitation Projects
Amhurst Area
City Project #ST269002
2024 Paser Rating
5

City of Plymouth

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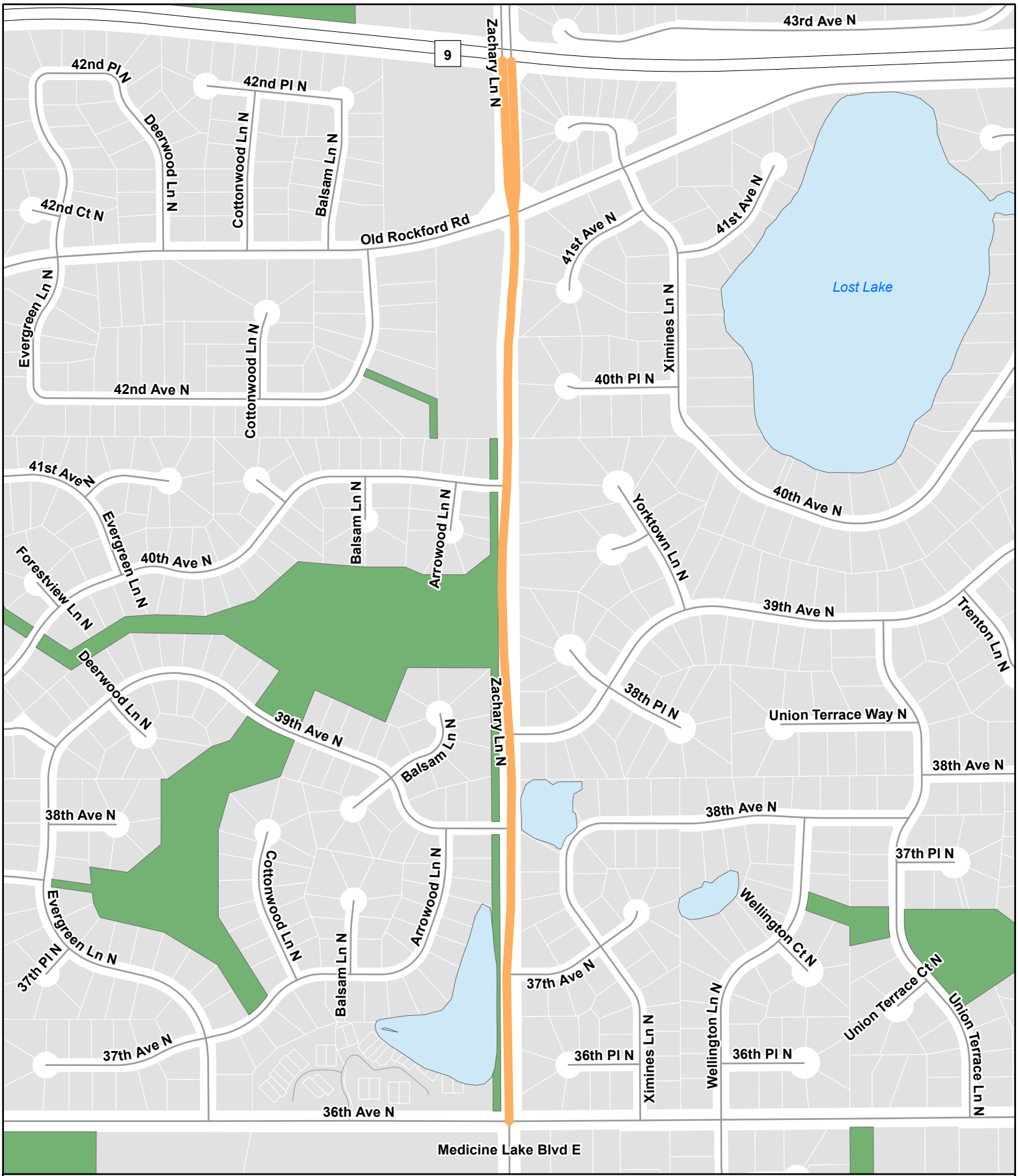

2026 Street Rehabilitation Projects
Zachary Lane
City Project #ST269002

2024 Paser Rating

4

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0 500 Feet

City of Plymouth

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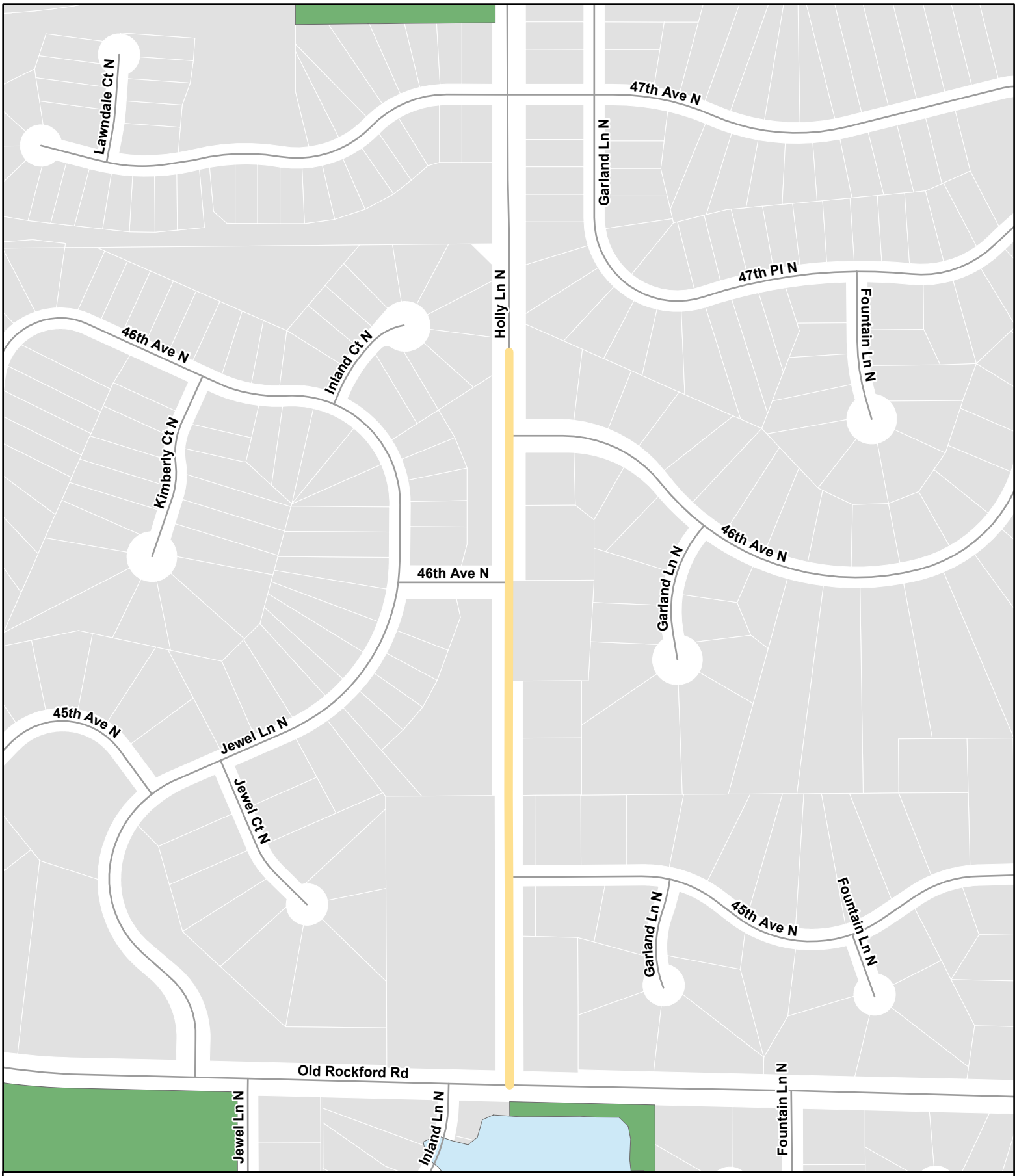

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0 300 Feet

2026 Street Rehabilitation Projects

Holly Lane

City Project #ST269002

2024 Paser Rating

5

City of Plymouth

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Appendix B: Preliminary Cost Estimate

Plymouth 2026 Street Rehabilitation Project

City Project ST269002

Engineer's Estimate

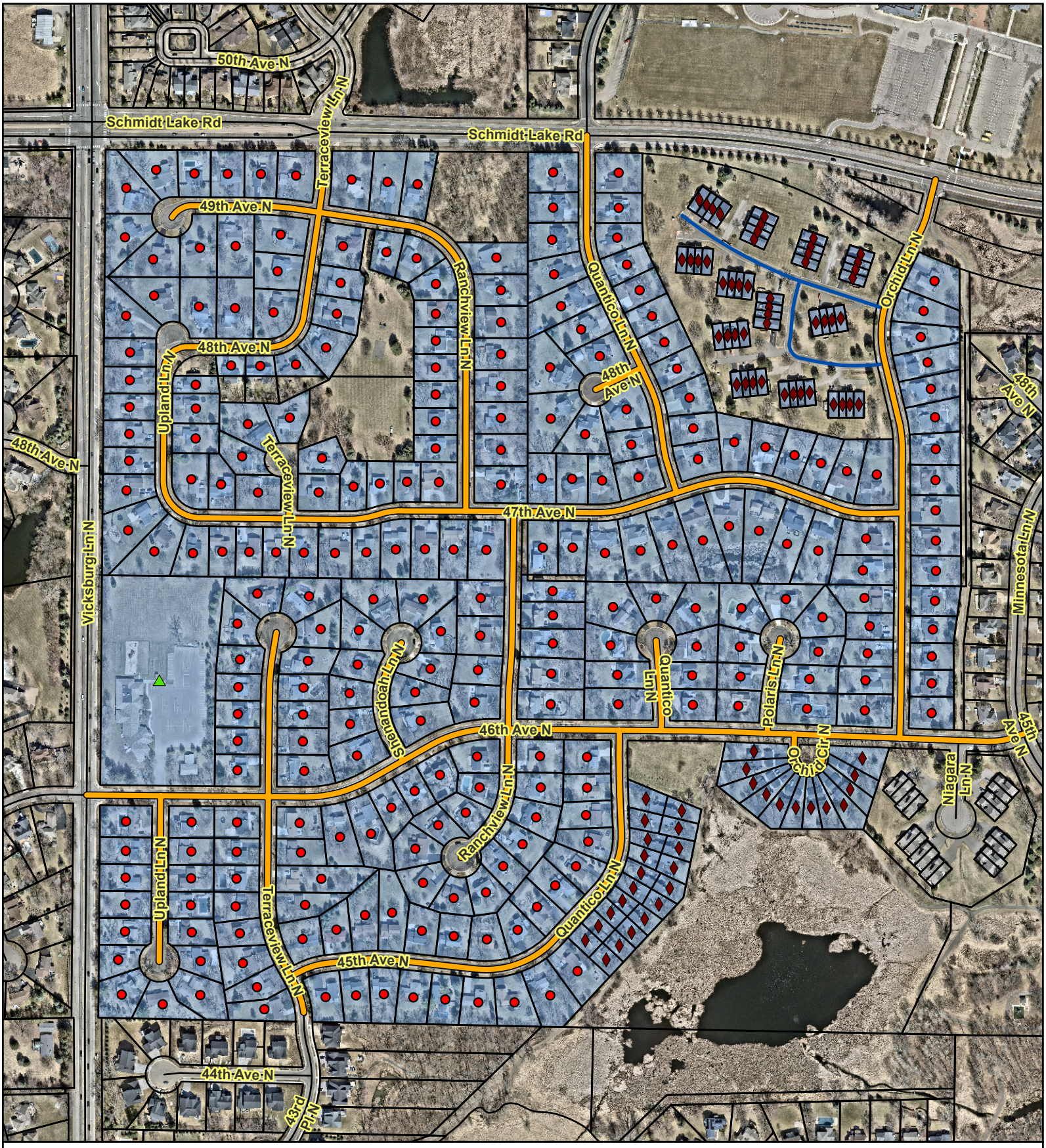
SCHEDULE A: CONSTRUCTION COSTS					
ITEM NO.	**ITEM**	**UNIT**	**TOTAL ESTIMATED QUANTITY**	**UNIT COST**	**TOTAL ESTIMATED COST**
1	MOBILIZATION	LS	1	$ 150,000.00	$ 150,000.00
2	CLEARING	EA	133	$ 300.00	$ 39,900.00
3	GRUBBING	EA	133	$ 200.00	$ 26,600.00
4	TREE TRIMMING/PRUNING	HOUR	10	$ 500.00	$ 5,000.00
5	REMOVE BOLLARDS	EA	7	$ 100.00	$ 700.00
6	REMOVE GATE VALVE & BOX	EA	3	$ 500.00	$ 1,500.00
7	REMOVE DRAINAGE STRUCTURE	EA	1	$ 750.00	$ 750.00
8	REMOVE SIGN	EA	86	$ 50.00	$ 4,300.00
9	SALVAGE SIGN	EA	1	$ 50.00	$ 50.00
10	SALVAGE SIGN PANEL	EA	2	$ 50.00	$ 100.00
11	REMOVE WATER MAIN	LF	38	$ 20.00	$ 760.00
12	REMOVE SEWER PIPE (STORM)	LF	130	$ 15.00	$ 1,950.00
13	REMOVE CURB & GUTTER	LF	7,700	$ 10.00	$ 77,000.00
14	REMOVE RETAINING WALL	LF	55	$ 20.00	$ 1,100.00
15	REMOVE BITUMINOUS PAVEMENT	SY	2,570	$ 8.00	$ 20,560.00
16	REMOVE BITUMINOUS WALK	SF	54,930	$ 1.50	$ 82,395.00
17	REMOVE CONCRETE WALK	SF	1,131	$ 2.50	$ 2,827.50
18	REMOVE CONCRETE VALLEY GUTTER	SY	116	$ 10.00	$ 1,160.00
19	RELOCATE STREET LIGHT	EA	1	$ 5,000.00	$ 5,000.00
20	REPAIR INVISIBLE DOG FENCE	SYSTEM	10	$ 250.00	$ 2,500.00
					$ -
21	STABILIZING AGGREGATE	TON	100	$ 75.00	$ 7,500.00
					$ -
22	EXCAVATION - COMMON	CY	1,800	$ 30.00	$ 54,000.00
23	COMMON EMBANKMENT (CV)	CY	375	$ 5.00	$ 1,875.00
24	EXPLORATORY EXCAVATION	HOUR	15	$ 300.00	$ 4,500.00
25	SUBGRADE PREPARATION	SY	6,170	$ 2.00	$ 12,340.00
26	AGGREGATE BASE (CV) CLASS 5 - TRAIL	CY	1,350	$ 40.00	$ 54,000.00

27	FULL DEPTH RECLAMATION	SY	6,160	$ 5.00	$ 30,800.00
28	BITUMINOUS PATCHING MIXTURE	TON	510	$ 175.00	$ 89,250.00
29	MILL BITUMINOUS SURFACE (2.5")	SY	18,030	$ 3.00	$ 54,090.00
30	BITUMINOUS MATERIAL FOR TACK COAT	GAL	2,180	$ 4.00	$ 8,720.00
31	TYPE SP 12.5 WEARING COURSE MIX (3,C)	TON	4,100	$ 90.00	$ 369,000.00
32	15" RC PIPE SEWER DES 3006 CL V	LF	70	$ 80.00	$ 5,600.00
33	24" RC PIPE SEWER DES 3006 CL V	LF	75	$ 95.00	$ 7,125.00
34	IRRIGATION SYSTEM REPAIR	ALLOWANCE	1	$ 20,000.00	$ 20,000.00
35	CONNECT TO EXISTING WATERMAIN	EACH	8	$ 2,000.00	$ 16,000.00
36	ADJUST VALVE BOX	EA	62	$ 500.00	$ 31,000.00
37	HYDRANT EXTENSION	LF	3	$ 1,000.00	$ 3,000.00
38	REPAIR WATER VALVE (REPLACE BOLTS & VALVE BOX)	EA	8	$ 4,500.00	$ 36,000.00
39	REPLACE 6" WATER VALVE	EA	4	$ 5,500.00	$ 22,000.00
40	REPLACE FITTING BOLTS	EA	50	$ 50.00	$ 2,500.00
41	6" PVC WATERMAIN C900	LF	20	$ 75.00	$ 1,500.00
42	DUCTILE IRON FITTINGS	LB	164	$ 15.00	$ 2,460.00
46	ADJUST FRAME & RING CASTING (STORM)	EA	61	$ 850.00	$ 51,850.00
47	ADJUST FRAME & RING CASTING (SANITARY)	EA	87	$ 850.00	$ 73,950.00
48	RECONSTRUCT DRAINAGE STRUCTURE	EA	23	$ 3,500.00	$ 80,500.00
49	CONNECT INTO EXISTING DRAINAGE STRUCTURE	EA	6	$ 1,500.00	$ 9,000.00
50	REPAIR DRAINAGE STRUCTURE	EA	33	$ 500.00	$ 16,500.00
51	INSTALL MANHOLE SEALING SYSTEM	EA	87	$ 250.00	$ 21,750.00
					$ -
52	6" CONCRETE WALK	SF	4,945	$ 15.00	$ 74,175.00
53	3" BITUMINOUS WALK	SF	59,840	$ 4.50	$ 269,280.00
					$ -
54	8" CONCRETE DRIVEWAY PAVEMENT	SY	90	$ 100.00	$ 9,000.00
55	CONCRETE CURB & GUTTER	LF	7,650	$ 35.00	$ 267,750.00
56	8" CONCRETE VALLEY GUTTER	SY	116	$ 115.00	$ 13,340.00
57	TRUNCATED DOMES	SF	523	$ 75.00	$ 39,225.00
					$ -
58	RELOCATE MAIL BOX	EA	1	$ 1,500.00	$ 1,500.00
59	TRAFFIC CONTROL SUPERVISOR	LS	1	$ 10,000.00	$ 10,000.00
60	TRAFFIC CONTROL	LS	1	$ 75,000.00	$ 75,000.00
61	CONSTRUCTION SIGN SPECIAL	SF	45	$ 100.00	$ 4,500.00
62	PORTABLE CHANGEABLE MESSAGE SIGN	UDAY	50	$ 70.00	$ 3,500.00
					$ -
63	SIGN	SF	288	$ 80.00	$ 23,035.20
64	SIGN PANEL	SF	58	$ 50.00	$ 2,906.50

65	SIGN	EA	32	$ 750.00	$ 24,000.00
					$ -
66	ADJUST HANDHOLE	EA	3	$ 1,000.00	$ 3,000.00
67	CONIFEROUS TREE 4' HT B&B	EA	20	$ 750.00	$ 15,000.00
68	DECIDUOUS TREE 4' HT B&B	EA	20	$ 750.00	$ 15,000.00
69	STORM DRAIN INLET PROTECTION	EA	118	$ 200.00	$ 23,600.00
70	SEDIMENT CONTROL LOG TYPE WOOD CHIP	LF	7,455	$ 2.50	$ 18,637.50
71	FERTILIZER TYPE 3	LB	140	$ 1.50	$ 210.00
					$ -
72	ROLLED EROSION PREVENTION CATEGORY 20	SY	12,860	$ 2.00	$ 25,720.00
73	SEEDING	ACRES	2.6	$ 1,500.00	$ 3,900.00
74	SEED SOUTHERN BOULEVARD	LB	416	$ 3.00	$ 1,248.00
75	WATER	HOUR	60	$ 100.00	$ 6,000.00
76	4" SOLID LINE PAINT - WHITE	LF	115	$ 1.00	$ 115.00
77	6" SOLID LINE PAINT - WHITE	LF	445	$ 1.00	$ 445.00
78	24" SOLID LINE PAINT - WHITE	LF	46	$ 5.00	$ 230.00
79	4" BROKEN LINE PAINT - YELLOW	LF	944	$ 1.00	$ 944.00
80	4" DBLE SOLID LINE PAINT - YELLOW	LF	655	$ 1.00	$ 655.00
81	4" SOLID LINE MULTI COMP - WHITE	LF	625	$ 2.00	$ 1,250.00
82	6" SOLID LINE MULTI COMP - WHITE	LF	5,930	$ 10.00	$ 59,300.00
83	24" SOLID LINE MULTI COMP - YELLOW	LF	180	$ 10.00	$ 1,800.00
84	4" DBLE SOLID LINE MULTI COMP - YELLOW	LF	3,870	$ 1.50	$ 5,805.00
85	PAVT MSSG PREF THERMO GR IN	SF	112	$ 30.00	$ 3,360.00
86	CROSSWALK PREF THERMO GR IN	SF	1,675	$ 15.00	$ 25,125.00
SCHEDULE A TOTAL					**$ 2,539,518.70**

SCHEDULE B: CITY OF PLYMOUTH					
No.	**ITEM**	**UNIT**	**TOTAL QUANTITY**	**UNIT COST**	**TOTAL PRICE**
1	PAVING EQUIPMENT (CITY)	L.S.	1	$ 15,000.00	$ 15,000.00
2	FUEL	GAL	6,400	$ 3.50	$ 22,400.00
3	RENTAL EQUIPMENT (ROLLER, TRAFFIC CONTROL, OTHER)	L.S.	1	$ 15,000.00	$ 15,000.00
4	MILL TEETH	L.S.	1	$37,000.00	$ 37,000.00
5	ASPHALT CREDITS	L.S.	1	-$18,000.00	$ (18,000.00)
6	ASPHALT	TON	7,400	$ 60.00	$ 444,000.00
7	TACK COAT	L.S.	1	$12,000.00	$ 12,000.00
8	VALVE WORK (CITY)	L.S.	1	$90,000.00	$ 90,000.00
9	PERSONNEL	HR	2,500	$54.00	$ 135,000.00
SCHEDULE B TOTAL					**$ 752,400.00**

Appendix C: Preliminary Assessment Roll & Assessment Property Map



Project Area

Private Driveway

Assessed Parcels

Single Family Detached Unit

Single Family Attached Unit

Other

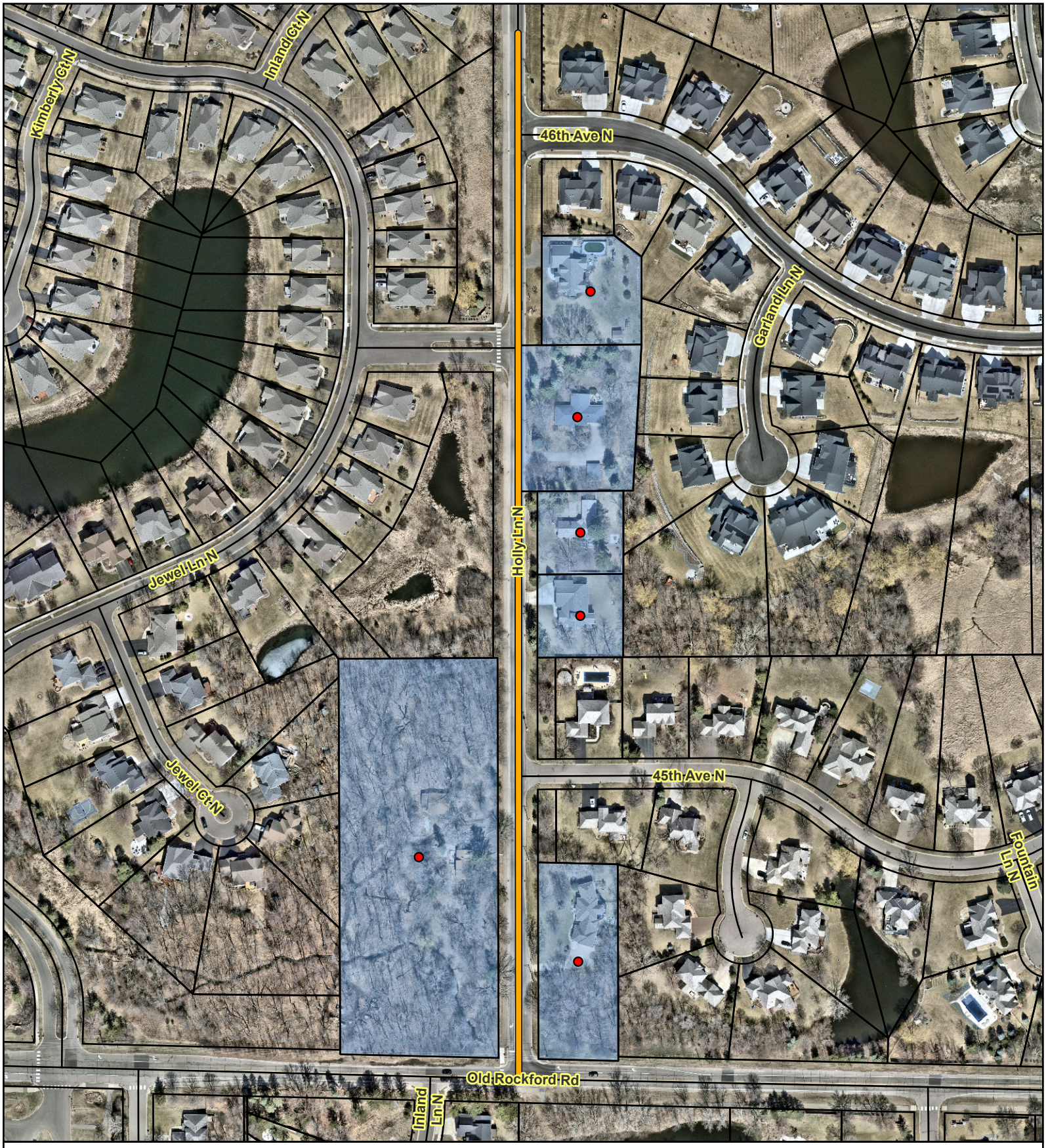
2026 Street Rehabilitation Projects
City Project #ST269002 - Amhurst Area
Assessment Map

N
W E
S

0 400 Feet

City of Plymouth

THIS REPRESENTS A COMPILATION OF INFORMATION AND DATA FROM CITY, COUNTY, STATE AND OTHER SOURCES THAT HAS NOT BEEN FIELD VERIFIED. INFORMATION SHOULD BE FIELD VERIFIED AND COMPARED WITH ORIGINAL SOURCE DOCUMENTS.



2026 Street Rehabilitation Projects
City Project #ST269002 - Holly Lane
Assessment Map

N
W E
S

0 200 Feet

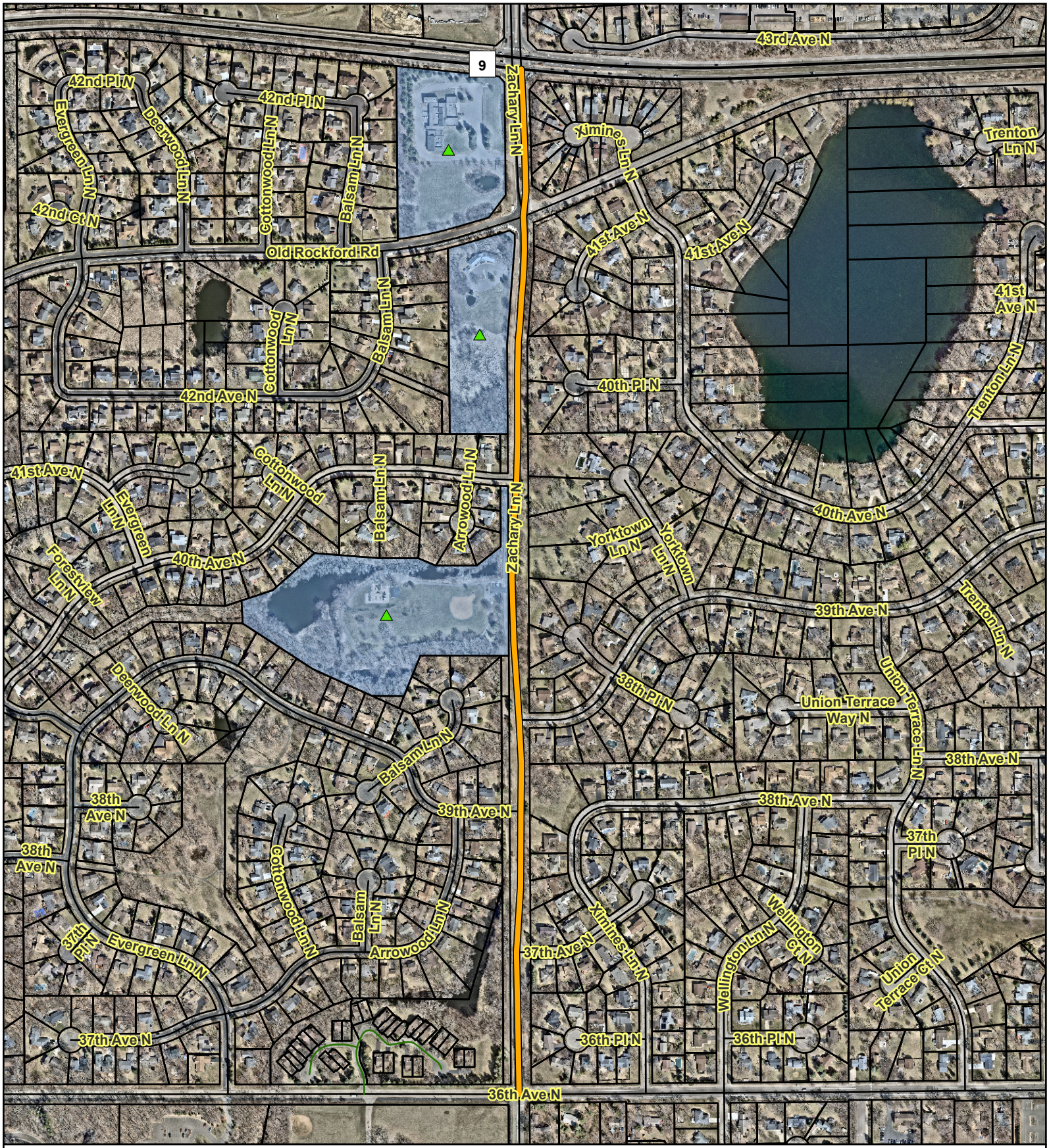
Project Area

Assessed Parcels

Single Family Detached Unit

City of Plymouth

THIS REPRESENTS A COMPILATION OF INFORMATION AND DATA FROM CITY, COUNTY, STATE AND OTHER SOURCES THAT HAS NOT BEEN FIELD VERIFIED. INFORMATION SHOULD BE FIELD VERIFIED AND COMPARED WITH ORIGINAL SOURCE DOCUMENTS.



2026 Street Rehabilitation Projects
City Project #ST269002 - Zachary Lane
Assessment Map

N
W E
S

0 500 Feet

Project Area

Assessed Parcels

Other

City of Plymouth

THIS REPRESENTS A COMPILATION OF INFORMATION AND DATA FROM CITY, COUNTY, STATE AND OTHER SOURCES THAT HAS NOT BEEN FIELD VERIFIED. INFORMATION SHOULD BE FIELD VERIFIED AND COMPARED WITH ORIGINAL SOURCE DOCUMENTS.

PID	PROPERTY OWNER 1	PROPERTY OWNER 2	PROPERTY ADDRESS	PROPERTY CITY, STATE, ZIP	TAXPAYER ADDRESS	TAXPAYER CITY, STATE, ZIP
08-118-22-34-0009	WESTON T BOSER		4540 HOLLY LA N	PLYMOUTH MN 55446	4540 HOLLY LA N	PLYMOUTH MN 55446
08-118-22-34-0015	MATT NIELAND	AMANDA NIELAND	4520 HOLLY LA N	PLYMOUTH MN 55446	4520 HOLLY LA N	PLYMOUTH MN 55446
08-118-22-34-0016	RODNEY BERG & BEVERLY BERG		4510 HOLLY LA N	PLYMOUTH MN 55446	4510 HOLLY LN N	PLYMOUTH MN 55446
08-118-22-34-0081	RICHARD J DEZIEL	LYNETTE M DEZIEL	4600 HOLLY LA N	PLYMOUTH MN 55446	4600 HOLLY LA N	PLYMOUTH MN 55446
09-118-22-31-0001	MARK BARTA & KATHRYN BARTA		4850 ORCHID LA N	PLYMOUTH MN 55446	4850 ORCHID LA N	PLYMOUTH MN 55446
09-118-22-31-0002	REJOICE TARFA		4840 ORCHID LA N	PLYMOUTH MN 55446	4840 ORCHID LA N	PLYMOUTH MN 55446
09-118-22-31-0003	RICK STEPAN		4830 ORCHID LA N	PLYMOUTH MN 55446	4830 ORCHID LA N	PLYMOUTH MN 55446
09-118-22-31-0004	JESSE MATTER & CHERYL MATTER		4820 ORCHID LA N	PLYMOUTH MN 55446	4820 ORCHID LA N	PLYMOUTH MN 55446
09-118-22-31-0005	MARK SCHMID		4810 ORCHID LA N	PLYMOUTH MN 55446	4810 ORCHID LA N	PLYMOUTH MN 55446
09-118-22-31-0006	LUANN S BERG		4800 ORCHID LA N	PLYMOUTH MN 55446	4800 ORCHID LA N	PLYMOUTH MN 55446
09-118-22-31-0007	PAUL & ANGELA WAROSH		4720 ORCHID LA N	PLYMOUTH MN 55446	4720 ORCHID LA N	PLYMOUTH MN 55446
09-118-22-31-0008	THOMAS E VERTES		4710 ORCHID LA N	PLYMOUTH MN 55446	4710 ORCHID LA N	PLYMOUTH MN 55446
09-118-22-31-0009	MICHAEL S WILMO		4700 ORCHID LA N	PLYMOUTH MN 55446	4700 ORCHID LA N	PLYMOUTH MN 55446
09-118-22-31-0010	ALEXIS J PROWIZOR		4660 ORCHID LA N	PLYMOUTH MN 55446	4660 ORCHID LA N	PLYMOUTH MN 55446
09-118-22-31-0011	ARUN KUMAR & MEENAXI SHARMA		4650 ORCHID LA N	PLYMOUTH MN 55446	4650 ORCHID LA N	PLYMOUTH MN 55446
09-118-22-31-0012	KOTHALASAMY MUTHURAJ		4665 ORCHID LA N	PLYMOUTH MN 55446	15725 43RD PL N	PLYMOUTH MN 55446
09-118-22-31-0013	THOMAS L & JAN M SCHULTZ		4655 ORCHID LA N	PLYMOUTH MN 55446	4655 ORCHID LA N	PLYMOUTH MN 55446
09-118-22-31-0014	ERIC W PETERSON	MARY H PETERSON	15190 47TH AVE N	PLYMOUTH MN 55446	15190 47TH AVE N	PLYMOUTH MN 55446
09-118-22-31-0015	MUSTAFA AKRAM	LESLIE D AKRAM	4861 ORCHID LA N	PLYMOUTH MN 55446	2242 LAKE PULASKI DR	BUFFALO MN 55313
09-118-22-31-0016	VICKI L AROLA		4859 ORCHID LA N	PLYMOUTH MN 55446	4859 ORCHID LA N	PLYMOUTH MN 55446
09-118-22-31-0017	XING LIU		4857 ORCHID LA N	PLYMOUTH MN 55446	4857 ORCHID LA N	PLYMOUTH MN 55446
09-118-22-31-0018	METROPOLITAN COUNCIL	FAMILY AFFORD HSG PROGRAM	4855 ORCHID LA N	PLYMOUTH MN 55446	390 ROBERT ST N	ST PAUL MN 55101
09-118-22-31-0019	ROBERT J FORD II		4853 ORCHID LA N	PLYMOUTH MN 55446	4853 ORCHID LA N	PLYMOUTH MN 55446
09-118-22-31-0020	ALLISON M DYER		4851 ORCHID LA N	PLYMOUTH MN 55446	4851 ORCHID LA N	PLYMOUTH MN 55446
09-118-22-31-0021	CAITLIN GATZKE		4849 ORCHID LA N	PLYMOUTH MN 55446	4849 ORCHID LA N	PLYMOUTH MN 55446
09-118-22-31-0022	WILLIAM GRANDSTAFF		4847 ORCHID LA N	PLYMOUTH MN 55446	4847 ORCHID LA N	PLYMOUTH MN 55446
09-118-22-31-0023	MICHAEL R DYKEMA		4839 ORCHID LA N	PLYMOUTH MN 55446	4839 ORCHID LA N	PLYMOUTH MN 55446
09-118-22-31-0024	GLENN R CROUSE		4845 ORCHID LA N	PLYMOUTH MN 55446	4845 ORCHID LA N	PLYMOUTH MN 55446
09-118-22-31-0025	LINDA S RUSSELL		4843 ORCHID LA N	PLYMOUTH MN 55446	4843 ORCHID LA N	PLYMOUTH MN 55446
09-118-22-31-0026	MARINA O KONTOROVICH		4841 ORCHID LA N	PLYMOUTH MN 55446	4841 ORCHID LA N	PLYMOUTH MN 55446
09-118-22-31-0027	BECKY L MILLHOUSE		4807 ORCHID LA N	PLYMOUTH MN 55446	4807 ORCHID LA N	PLYMOUTH MN 55446
09-118-22-31-0028	LEO B BERENS		4805 ORCHID LA N	PLYMOUTH MN 55446	4805 ORCHID LA N	PLYMOUTH MN 55446
09-118-22-31-0029	PAMELA MASON		4803 ORCHID LA N	PLYMOUTH MN 55446	4803 ORCHID LA N	PLYMOUTH MN 55446
09-118-22-31-0030	GRAHAM WONG		4801 ORCHID LA N	PLYMOUTH MN 55446	1701 PONDVIEW TERRACE	WAYZATA MN 55391
09-118-22-31-0031	PATRICIA A LUEDERS		4815 ORCHID LA N	PLYMOUTH MN 55446	4815 ORCHID LA	PLYMOUTH MN 55446
09-118-22-31-0032	RHONDA R NOWICKI		4813 ORCHID LA N	PLYMOUTH MN 55446	4813 ORCHID LA N	PLYMOUTH MN 55446
09-118-22-31-0033	MARSHA J GARNER TRUST		4811 ORCHID LA N	PLYMOUTH MN 55446	4811 ORCHID LA N	PLYMOUTH MN 55446
09-118-22-31-0034	CHARLENE K ANDERSON PAULSON		4809 ORCHID LA N	PLYMOUTH MN 55446	4809 ORCHID LA N	PLYMOUTH MN 55446
09-118-22-31-0035	MICHAEL C ACHTERKIRCH &	JULIE F ACHTERKIRCH	4823 ORCHID LA N	PLYMOUTH MN 55446	37169 LAKE COUNTRY DR	CROSSLAKE MN 56442
09-118-22-31-0036	OLEKSANDR VINNYTSKYY	LYUDMYLA VINNYSKA	4821 ORCHID LA N	PLYMOUTH MN 55446	4821 ORCHID LA N	PLYMOUTH MN 55446
09-118-22-31-0037	ABDOULAYE SACKO		4819 ORCHID LA N	PLYMOUTH MN 55446	4819 ORCHID LA N	PLYMOUTH MN 55446

PID	PROPERTY OWNER 1	PROPERTY OWNER 2	PROPERTY ADDRESS	PROPERTY CITY, STATE, ZIP	TAXPAYER ADDRESS	TAXPAYER CITY, STATE, ZIP
09-118-22-31-0038	SHARON FRICKE		4817 ORCHID LA N	PLYMOUTH MN 55446	4817 ORCHID LA N	PLYMOUTH MN 55446
09-118-22-31-0039	ROBERT D SUMP		4825 ORCHID LA N	PLYMOUTH MN 55446	4825 ORCHID LA N	PLYMOUTH MN 55446
09-118-22-31-0040	MELISSA J CONNELL		4827 ORCHID LA N	PLYMOUTH MN 55446	4827 ORCHID LA N	PLYMOUTH MN 55446
09-118-22-31-0041	JAIME KELLI BENNETT		4829 ORCHID LA N	PLYMOUTH MN 55446	4829 ORCHID LA N	PLYMOUTH MN 55446
09-118-22-31-0042	CAROLYN THERESE MEYER		4831 ORCHID LA N	PLYMOUTH MN 55446	4831 ORCHID LA N	PLYMOUTH MN 55446
09-118-22-31-0043	BONITA JOHNSON		4863 ORCHID LA N	PLYMOUTH MN 55446	4863 ORCHID LA N	PLYMOUTH MN 55446
09-118-22-31-0044	HARRIET H ABDO		4837 ORCHID LA N	PLYMOUTH MN 55446	5904 KILLARNEY LA	EDINA MN 55436
09-118-22-31-0045	STEPHANIE N MASER	MARK D MASER	4835 ORCHID LA N	PLYMOUTH MN 55446	4835 ORCHID LA N	PLYMOUTH MN 55446
09-118-22-31-0046	SCOTT ANDERSON		4833 ORCHID LA N	PLYMOUTH MN 55446	4833 ORCHID LA N	PLYMOUTH MN 55446
09-118-22-31-0047	CAROLE J STEPHENS		4871 ORCHID LA N	PLYMOUTH MN 55446	4871 ORCHID LA N	PLYMOUTH MN 55446
09-118-22-31-0048	ZHIJUN GUO		4869 ORCHID LA N	PLYMOUTH MN 55446	4869 ORCHID LA N	PLYMOUTH MN 55446
09-118-22-31-0049	BRYAN JOHNSON	ANGELA GROSHKOVA	4867 ORCHID LA N	PLYMOUTH MN 55446	4867 ORCHID LA N	PLYMOUTH MN 55446
09-118-22-31-0050	JANICE K KURTZ		4865 ORCHID LA N	PLYMOUTH MN 55446	4865 ORCHID LA N	PLYMOUTH MN 55446
09-118-22-31-0051	MATTHEW D BACHMAN		4879 ORCHID LA N	PLYMOUTH MN 55446	4879 ORCHID LA N	PLYMOUTH MN 55446
09-118-22-31-0052	AUDREY F JOHNSON		4877 ORCHID LA N	PLYMOUTH MN 55446	4877 ORCHID LA N	PLYMOUTH MN 55446
09-118-22-31-0053	JOHN ADDINGTON		4875 ORCHID LA N	PLYMOUTH MN 55446	4875 ORCHID LA N	PLYMOUTH MN 55446
09-118-22-31-0054	JOHN W HERMAN	CAROL I HERMAN	4873 ORCHID LA N	PLYMOUTH MN 55446	4873 ORCHID LA N	PLYMOUTH MN 55446
09-118-22-31-0055	SUSAN M MADISON		4895 ORCHID LA N	PLYMOUTH MN 55446	4895 ORCHID LA N	PLYMOUTH MN 55446
09-118-22-31-0056	DAVYD LEVKOVICH	LIANA ASTVATSATUROVA	4893 ORCHID LA N	PLYMOUTH MN 55446	4893 ORCHID LA N	PLYMOUTH MN 55446
09-118-22-31-0057	CAROL PETERSON		4891 ORCHID LA N	PLYMOUTH MN 55446	4891 ORCHID LA N	PLYMOUTH MN 55446
09-118-22-31-0058	CAROLYN A WACKER		4889 ORCHID LA N	PLYMOUTH MN 55446	4889 ORCHID LA N	PLYMOUTH MN 55446
09-118-22-31-0059	LILA M STRAND		4887 ORCHID LA N	PLYMOUTH MN 55446	4887 ORCHID LA N	PLYMOUTH MN 55446
09-118-22-31-0060	N C PETERSON & B P SIMPSON		4885 ORCHID LA N	PLYMOUTH MN 55446	4885 ORCHID LA N	PLYMOUTH MN 55446
09-118-22-31-0061	MD SHARIF UDDIN		4883 ORCHID LA N	PLYMOUTH MN 55446	4883 ORCHID LA N	PLYMOUTH MN 55446
09-118-22-31-0062	BRENT R HAUPT		4881 ORCHID LA N	PLYMOUTH MN 55446	4881 ORCHID LA N	PLYMOUTH MN 55446
09-118-22-31-0068	JOHN & BRENDA HUH		4700 QUANTICO LA N	PLYMOUTH MN 55446	4700 QUANTICO LA N	PLYMOUTH MN 55446
09-118-22-31-0069	RANGESH K SHAH	AVANIKA R SHAH	15300 47TH AVE N	PLYMOUTH MN 55446	15300 47TH AVE N	PLYMOUTH MN 55446
09-118-22-31-0070	MICHAEL A & BARBARA J BARNES		15230 47TH AVE N	PLYMOUTH MN 55446	15230 47TH AVE N	PLYMOUTH MN 55446
09-118-22-31-0071	CORREY GLYNN & MOLLY HOUGH		15220 47TH AVE N	PLYMOUTH MN 55446	15220 47TH AVE N	PLYMOUTH MN 55446
09-118-22-31-0072	TERRY STEBNER	JILL MARIE STEBNER	15210 47TH AVE N	PLYMOUTH MN 55446	15210 47TH AVE N	PLYMOUTH MN 55446
09-118-22-31-0073	JUNG NAM LEE/YONG AE LEE		15200 47TH AVE N	PLYMOUTH MN 55446	15200 47TH AVE N	PLYMOUTH MN 55446
09-118-22-31-0074	LOUISE JENSEN		4650 RANCHVIEW LA N	PLYMOUTH MN 55446	4650 RANCHVIEW LA N	PLYMOUTH MN 55446
09-118-22-31-0075	MICHAEL DURKIN & NORA DURKIN		15425 47TH AVE N	PLYMOUTH MN 55446	15425 47TH AVE N	PLYMOUTH MN 55446
09-118-22-31-0076	ZACHARY THOMAS SERRE	STEPHANIE MARIE SERRE	15415 47TH AVE N	PLYMOUTH MN 55446	15415 47TH AVE N	PLYMOUTH MN 55446
09-118-22-31-0077	PETER KHAMUTOUSKI		15405 47TH AVE N	PLYMOUTH MN 55446	15405 47TH AVE N	PLYMOUTH MN 55446
09-118-22-31-0078	AKANKSHA BHATNAGAR	RAJAT BHATNAGAR	15325 47TH AVE N	PLYMOUTH MN 55446	15325 47TH AVE N	PLYMOUTH MN 55446
09-118-22-31-0079	MARK & DEBORAH CULLINAN		15315 47TH AVE N	PLYMOUTH MN 55446	15315 47TH AVE N	PLYMOUTH MN 55446
09-118-22-31-0080	CODY J MEYER & BETH E MEYER		15305 47TH AVE N	PLYMOUTH MN 55446	15305 47TH AVE N	PLYMOUTH MN 55446
09-118-22-31-0081	GEORGE & KATHRYN LYTWYN		15225 47TH AVE N	PLYMOUTH MN 55446	15225 47TH AVE N	PLYMOUTH MN 55446
09-118-22-31-0082	CRAIG WILLIAM TROCHINSKI	LISA CLAIRE TROCHINSKI	15215 47TH AVE N	PLYMOUTH MN 55446	15215 47TH AVE N	PLYMOUTH MN 55446
09-118-22-31-0083	ALEX IVAN & JILL IVAN		15205 47TH AVE N	PLYMOUTH MN 55446	15205 47TH AVE N	PLYMOUTH MN 55446

PID	PROPERTY OWNER 1	PROPERTY OWNER 2	PROPERTY ADDRESS	PROPERTY CITY, STATE, ZIP	TAXPAYER ADDRESS	TAXPAYER CITY, STATE, ZIP
09-118-22-31-0084	TYLER SCOTT & JENNIFER SCOTT		15440 47TH AVE N	PLYMOUTH MN 55446	15440 47TH AVE N	PLYMOUTH MN 55446
09-118-22-31-0085	ROBERT H & JOANNE F ZEIDLER		15430 47TH AVE N	PLYMOUTH MN 55446	15430 47TH AVE N	PLYMOUTH MN 55446
09-118-22-31-0086	JULIE L HANKEN		15420 47TH AVE N	PLYMOUTH MN 55446	15420 47TH AVE N	PLYMOUTH MN 55446
09-118-22-31-0087	LEROY V & MARILYN A MOTZKO		4705 QUANTICO LA N	PLYMOUTH MN 55446	4705 QUANTICO LA	PLYMOUTH MN 55446
09-118-22-31-0088	CARA L HUGHES		4925 QUANTICO LA N	PLYMOUTH MN 55446	4925 QUANTICO LA N	PLYMOUTH MN 55446
09-118-22-31-0089	BRENT L VERBRIDGE &	MERRILEE ANNE VERBRIDGE	4915 QUANTICO LA N	PLYMOUTH MN 55446	4915 QUANTICO LA N	PLYMOUTH MN 55446
09-118-22-31-0090	CHRIS I AAL		4905 QUANTICO LA N	PLYMOUTH MN 55446	4905 QUANTICO LA N	PLYMOUTH MN 55446
09-118-22-31-0091	JEFF R & VICTORIA E JUREK		4835 QUANTICO LA N	PLYMOUTH MN 55446	4835 QUANTICO LA N	PLYMOUTH MN 55446
09-118-22-31-0092	CHRISTINE M FORBES		4825 QUANTICO LA N	PLYMOUTH MN 55446	4825 QUANTICO LA N	PLYMOUTH MN 55446
09-118-22-31-0093	DELANO A & LISA K CERNEY		4815 QUANTICO LA N	PLYMOUTH MN 55446	4815 QUANTICO LA N	PLYMOUTH MN 55446
09-118-22-31-0094	KEVIN D MCELROY	BARB MCELROY	15400 48TH AVE N	PLYMOUTH MN 55446	15400 48TH AVE N	PLYMOUTH MN 55446
09-118-22-31-0095	ADAM T BEBUS		15410 48TH AVE N	PLYMOUTH MN 55446	15410 48TH AVE N	PLYMOUTH MN 55446
09-118-22-31-0096	JOSHUA R BERHOW	NATALIE BERHOW	15420 48TH AVE N	PLYMOUTH MN 55446	15420 48TH AVE N	PLYMOUTH MN 55446
09-118-22-31-0097	PATRICK J & DARLENE A SIMS		15415 48TH AVE N	PLYMOUTH MN 55446	15415 48TH AVE N	PLYMOUTH MN 55446
09-118-22-31-0098	SANDEEP RAMDAS JADHAV	VRUSHALI SANDEEP JADHAV	15405 48TH AVE N	PLYMOUTH MN 55446	15405 48TH AVE N	PLYMOUTH MN 55446
09-118-22-31-0099	ROBERT BARTLOV	GABRIELLA BARTLOV	4715 QUANTICO LA N	PLYMOUTH MN 55446	4715 QUANTICO LA N	PLYMOUTH MN 55446
09-118-22-31-0100	JORDAN M HERZOG	KIRSTEN HERZOG	4920 QUANTICO LA N	PLYMOUTH MN 55446	4920 QUANTICO LA N	PLYMOUTH MN 55446
09-118-22-31-0101	WILLIAM & LISA MIELKE		4910 QUANTICO LA N	PLYMOUTH MN 55446	4910 QUANTICO LA N	PLYMOUTH MN 55446
09-118-22-31-0102	MARY KAY FISCHER		4900 QUANTICO LA N	PLYMOUTH MN 55446	4900 QUANTICO LA N	PLYMOUTH MN 55446
09-118-22-31-0103	TODD G & MOLLY A WIRTH		4830 QUANTICO LA N	PLYMOUTH MN 55446	4830 QUANTICO LA N	PLYMOUTH MN 55446
09-118-22-31-0104	COREY MORTENSON	AMANDA LITTLE	4820 QUANTICO LA N	PLYMOUTH MN 55446	4820 QUANTICO LA N	PLYMOUTH MN 55446
09-118-22-31-0105	DANIEL L & RACHEL A PELC		4810 QUANTICO LA N	PLYMOUTH MN 55446	4810 QUANTICO LA N	PLYMOUTH MN 55446
09-118-22-31-0106	PAUL E BOUCHER	ROSE MARIE C BOUCHER	4800 QUANTICO LA N	PLYMOUTH MN 55446	14800 QUANTICO LANE	PLYMOUTH MN 55446
09-118-22-31-0107	MARCUS MEIER/CLAUDIA KABELLA		4730 QUANTICO LA N	PLYMOUTH MN 55446	4730 QUANTICO LA N	PLYMOUTH MN 55446
09-118-22-31-0108	LOREN & DEBORA FOLEY		4720 QUANTICO LA N	PLYMOUTH MN 55446	4720 QUANTICO LA N	PLYMOUTH MN 55446
09-118-22-31-0109	YONG LIN & YUZHU XIAO		4710 QUANTICO LA N	PLYMOUTH MN 55446	4710 QUANTICO LA N	PLYMOUTH MN 55446
09-118-22-32-0004	ERIK & MARLENY OLSON		15820 49TH AVE N	PLYMOUTH MN 55446	15820 49TH AVE N	PLYMOUTH MN 55446
09-118-22-32-0005	MICHAEL D & CYNTHIA S NOLL		15810 49TH AVE N	PLYMOUTH MN 55446	15810 49TH AVE N	PLYMOUTH MN 55446
09-118-22-32-0006	SHARON A BLOODWORTH		15800 49TH AVE N	PLYMOUTH MN 55446	15800 49TH AVE N	PLYMOUTH MN 55446
09-118-22-32-0007	ALENA IGOREVNA GREENHALGE		15720 49TH AVE N	PLYMOUTH MN 55446	15720 49TH AVE N	PLYMOUTH MN 55446
09-118-22-32-0008	LAUREN MICHELLE KURTH		15710 49TH AVE N	PLYMOUTH MN 55446	15710 49TH AVE N	PLYMOUTH MN 55446
09-118-22-32-0009	ERIC S OLSON		15700 49TH AVE N	PLYMOUTH MN 55446	15700 49TH AVE N	PLYMOUTH MN 55446
09-118-22-32-0010	BRENDA J JAKOBER		4835 TERRACEVIEW LA N	PLYMOUTH MN 55446	4835 TERRACEVIEW LA N	PLYMOUTH MN 55446
09-118-22-32-0011	JACOB GAVE & SALLY GAVE		4825 TERRACEVIEW LA N	PLYMOUTH MN 55446	4825 TERRACEVIEW LA N	PLYMOUTH MN 55446
09-118-22-32-0012	ANGELO ARBONELL		4815 TERRACEVIEW LA N	PLYMOUTH MN 55446	4815 TERRACEVIEW LA N	PLYMOUTH MN 55446
09-118-22-32-0013	RYAN HANRATTY		4765 UPLAND LA N	PLYMOUTH MN 55446	4765 UPLAND LA N	PLYMOUTH MN 55446
09-118-22-32-0014	MICHAEL R TRUBY	ELIZABETH B TRUBY	15625 49TH AVE N	PLYMOUTH MN 55446	15625 49TH AVE N	PLYMOUTH MN 55446
09-118-22-32-0015	LAURIE A SLAVIK		4820 TERRACEVIEW LA N	PLYMOUTH MN 55446	4820 TERRACEVIEW LA N	PLYMOUTH MN 55446
09-118-22-32-0016	KEVIN WELLMANN	ASHLEY WELLMANN	4810 TERRACEVIEW LA N	PLYMOUTH MN 55446	13430 43RD AVE N	PLYMOUTH MN 55442
09-118-22-32-0017	MICHAEL & HEIDI STANTON		4800 TERRACEVIEW LA N	PLYMOUTH MN 55446	4800 TERRACEVIEW LA N	PLYMOUTH MN 55446
09-118-22-32-0018	MURRAY WARREN WOLF	ELIZABETH JULIA ATKINSON	15705 48TH AVE N	PLYMOUTH MN 55446	15705 48TH AVE N	PLYMOUTH MN 55446

PID	PROPERTY OWNER 1	PROPERTY OWNER 2	PROPERTY ADDRESS	PROPERTY CITY, STATE, ZIP	TAXPAYER ADDRESS	TAXPAYER CITY, STATE, ZIP
09-118-22-32-0019	RANDALL D BERG		15715 48TH AVE N	PLYMOUTH MN 55446	15715 48TH AVE N	PLYMOUTH MN 55446
09-118-22-32-0020	HILDANIA KRISTENSEN		15725 48TH AVE N	PLYMOUTH MN 55446	15725 48TH AVE N	PLYMOUTH MN 55446
09-118-22-32-0022	JOANNE PRILLAMAN	RICHARD J PEELER JR	15615 49TH AVE N	PLYMOUTH MN 55446	15615 49TH AVE N	PLYMOUTH MN 55446
09-118-22-32-0023	CHUN NING		15605 49TH AVE N	PLYMOUTH MN 55446	15605 49TH AVE N	PLYMOUTH MN 55446
09-118-22-32-0024	REBECCA L BURROUGHS		15620 49TH AVE N	PLYMOUTH MN 55446	15620 49TH AVE N	PLYMOUTH MN 55446
09-118-22-32-0025	JORDAN SJOSELIUS	STACEY ROJAS	15610 49TH AVE N	PLYMOUTH MN 55446	15610 49TH AVE N	PLYMOUTH MN 55446
09-118-22-32-0026	THOMAS J VICTOR	THERESA L SINDERMAN	15600 49TH AVE N	PLYMOUTH MN 55446	15600 49TH AVE N	PLYMOUTH MN 55446
09-118-22-32-0028	KAITLYN NYSTUL		4755 UPLAND LA N	PLYMOUTH MN 55446	14751 126TH AVENUE NORTH	DATYON MN 55327
09-118-22-32-0029	ALEXANDER SPANGLER		4745 UPLAND LA N	PLYMOUTH MN 55446	4745 UPLAND LA N	PLYMOUTH MN 55446
09-118-22-32-0030	MITCHELL J BERENS		4735 UPLAND LA N	PLYMOUTH MN 55446	4735 UPLAND LA N	PLYMOUTH MN 55446
09-118-22-32-0031	ERIN E HARDER		4725 UPLAND LA N	PLYMOUTH MN 55446	4725 UPLAND LA N	PLYMOUTH MN 55446
09-118-22-32-0032	GREGORY J & TAMMY JO MAKI		4715 UPLAND LA N	PLYMOUTH MN 55446	4715 UPLAND LA N	PLYMOUTH MN 55446
09-118-22-32-0033	RYAN B & JENNIFER M GRAVES		4705 UPLAND LA N	PLYMOUTH MN 55446	4705 UPLAND LA N	PLYMOUTH MN 55446
09-118-22-32-0034	VINCENT GERMSCHEID		15815 47TH AVE N	PLYMOUTH MN 55446	15815 47TH AVE N	PLYMOUTH MN 55446
09-118-22-32-0035	THOMAS W WYATT	SHARON J WYATT	15805 47TH AVE N	PLYMOUTH MN 55446	15805 47TH AVE N	PLYMOUTH MN 55446
09-118-22-32-0039	CU COMPANIES ATT JOHN A		4750 UPLAND LA N	PLYMOUTH MN 55446	500 MAIN ST STE 100	NEW BRIGHTON MN 55112
09-118-22-32-0040	NICOLE O BROOKS		4740 UPLAND LA N	PLYMOUTH MN 55446	4740 UPLAND LA N	PLYMOUTH MN 55446
09-118-22-32-0041	ADRIAN WILLHITE	NATSUA WILLHITE	4730 UPLAND LA N	PLYMOUTH MN 55446	4730 UPLAND LA N	PLYMOUTH MN 55446
09-118-22-32-0043	CRAIG & KATHY LEERVIG		15800 47TH AVE N	PLYMOUTH MN 55446	15800 47TH AVE N	PLYMOUTH MN 55446
09-118-22-32-0044	DWIGHT C TANGREN		15730 47TH AVE N	PLYMOUTH MN 55446	15730 47TH AVE N	PLYMOUTH MN 55446
09-118-22-32-0045	THOMAS E BRANSON		15720 47TH AVE N	PLYMOUTH MN 55446	4705 TERRACEVIEW LA	PLYMOUTH MN 55446
09-118-22-32-0046	MARK P & MARA J CLYSDALE		4715 TERRACEVIEW LA N	PLYMOUTH MN 55446	4715 TERRACEVIEW LA N	PLYMOUTH MN 55446
09-118-22-32-0047	JOHN & HUIZHU CHEN		4725 TERRACEVIEW LA N	PLYMOUTH MN 55446	4725 TERRACEVIEW LA N	PLYMOUTH MN 55446
09-118-22-32-0048	CHATHERINE GRACE MUSICK	THOMAS C MUSICK	4720 TERRACEVIEW LA N	PLYMOUTH MN 55446	4720 TERRACEVIEW LA N	PLYMOUTH MN 55446
09-118-22-32-0049	ANDREA M BERGERON		4710 TERRACEVIEW LA N	PLYMOUTH MN 55446	4710 TERRACEVIEW LA N	PLYMOUTH MN 55446
09-118-22-32-0050	SUSAN K & MARK S DYAS		4700 TERRACEVIEW LA N	PLYMOUTH MN 55446	4700 TERRACEVIEW LA N	PLYMOUTH MN 55446
09-118-22-32-0051	ERIKA ANN THOMPSON	RICHARD CHESTER PROPPE JR	15630 47TH AVE N	PLYMOUTH MN 55446	42179 VISTA RD	ISLE MN 56342
09-118-22-32-0052	ERIC D BACHMEIER	MEGAN A BACHMEIER	15620 47TH AVE N	PLYMOUTH MN 55446	15620 47TH AVE N	PLYMOUTH MN 55446
09-118-22-32-0053	YANG LIU & JIE MA		15610 47TH AVE N	PLYMOUTH MN 55446	15610 47TH AVE N	PLYMOUTH MN 55446
09-118-22-32-0054	BROTTLUND BACH PROP LLC		15600 47TH AVE N	PLYMOUTH MN 55446	3506 MEADOW LANE	MINNETONKA MN 55345
09-118-22-32-0055	CHRISTOPHER DOBBERSTEIN	JOANNA DOBBERSTEIN	4715 RANCHVIEW LA N	PLYMOUTH MN 55446	4715 RANCHVIEW LA N	PLYMOUTH MN 55446
09-118-22-32-0056	SARAH A TAM	ADI TAM	4805 RANCHVIEW LA N	PLYMOUTH MN 55446	4805 RANCHVIEW LA N	PLYMOUTH MN 55446
09-118-22-32-0057	CHAU TAM		4815 RANCHVIEW LA N	PLYMOUTH MN 55446	4815 RANCHVIEW LA N	PLYMOUTH MN 55446
09-118-22-32-0058	RAKESH K PANDEY	MRIDULA PANDEY	4810 RANCHVIEW LA N	PLYMOUTH MN 55446	4810 RANCHVIEW LA N	PLYMOUTH MN 55446
09-118-22-32-0059	THOMAS J CLEMENT		4800 RANCHVIEW LA N	PLYMOUTH MN 55446	4800 RANCHVIEW LA N	PLYMOUTH MN 55446
09-118-22-32-0060	BHARATHAN J PULLUVALLIL	SALINI NARAYANAN NAIR	4710 RANCHVIEW LA N	PLYMOUTH MN 55446	4710 RANCHVIEW LA N	PLYMOUTH MN 55446
09-118-22-32-0061	HAROLD L CRAGG	JUDITH ANN CRAGG	4700 RANCHVIEW LA N	PLYMOUTH MN 55446	4700 RANCHVIEW LA N	PLYMOUTH MN 55446
09-118-22-32-0062	CODY ANDERSON	MICHELLE RYNDA	15735 47TH AVE N	PLYMOUTH MN 55446	15735 47TH AVE N	PLYMOUTH MN 55446
09-118-22-32-0063	MATTHEW BOATMAN	JAMES R BOATMAN JR	15725 47TH AVE N	PLYMOUTH MN 55446	15725 47TH AVE N	PLYMOUTH MN 55446
09-118-22-32-0064	STEVEN R & LISA M JOHNSTON		15715 47TH AVE N	PLYMOUTH MN 55446	15715 47TH AVE N	PLYMOUTH MN 55446
09-118-22-32-0065	ADAM MAHER & ANNA MAHER		15705 47TH AVE N	PLYMOUTH MN 55446	15705 47TH AVE N	PLYMOUTH MN 55446

PID	PROPERTY OWNER 1	PROPERTY OWNER 2	PROPERTY ADDRESS	PROPERTY CITY, STATE, ZIP	TAXPAYER ADDRESS	TAXPAYER CITY, STATE, ZIP
09-118-22-32-0066	XIAOXIANG CHENG & BELLE HU		15635 47TH AVE N	PLYMOUTH MN 55446	15635 47TH AVE N	PLYMOUTH MN 55446
09-118-22-32-0067	CHRISTOPHER/KRISTINE BISANZ		15625 47TH AVE N	PLYMOUTH MN 55446	15625 47TH AVE N	PLYMOUTH MN 55446
09-118-22-32-0068	SUE JEONG SHIN		15615 47TH AVE N	PLYMOUTH MN 55446	15615 47TH AVE N	PLYMOUTH MN 55446
09-118-22-32-0069	MARIA C RUCKE		15605 47TH AVE N	PLYMOUTH MN 55446	15605 47TH AVE N	PLYMOUTH MN 55446
09-118-22-32-0070	LOTHAR & ALICIA SCHWAB		15515 47TH AVE N	PLYMOUTH MN 55446	15515 47TH AVE N	PLYMOUTH MN 55446
09-118-22-32-0071	D F THOMPSON & J H THOMPSON		15505 47TH AVE N	PLYMOUTH MN 55446	15505 47TH AVE N	PLYMOUTH MN 55446
09-118-22-32-0075	AMANDA R DUDEK		4825 RANCHVIEW LA N	PLYMOUTH MN 55446	4825 RANCHVIEW LA N	PLYMOUTH MN 55446
09-118-22-32-0076	GERARDO TORRES RENDON		4835 RANCHVIEW LA N	PLYMOUTH MN 55446	4835 RANCHVIEW LA N	PLYMOUTH MN 55446
09-118-22-32-0077	KERWIN & SHERYL NESS		4845 RANCHVIEW LA N	PLYMOUTH MN 55446	4845 RANCHVIEW LA N	PLYMOUTH MN 55446
09-118-22-32-0078	NIKOLAY ALEXANDROV	TIHOMIRA VALKOVA	4855 RANCHVIEW LA N	PLYMOUTH MN 55446	4855 RANCHVIEW LA N	PLYMOUTH MN 55446
09-118-22-32-0079	JENNIFER JERULLE		4850 RANCHVIEW LA N	PLYMOUTH MN 55446	4850 RANCHVIEW LA N	PLYMOUTH MN 55446
09-118-22-32-0080	KATHRYN DICKSON		4840 RANCHVIEW LA N	PLYMOUTH MN 55446	4840 RANCHVIEW LA N	PLYMOUTH MN 55446
09-118-22-32-0081	PAUL BECK & AMANDA BECK		4830 RANCHVIEW LA N	PLYMOUTH MN 55446	4830 RANCHVIEW LA N	PLYMOUTH MN 55446
09-118-22-32-0082	LANE UHERKA		4820 RANCHVIEW LA N	PLYMOUTH MN 55446	4820 RANCHVIEW LANE N	PLYMOUTH MN 55446
09-118-22-32-0086	SARAH JOSEPHS/JASON JOSEPHS		15825 49TH AVE N	PLYMOUTH MN 55446	15825 49TH AVE N	PLYMOUTH MN 55446
09-118-22-32-0087	MATTHEW J STEWART	SARA M STEWART	15815 49TH AVE N	PLYMOUTH MN 55446	15815 49TH AVE N	PLYMOUTH MN 55446
09-118-22-32-0088	BAO D LE		15805 49TH AVE N	PLYMOUTH MN 55446	15805 49TH AVE N	PLYMOUTH MN 55446
09-118-22-32-0089	LARRY M BENSON	KATHERINE M BENSON	15715 49TH AVE N	PLYMOUTH MN 55446	15715 49TH AVE N	PLYMOUTH MN 55446
09-118-22-32-0090	JAMES OWEN ELLSWORTH		15720 48TH AVE N	PLYMOUTH MN 55446	15720 48TH AVE N	PLYMOUTH MN 55446
09-118-22-32-0091	JONATHAN D & ALYSSA M KOSCH		15800 48TH AVE N	PLYMOUTH MN 55446	15800 48TH AVE N	PLYMOUTH MN 55446
09-118-22-32-0092	GABRIEL C & LILIAN C EJEBE		15810 48TH AVE N	PLYMOUTH MN 55446	15810 48TH AVE N	PLYMOUTH MN 55446
09-118-22-32-0093	BARBARA SYVERSON		15820 48TH AVE N	PLYMOUTH MN 55446	15820 48TH AVE N	PLYMOUTH MN 55446
09-118-22-33-0002	JASON DONALD MENKEN	EMILY MENKEN	4565 UPLAND LA N	PLYMOUTH MN 55446	4565 UPLAND LA N	PLYMOUTH MN 55446
09-118-22-33-0003	MARK B SHALEEN		4555 UPLAND LA N	PLYMOUTH MN 55446	4555 UPLAND LA N	PLYMOUTH MN 55446
09-118-22-33-0004	ANITA ADJEI-WIAFE	ERNEST WIAFE	4545 UPLAND LA N	PLYMOUTH MN 55446	16050 55TH AVE N	PLYMOUTH MN 55446
09-118-22-33-0005	JEREMY D & JENNIFER M SWIFT		4535 UPLAND LA N	PLYMOUTH MN 55446	4535 UPLAND LA N	PLYMOUTH MN 55446
09-118-22-33-0006	JEFFREY ADAIR WALLSMITH		4525 UPLAND LA N	PLYMOUTH MN 55446	4525 UPLAND LA N	PLYMOUTH MN 55446
09-118-22-33-0007	DENNIS OLSEN/NICOLE HASKAMP		4515 UPLAND LA N	PLYMOUTH MN 55446	4515 UPLAND LA N	PLYMOUTH MN 55446
09-118-22-33-0008	BRUCE E ARNE		4505 UPLAND LA N	PLYMOUTH MN 55446	4505 UPLAND LA N	PLYMOUTH MN 55446
09-118-22-33-0010	PETER ALEXANDER SHERMAN	EMMY JEAN FRITZ	4500 UPLAND LA N	PLYMOUTH MN 55446	4500 UPLAND LA N	PLYMOUTH MN 55446
09-118-22-33-0011	RICHARD A RAAEN	KARI H RAAEN	4510 UPLAND LA N	PLYMOUTH MN 55446	4510 UPLAND LA N	PLYMOUTH MN 55446
09-118-22-33-0012	TIMOTHY KELLY & TARA KELLY		4520 UPLAND LA N	PLYMOUTH MN 55446	4520 UPLAND LA	PLYMOUTH MN 55446
09-118-22-33-0013	THOMAS G OLSON	ELIZABETH M OLSON	4530 UPLAND LA N	PLYMOUTH MN 55446	4530 UPLAND LA N	PLYMOUTH MN 55446
09-118-22-33-0014	MATTHEW E COOKSEY	ALICIA M COOKSEY	4540 UPLAND LA N	PLYMOUTH MN 55446	4540 UPLAND LA N	PLYMOUTH MN 55446
09-118-22-33-0015	BENJAMIN J METLING	CAROLINE E SAWYER	4550 UPLAND LA N	PLYMOUTH MN 55446	4550 UPLAND LA N	PLYMOUTH MN 55446
09-118-22-33-0016	DAYA RAM		4560 UPLAND LA N	PLYMOUTH MN 55446	4560 UPLAND LA N	PLYMOUTH MN 55446
09-118-22-33-0017	BRADLEY J MERSEREAU	JENNIFER R MERSEREAU	4570 UPLAND LA N	PLYMOUTH MN 55446	4570 UPLAND LA N	PLYMOUTH MN 55446
09-118-22-33-0018	ADAM ALTEPETER	JENNA ALTEPETER	4565 TERRACEVIEW LA N	PLYMOUTH MN 55446	4565 TERRACEVIEW LA N	PLYMOUTH MN 55446
09-118-22-33-0019	CRAIG G & EDITH A RHOMBS		4555 TERRACEVIEW LA N	PLYMOUTH MN 55446	4555 TERRACEVIEW LA N	PLYMOUTH MN 55446
09-118-22-33-0020	ARETIA SENENFELDER		4545 TERRACEVIEW LA N	PLYMOUTH MN 55446	4545 TERRACEVIEW LA N	PLYMOUTH MN 55446
09-118-22-33-0021	MICHAEL P BAETZ	NANCY E BAETZ	4535 TERRACEVIEW LA N	PLYMOUTH MN 55446	4535 TERRACEVIEW LA N	PLYMOUTH MN 55446

PID	PROPERTY OWNER 1	PROPERTY OWNER 2	PROPERTY ADDRESS	PROPERTY CITY, STATE, ZIP	TAXPAYER ADDRESS	TAXPAYER CITY, STATE, ZIP
09-118-22-33-0022	YUANDONG QI & QIANZHI JIN		4525 TERRACEVIEW LA N	PLYMOUTH MN 55446	4525 TERRACEVIEW LA N	PLYMOUTH MN 55446
09-118-22-33-0023	DANIEL FENSKE & KESSA FENSKE		4515 TERRACEVIEW LA N	PLYMOUTH MN 55446	4515 TERRACEVIEW LA N	PLYMOUTH MN 55446
09-118-22-33-0024	CARL A & PATRICIA M SCHU		4505 TERRACEVIEW LA N	PLYMOUTH MN 55446	4505 TERRACEVIEW LA N	PLYMOUTH MN 55446
09-118-22-33-0025	THOMAS R MCMONAGLE		4485 TERRACEVIEW LA N	PLYMOUTH MN 55446	4485 TERRACEVIEW LA N	PLYMOUTH MN 55446
09-118-22-33-0026	MOLLY STEWART	CHRISTOPHER SAPP	4540 TERRACEVIEW LA N	PLYMOUTH MN 55446	4540 TERRACEVIEW LA N	PLYMOUTH MN 55446
09-118-22-33-0027	GARY J & ELIZABETH OUELLETTE		4530 TERRACEVIEW LA N	PLYMOUTH MN 55446	4530 TERRACEVIEW LA N	PLYMOUTH MN 55446
09-118-22-33-0028	AMBER LYNN ETZEL	JAKE RICHARD OBRIEN	4520 TERRACEVIEW LA N	PLYMOUTH MN 55446	4520 TERRACEVIEW LA N	PLYMOUTH MN 55446
09-118-22-33-0029	JOHN L THORVILSON		4510 TERRACEVIEW LA N	PLYMOUTH MN 55446	4510 TERRACEVIEW LA N	PLYMOUTH MN 55446
09-118-22-33-0030	CRAIG N JENSEN	JILL S JENSEN	15640 45TH AVE N	PLYMOUTH MN 55446	15640 45TH AVE N	PLYMOUTH MN 55446
09-118-22-33-0031	HPA BORROWER 2016 2 LLC	120 S RIVERSIDE PLAZA	15630 45TH AVE N	PLYMOUTH MN 55446	SUITE 2000	CHICAGO IL 60606
09-118-22-33-0032	PHILLIP GLAPA & SARAH GLAPA		15620 45TH AVE N	PLYMOUTH MN 55446	15620 45TH AVE N	PLYMOUTH MN 55446
09-118-22-33-0033	JAMES N GRUBE		15610 45TH AVE N	PLYMOUTH MN 55446	15610 45TH AVE N	PLYMOUTH MN 55446
09-118-22-33-0034	KEITH L & ELIZABETH E PASKEY		15600 45TH AVE N	PLYMOUTH MN 55446	15600 45TH AVE N	PLYMOUTH MN 55446
09-118-22-33-0035	YUAN FANG		15520 45TH AVE N	PLYMOUTH MN 55446	15520 45TH AVE N	PLYMOUTH MN 55446
09-118-22-33-0036	R C LOSINGER & B L LOSINGER		15510 45TH AVE N	PLYMOUTH MN 55446	15510 45TH AVE N	PLYMOUTH MN 55446
09-118-22-33-0037	TERRY ANDERSON		15500 45TH AVE N	PLYMOUTH MN 55446	15500 45TH AVE N	PLYMOUTH MN 55446
09-118-22-33-0038	STEVEN M KEITH		4530 RANCHVIEW LA N	PLYMOUTH MN 55446	4530 RANCHVIEW LA N	PLYMOUTH MN 55446
09-118-22-33-0039	THOMAS M FEITEN	MICHELLE FEITEN	4520 RANCHVIEW LA N	PLYMOUTH MN 55446	4520 RANCHVIEW LA N	PLYMOUTH MN 55446
09-118-22-33-0040	MEHMET AKCAKAYA		4510 RANCHVIEW LA N	PLYMOUTH MN 55446	4510 RANCHVIEW LA N	PLYMOUTH MN 55446
09-118-22-33-0041	JAMES D & MARTI R LILLESVE		4500 RANCHVIEW LA N	PLYMOUTH MN 55446	4500 RANCHVIEW LA	PLYMOUTH MN 55446
09-118-22-33-0042	CEDAR L PALAIA		4505 RANCHVIEW LA N	PLYMOUTH MN 55446	4505 RANCHVIEW LA N	PLYMOUTH MN 55446
09-118-22-33-0043	KENNETH J & SUSAN K EITEL		4515 RANCHVIEW LA N	PLYMOUTH MN 55446	4515 RANCHVIEW LA N	PLYMOUTH MN 55446
09-118-22-33-0044	LAURI BARNES	BINA NAGARAJ	4525 RANCHVIEW LA N	PLYMOUTH MN 55446	4525 RANCHVIEW LA N	PLYMOUTH MN 55446
09-118-22-33-0045	DAVID D KILGARD		4535 RANCHVIEW LA N	PLYMOUTH MN 55446	4535 RANCHVIEW LA N	PLYMOUTH MN 55446
09-118-22-33-0046	ROXANNE LIESER		4545 RANCHVIEW LA N	PLYMOUTH MN 55446	4545 RANCHVIEW LANE	PLYMOUTH MN 55446
09-118-22-33-0047	ZESHENG GUAN		4555 RANCHVIEW LA N	PLYMOUTH MN 55446	4555 RANCHVIEW LA N	PLYMOUTH MN 55446
09-118-22-33-0048	DAVID KRAKER/A JODY ROWLAND		15515 46TH AVE N	PLYMOUTH MN 55446	15515 46TH AVE N	PLYMOUTH MN 55446
09-118-22-33-0049	J J COLLINS & N A ROSSCUP		15605 46TH AVE N	PLYMOUTH MN 55446	15605 46TH AVE N	PLYMOUTH MN 55446
09-118-22-33-0050	MATHEW BEDARD/ASHLEY BEDARD		15615 46TH AVE N	PLYMOUTH MN 55446	15615 46TH AVE N	PLYMOUTH MN 55446
09-118-22-33-0051	ARCHANA A SHELKE		15625 46TH AVE N	PLYMOUTH MN 55446	15625 46TH AVE N	PLYMOUTH MN 55446
09-118-22-33-0052	SAMANTHA KEOGH		15635 46TH AVE N	PLYMOUTH MN 55446	18999 180TH AVE	BIG LAKE MN 55309
09-118-22-33-0053	LAWRENCE E KOLSTAD	MARY L KOLSTAD	15635 45TH AVE N	PLYMOUTH MN 55446	15635 45TH AVE N	PLYMOUTH MN 55446
09-118-22-33-0054	JEFFREY & LENORE WATKINS		15625 45TH AVE N	PLYMOUTH MN 55446	15625 45TH AVE N	PLYMOUTH MN 55446
09-118-22-33-0055	ROBERT T PARLATO		15615 45TH AVE N	PLYMOUTH MN 55446	15615 45TH AVE N	PLYMOUTH MN 55446
09-118-22-33-0056	SARA HUNSTIGER	JEFF HUNSTIGER	15605 45TH AVE N	PLYMOUTH MN 55446	15605 45TH AVE N	PLYMOUTH MN 55446
09-118-22-33-0057	PAUL CURRY		15545 45TH AVE N	PLYMOUTH MN 55446	15545 45TH AVE N	PLYMOUTH MN 55446
09-118-22-33-0058	IGOR & MAYA MELAMED		15535 45TH AVE N	PLYMOUTH MN 55446	15535 45TH AVE N	PLYMOUTH MN 55446
09-118-22-33-0059	BLAKE GUYER & ASHLEY GUYER		15525 45TH AVE N	PLYMOUTH MN 55446	15525 45TH AVE N	PLYMOUTH MN 55446
09-118-22-33-0064	MARTIN ELIASSON	NICOLE SCHNEIDER	4605 TERRACEVIEW LA N	PLYMOUTH MN 55446	4605 TERRACEVIEW LA N	PLYMOUTH MN 55446
09-118-22-33-0065	JOSHUA ROSENBLUM	ELIZABETH ROSENBLUM	4615 TERRACEVIEW LA N	PLYMOUTH MN 55446	4615 TERRACEVIEW LA N	PLYMOUTH MN 55446
09-118-22-33-0066	SAMY M MAKLAD		4625 TERRACEVIEW LA N	PLYMOUTH MN 55446	15600 55TH AVE N	PLYMOUTH MN 55446

PID	PROPERTY OWNER 1	PROPERTY OWNER 2	PROPERTY ADDRESS	PROPERTY CITY, STATE, ZIP	TAXPAYER ADDRESS	TAXPAYER CITY, STATE, ZIP
09-118-22-33-0067	JESSE GREEN & REBECCA GREEN		4635 TERRACEVIEW LA N	PLYMOUTH MN 55446	4635 TERRACEVIEW LA N	PLYMOUTH MN 55446
09-118-22-33-0068	CHRISTOPHER TAYLOR	ESZTER TAMAS	4645 TERRACEVIEW LA N	PLYMOUTH MN 55446	4645 TERRACEVIEW LA N	PLYMOUTH MN 55446
09-118-22-33-0069	DANIEL J LEVERENTZ TRSTEE	GAYLE L LEVERENTZ TRSTEE	4655 TERRACEVIEW LA N	PLYMOUTH MN 55446	4655 TERRACEVIEW LA N	PLYMOUTH MN 55446
09-118-22-33-0070	JERIK ELM & KRISTEN ELM		4665 TERRACEVIEW LA N	PLYMOUTH MN 55446	4665 TERRACEVIEW LA N	PLYMOUTH MN 55446
09-118-22-33-0071	BRIAN F & JOELLYN S MORAN		4660 TERRACEVIEW LA N	PLYMOUTH MN 55446	4660 TERRACEVIEW LA N	PLYMOUTH MN 55446
09-118-22-33-0072	TIANRONG LIU		4650 TERRACEVIEW LA N	PLYMOUTH MN 55446	4650 TERRACEVIEW LA N	PLYMOUTH MN 55446
09-118-22-33-0073	JAMES FERGUSON		4640 TERRACEVIEW LA N	PLYMOUTH MN 55446	4640 TERRACEVIEW LA N	PLYMOUTH MN 55446
09-118-22-33-0074	DONNA R SANKEY		4630 TERRACEVIEW LA N	PLYMOUTH MN 55446	4630 TERRACEVIEW LANE N	PLYMOUTH MN 55446
09-118-22-33-0075	ROBERT J HOLLY	JESSIE M HOLLY	4620 TERRACEVIEW LA N	PLYMOUTH MN 55446	4620 TERRACEVIEW LA N	PLYMOUTH MN 55446
09-118-22-33-0076	JOHN HELMEN & MEGAN HELMEN		4610 TERRACEVIEW LA N	PLYMOUTH MN 55446	4610 TERRACEVIEW LA N	PLYMOUTH MN 55446
09-118-22-33-0077	BRIANA BURBACH	CODY BURBACH	4600 TERRACEVIEW LA N	PLYMOUTH MN 55446	4600 TERRACEVIEW LA N	PLYMOUTH MN 55446
09-118-22-33-0078	RICHARD ELSNER/TRUDY ELSNER		4605 SHENANDOAH LA N	PLYMOUTH MN 55446	4605 SHENANDOAH LA N	PLYMOUTH MN 55446
09-118-22-33-0079	DONALD J & NANCY L BUSHEK		4615 SHENANDOAH LA N	PLYMOUTH MN 55446	4615 SHENANDOAH LA N	PLYMOUTH MN 55446
09-118-22-33-0080	EDWARD M & JOAN E GARTNER		4625 SHENANDOAH LA N	PLYMOUTH MN 55446	4625 SHENANDOAH LA N	PLYMOUTH MN 55446
09-118-22-33-0081	RUIRONG HE & HUAIYU PENG		4635 SHENANDOAH LA N	PLYMOUTH MN 55446	4635 SHENANDOAH LA N	PLYMOUTH MN 55446
09-118-22-33-0082	PAYSON M LIPPERT	TARYN LACE LIPPERT	4645 SHENANDOAH LA N	PLYMOUTH MN 55446	4645 SHENANDOAH LA N	PLYMOUTH MN 55446
09-118-22-33-0083	CHARLENE SCHNOBRICH		4655 SHENANDOAH LA N	PLYMOUTH MN 55446	4655 SHENANDOAH LA N	PLYMOUTH MN 55446
09-118-22-33-0084	HENRY THOMAS MORRIS	NANETTE SCHULMAN MORRIS	4640 SHENANDOAH LA N	PLYMOUTH MN 55446	4640 SHENANDOAH LA N	PLYMOUTH MN 55446
09-118-22-33-0085	DEBORAH L OJEDA	DEBORAH LOUISE OJEDA TRUST	4630 SHENANDOAH LA N	PLYMOUTH MN 55446	4630 SHENANDOAH LA N	PLYMOUTH MN 55446
09-118-22-33-0086	JOSHUA & JANELLE BERTELSON		4620 SHENANDOAH LA N	PLYMOUTH MN 55446	4620 SHENANDOAH LA N	PLYMOUTH MN 55446
09-118-22-33-0087	KATHERINE MITCHELL	THOMAS MITCHELL	4610 SHENANDOAH LA N	PLYMOUTH MN 55446	4610 SHENANDOAH LA N	PLYMOUTH MN 55446
09-118-22-33-0088	GREGORY D BAUFIELD		4600 SHENANDOAH LA N	PLYMOUTH MN 55446	4600 SHENANDOAH LANE	PLYMOUTH MN 55446
09-118-22-33-0089	ASCENSION EVAN LUTH CHURCH		15830 46TH AVE N	PLYMOUTH MN 55446	15870 46TH AVE N	PLYMOUTH MN 55446
09-118-22-33-0090	PATRICK D QUIGG		4635 RANCHVIEW LA N	PLYMOUTH MN 55446	4635 RANCHVIEW LA N	PLYMOUTH MN 55446
09-118-22-33-0091	SCOTT C/JENNIFER L ANDERSON		4625 RANCHVIEW LA N	PLYMOUTH MN 55446	4833 ORCHID LN N	MINNEAPOLIS MN 55446
09-118-22-33-0092	SCOTT & MARY JANE BERGLUND		4615 RANCHVIEW LA N	PLYMOUTH MN 55446	4615 RANCHVIEW LA N	PLYMOUTH MN 55446
09-118-22-33-0093	RUSS FLATEN & CATHRYN R DANA		4605 RANCHVIEW LA N	PLYMOUTH MN 55446	4605 RANCHVIEW LA N	PLYMOUTH MN 55446
09-118-22-34-0001	ROSS L ALLANSON		4505 QUANTICO LA N	PLYMOUTH MN 55446	4505 QUANTICO LA N	PLYMOUTH MN 55446
09-118-22-34-0002	BETHANY S VAN KEUREN		4515 QUANTICO LA N	PLYMOUTH MN 55446	4515 QUANTICO LA N	PLYMOUTH MN 55446
09-118-22-34-0003	CHAD KREUTZ & MONIQUE KREUTZ		4525 QUANTICO LA N	PLYMOUTH MN 55446	4525 QUANTICO LA N	PLYMOUTH MN 55446
09-118-22-34-0004	L C SPOONER & L M SPOONER		4535 QUANTICO LA N	PLYMOUTH MN 55446	4535 QUANTICO LA N	PLYMOUTH MN 55446
09-118-22-34-0005	NGOC HONG LE		4545 QUANTICO LA N	PLYMOUTH MN 55446	4545 QUANTICO LA N	PLYMOUTH MN 55446
09-118-22-34-0006	VIKTOR POTERYAKHIIN		4555 QUANTICO LA N	PLYMOUTH MN 55446	4555 QUANTICO LA N	PLYMOUTH MN 55446
09-118-22-34-0007	V KESSLER & M KESSLER		4565 QUANTICO LA N	PLYMOUTH MN 55446	4565 QUANTICO LA N	PLYMOUTH MN 55446
09-118-22-34-0008	JOHN MILLER		4560 RANCHVIEW LA N	PLYMOUTH MN 55446	4560 RANCHVIEW LA	PLYMOUTH MN 55446
09-118-22-34-0009	CRAIG A & JO A ANDERSON		4550 RANCHVIEW LA N	PLYMOUTH MN 55446	4550 RANCHVIEW LANE	PLYMOUTH MN 55446
09-118-22-34-0010	MATTHEW BROWER/MARIA BROWER		4540 RANCHVIEW LA N	PLYMOUTH MN 55446	4540 RANCHVIEW LA N	PLYMOUTH MN 55446
09-118-22-34-0011	WILLIAM GORMAN	MEGHAN MORONEY GORMAN	15515 45TH AVE N	PLYMOUTH MN 55446	15515 45TH AVE N	PLYMOUTH MN 55446
09-118-22-34-0012	REC PROPERTY GROUP LLC		15505 45TH AVE N	PLYMOUTH MN 55446	6000 BASS LAKE RD #207	CRYSTAL MN 55429
09-118-22-34-0013	MATTHEW EARHART		4500 QUANTICO LA N	PLYMOUTH MN 55446	4500 QUANTICO LANE N	PLYMOUTH MN 55446
09-118-22-34-0014	KEVIN CHEN		4502 QUANTICO LA N	PLYMOUTH MN 55446	4502 QUANTICO LANE N	PLYMOUTH MN 55446

PID	PROPERTY OWNER 1	PROPERTY OWNER 2	PROPERTY ADDRESS	PROPERTY CITY, STATE, ZIP	TAXPAYER ADDRESS	TAXPAYER CITY, STATE, ZIP
09-118-22-34-0015	HOLLY PFEIFFER		4504 QUANTICO LA N	PLYMOUTH MN 55446	4504 QUANTICO LANE N	PLYMOUTH MN 55446
09-118-22-34-0016	ELLEN B BRUEGGEMAN	JASON T BRUEGGEMAN	4506 QUANTICO LA N	PLYMOUTH MN 55446	216 INTERLACHEN RD	HOPKINS MN 55343
09-118-22-34-0017	HAILEY HINRICHS		4508 QUANTICO LA N	PLYMOUTH MN 55446	4508 QUANTICO LA N	PLYMOUTH MN 55446
09-118-22-34-0018	ANDRIY PAVLOVSKYY		4510 QUANTICO LA N	PLYMOUTH MN 55446	4510 QUANTICO LA N	PLYMOUTH MN 55446
09-118-22-34-0019	BARBARA S TOM		4512 QUANTICO LA N	PLYMOUTH MN 55446	4512 QUANTICO LA N	PLYMOUTH MN 55446
09-118-22-34-0020	MEI ZHOU & JOE ZHOU		4514 QUANTICO LA N	PLYMOUTH MN 55446	14825 44TH PL N	PLYMOUTH MN 55446
09-118-22-34-0021	SHARON J CONZET	PATRICIA CONZET	4516 QUANTICO LA N	PLYMOUTH MN 55446	4516 QUANTICO LA N	PLYMOUTH MN 55446
09-118-22-34-0022	JOSHUA & JAKOBE MARKWORTH		4518 QUANTICO LA N	PLYMOUTH MN 55446	6807 34TH AVE N	CRYSTAL MN 55427
09-118-22-34-0023	HA NGUYEN		4520 QUANTICO LA N	PLYMOUTH MN 55446	4520 QUANTICO LA N	PLYMOUTH MN 55446
09-118-22-34-0024	DIANNE L BOLSTROM		4522 QUANTICO LA N	PLYMOUTH MN 55446	4522 QUANTICO LA N	PLYMOUTH MN 55446
09-118-22-34-0025	TOM PULLES	CAROLYN SCHROEDER	4524 QUANTICO LA N	PLYMOUTH MN 55446	4524 QUANTICO LA N	PLYMOUTH MN 55446
09-118-22-34-0026	JOSEPH J CAVANAUGH		4526 QUANTICO LA N	PLYMOUTH MN 55446	3650 YUMA LA N	PLYMOUTH MN 55446
09-118-22-34-0027	SUSAN GAITHER		4528 QUANTICO LA N	PLYMOUTH MN 55446	16500 45TH AVE N	PLYMOUTH MN 55446
09-118-22-34-0028	SETH GOLDFARB	KERRIE ANN GOLDFARB	4530 QUANTICO LA N	PLYMOUTH MN 55446	4530 QUANTICO LA N	PLYMOUTH MN 55446
09-118-22-34-0029	SUSAN A BEEBE		4532 QUANTICO LA N	PLYMOUTH MN 55446	4532 QUANTICO LA N	PLYMOUTH MN 55446
09-118-22-34-0030	BARBARA J MAKOUSKY		4534 QUANTICO LA N	PLYMOUTH MN 55446	4534 QUANTICO LA N	PLYMOUTH MN 55446
09-118-22-34-0031	GARY BAILEY		4536 QUANTICO LA N	PLYMOUTH MN 55446	4536 QUANTICO LA N	PLYMOUTH MN 55446
09-118-22-34-0032	TAYLOR HOULE & DANIA HOULE		4538 QUANTICO LA N	PLYMOUTH MN 55446	4538 QUANTICO LA N	PLYMOUTH MN 55446
09-118-22-34-0036	MICHELLE R GUERICKE	JUDSON G GUERICKE	4555 ORCHID CIR N	PLYMOUTH MN 55446	4555 ORCHID CIR N	PLYMOUTH MN 55446
09-118-22-34-0037	WILLIAM A HAGEN		4545 ORCHID CIR N	PLYMOUTH MN 55446	3300 PLYMOUTH BLVD #47061	PLYMOUTH MN 55447
09-118-22-34-0038	MYKOLA M SARAZHYNSKYY	TETIANA DROBOT	4535 ORCHID CIR N	PLYMOUTH MN 55446	4535 ORCHID CIR N	PLYMOUTH MN 55446
09-118-22-34-0039	DIVAKAR MURALI		4525 ORCHID CIR N	PLYMOUTH MN 55446	4525 ORCHID CIR N	PLYMOUTH MN 55446
09-118-22-34-0040	LINDA LEVIN		4515 ORCHID CIR N	PLYMOUTH MN 55446	4515 ORCHID CIR N	PLYMOUTH MN 55446
09-118-22-34-0041	SHAWN REGER & NICOLE REGER		4505 ORCHID CIR N	PLYMOUTH MN 55446	4505 ORCHID CIR N	PLYMOUTH MN 55446
09-118-22-34-0042	AMANDA WILSON		4500 ORCHID CIR N	PLYMOUTH MN 55446	4500 ORCHID CIRCLE	PLYMOUTH MN 55446
09-118-22-34-0043	MARK DUSBABEK		4510 ORCHID CIR N	PLYMOUTH MN 55446	4510 ORCHID CIR	PLYMOUTH MN 55446
09-118-22-34-0044	AMY NICOLE SCHEVING	JUSTIN LEE MERRILL	4520 ORCHID CIR N	PLYMOUTH MN 55446	4520 ORCHID CIR N	PLYMOUTH MN 55446
09-118-22-34-0045	MICHELLE A OELKE		4530 ORCHID CIR N	PLYMOUTH MN 55446	4530 ORCHID CIR N	PLYMOUTH MN 55446
09-118-22-34-0046	JUSTINE BOLOGNINO		4540 ORCHID CIR N	PLYMOUTH MN 55446	4540 ORCHID CIRCLE N	PLYMOUTH MN 55446
09-118-22-34-0047	KIMBERLY M NIEMAN		4550 ORCHID CIR N	PLYMOUTH MN 55446	4550 ORCHID CIR N	PLYMOUTH MN 55446
09-118-22-34-0053	SFR BORROWER 2022 LLC		4645 ORCHID LA N	PLYMOUTH MN 55446	120 S RIVERSIDE PLZ #1600	CHICAGO IL 60606
09-118-22-34-0054	DONNA L ROEHL		4635 ORCHID LA N	PLYMOUTH MN 55446	4635 ORCHID LA N	PLYMOUTH MN 55446
09-118-22-34-0055	YOUNGJOO LEE		4625 ORCHID LA N	PLYMOUTH MN 55446	4625 ORCHID LA N	PLYMOUTH MN 55446
09-118-22-34-0056	DALE A & ALICE E WOLD		4615 ORCHID LA N	PLYMOUTH MN 55446	4615 ORCHID LA N	PLYMOUTH MN 55446
09-118-22-34-0057	CHIATING LU & MEIYAO CHENG		4605 ORCHID LA N	PLYMOUTH MN 55446	4605 ORCHID LA N	PLYMOUTH MN 55446
09-118-22-34-0058	TIMOTHY D REISNER	DEBORAH R REISNER	4640 ORCHID LA N	PLYMOUTH MN 55446	4640 ORCHID LA N	PLYMOUTH MN 55446
09-118-22-34-0059	JOHN POHL		4630 ORCHID LA N	PLYMOUTH MN 55446	4630 ORCHID LA N	PLYMOUTH MN 55446
09-118-22-34-0060	KENNETH ELANDER	DONNA ELANDER	4620 ORCHID LA N	PLYMOUTH MN 55446	4620 ORCHID LA N	PLYMOUTH MN 55446
09-118-22-34-0061	GARY MACKINNON	KATHERINE MACKINNON	4610 ORCHID LA N	PLYMOUTH MN 55446	4610 ORCHID LA N	PLYMOUTH MN 55446
09-118-22-34-0062	WAYNE FROESE & SHERYL FROESE		4600 ORCHID LA N	PLYMOUTH MN 55446	4600 ORCHID LA N	PLYMOUTH MN 55446
09-118-22-34-0065	HEATHER HAMILTON SIMONETT	JOSEPH EDWARD SIMONETT	4630 RANCHVIEW LA N	PLYMOUTH MN 55446	4630 RANCHVIEW LA N	PLYMOUTH MN 55446

City of Plymouth

Preliminary Assessment Roll

PID	PROPERTY OWNER 1	PROPERTY OWNER 2	PROPERTY ADDRESS	PROPERTY CITY, STATE, ZIP	TAXPAYER ADDRESS	TAXPAYER CITY, STATE, ZIP
09-118-22-34-0066	MILLS RE0030917	PDS TAX SERVICES	4620 RANCHVIEW LA N	PLYMOUTH MN 55446	PO BOX 13519	ARLINGTON TX 76094
09-118-22-34-0067	ANTHONY W SAUCIER	HEATHER M SAUCIER	4610 RANCHVIEW LA N	PLYMOUTH MN 55446	4610 RANCHVIEW LA N	PLYMOUTH MN 55446
09-118-22-34-0068	MARISSA LAUREN JAHNKE	MATTHEW JAHNKE	4600 RANCHVIEW LA N	PLYMOUTH MN 55446	4600 RANCHVIEW LA N	PLYMOUTH MN 55446
09-118-22-34-0069	MARY C MATHIESON		4605 QUANTICO LA N	PLYMOUTH MN 55446	4605 QUANTICO LA N	PLYMOUTH MN 55446
09-118-22-34-0070	ADRISH SEN & NANDINI SEN		4615 QUANTICO LA N	PLYMOUTH MN 55446	4615 QUANTICO LA N	PLYMOUTH MN 55446
09-118-22-34-0071	SUSAN K NOHA		4625 QUANTICO LA N	PLYMOUTH MN 55446	4625 QUANTICO LA N	PLYMOUTH MN 55446
09-118-22-34-0072	DANIEL C & JACQUELINE A LEE		4635 QUANTICO LA N	PLYMOUTH MN 55446	4635 QUANTICO LA N	PLYMOUTH MN 55446
09-118-22-34-0073	TIMOTHY V GRIFFIN		4640 QUANTICO LA N	PLYMOUTH MN 55446	4640 QUANTICO LA	PLYMOUTH MN 55446
09-118-22-34-0074	TOR SWANSON	JESSICA SWANSON	4630 QUANTICO LA N	PLYMOUTH MN 55446	4630 QUANTICO LA N	PLYMOUTH MN 55446
09-118-22-34-0075	MARY JO A BALL		4620 QUANTICO LA N	PLYMOUTH MN 55446	4620 QUANTICO LA N	PLYMOUTH MN 55446
09-118-22-34-0076	ELIZABETH J & ALLAN J COTIE		4610 QUANTICO LA N	PLYMOUTH MN 55446	4610 QUANTICO LA N	PLYMOUTH MN 55446
09-118-22-34-0077	DEREK & SUSAN GULLETT		4600 QUANTICO LA N	PLYMOUTH MN 55446	4600 QUANTICO LA N	PLYMOUTH MN 55446
09-118-22-34-0078	DARIN J DVORAK		4605 POLARIS LA N	PLYMOUTH MN 55446	4605 POLARIS LA N	PLYMOUTH MN 55446
09-118-22-34-0079	JEFFREY CHENGCHAROEN	MAKIKO ISHIZAWA	4615 POLARIS LA N	PLYMOUTH MN 55446	4615 POLARIS LA N	PLYMOUTH MN 55446
09-118-22-34-0080	URI P ROSENWALD	KARA L ROSENWALD	4625 POLARIS LA N	PLYMOUTH MN 55446	4625 POLARIS LA N	PLYMOUTH MN 55446
09-118-22-34-0081	MATTHEW & AMY ROEHL		4635 POLARIS LA N	PLYMOUTH MN 55446	4635 POLARIS LA N	PLYMOUTH MN 55446
09-118-22-34-0082	KEVIN D & SHEENA M SWANSON		4640 POLARIS LA N	PLYMOUTH MN 55446	4640 POLARIS LA N	PLYMOUTH MN 55446
09-118-22-34-0083	PETER E & LORA L SELINGER		4630 POLARIS LA N	PLYMOUTH MN 55446	4630 POLARIS LA N	PLYMOUTH MN 55446
09-118-22-34-0084	REBECCA S SHAFFER		4620 POLARIS LA N	PLYMOUTH MN 55446	4620 POLARIS LA N	PLYMOUTH MN 55446
09-118-22-34-0085	JOSHUA HEATH & SARA JOHNSON		4610 POLARIS LA N	PLYMOUTH MN 55446	4610 POLARIS LA N	PLYMOUTH MN 55446
09-118-22-34-0086	R H MATERNA & T A MATERNA		4600 POLARIS LA N	PLYMOUTH MN 55446	4600 POLARIS LA N	PLYMOUTH MN 55446
09-118-22-34-0087	JAMES NIELSEN/MISTY NIELSEN		4640 RANCHVIEW LA N	PLYMOUTH MN 55446	4640 RANCHVIEW LA N	PLYMOUTH MN 55446
14-118-22-14-0006	LAKNATH GOONETILLEKE		4155 ZACHARY LA N	PLYMOUTH MN 55441	4440 GLACIER LA N	PLYMOUTH MN 55446
14-118-22-14-0041	CITY OF PLYMOUTH		4295 ZACHARY LA N	PLYMOUTH MN 55441	3400 PLYMOUTH BLVD	PLYMOUTH MN 55447
14-118-22-41-0067	CITY OF PLYMOUTH		40 ADDRESS UNASSIGNED	PLYMOUTH MN 00000	3400 PLYMOUTH BLVD	PLYMOUTH MN 55447
17-118-22-21-0050	MARK H BOOK & SHELLY M BOOK		4400 HOLLY LA N	PLYMOUTH MN 55446	4400 HOLLY LA N	PLYMOUTH MN 55446
17-118-22-22-0001	MARK & SHELLY BOOK		4425 HOLLY LA N	PLYMOUTH MN 55446	4400 HOLLY LANE NORTH	PLYMOUTH MN 55446

Appendix D: Geotechnical Reports

BRAUN INTERTEC

the science you build on

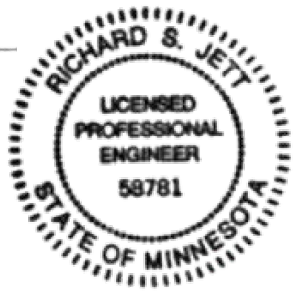
Revised Geotechnical Evaluation Report

City of Plymouth 2026 Street Rehabilitation
Plymouth, Minnesota

Prepared for

Alliant Engineering, Inc.

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



Richard S. Jett, PE
Senior Engineer
License Number: 58781
November 3, 2025

Project B2502053

Braun Intertec Corporation

November 3, 2025 Project B2502053

Eric Nelson, PE
Alliant Engineering, Inc.
733 Marquette Avenue South, Suite 700
Minneapolis, MN 55402

Re: Revised Geotechnical Evaluation Report
City of Plymouth 2026 Street Rehabilitation
Plymouth, Minnesota

Dear Mr. Nelson:

We are pleased to present this Revised Geotechnical Evaluation Report for the above referenced project. The following report provides the results of our evaluation and should be read in its entirety.

Thank you for making Braun Intertec your geotechnical consultant for this project. If you have questions about this report, or if there are other services that we can provide in support of our work to date, please contact Richard Jett at 952.995.2241 (rjett@braunintertec.com) or Kevin Zalec at 952.995.2223 (kzalec@braunintertec.com)

Sincerely,

BRAUN INTERTEC CORPORATION

Richard S. Jett, PE
Senior Engineer

Kevin S. Zalec, PE
Senior Engineer

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Appendix

Soil Boring Location Sketch
Log of Hand Auger Sheets C-2 through C-38
Descriptive Terminology of Soil
Core Photographs
GPR Scan Results
MnDOT State Aid 10-ton ESAL Calculator
MnPAVE Results

A. Introduction

A.1. Project Description

This Geotechnical Evaluation Report addresses the design and rehabilitation of existing roadways across four project areas located in the City of Plymouth, Minnesota. Tables 1a through 1d provides a summary of project details as we understand them.

Table 1a. Project Description – Holly Lane North

Aspect	Description	Source
Project area extents	Holly Lane from Old Rockford Road to 47th Avenue North	Provided
Current roadway description	Two lane local roadway with curb and gutter on both sides and a bituminous walkway on the west side.	Provided
Nature of improvements	Full depth reclamation	Provided
Current / new pavement type	HMA / HMA	Provided
AADT	Less than 600	MnDOT Traffic Mapping Application
ESALs*	69,000	State Aid 10-ton ESAL Traffic Forecast Calculator

*Equivalent 18,000-lb single axle loads based on 20-year design.

Table 1b. Project Description – Neighborhood Roadways

Aspect	Description	Source
Project area extents	45th through 49th Avenue, Parkview Lane, Terraceview Lane, Upland Lane, Quantico Lane, Orchid Lane, Polaris Lane, Ranchview Lane, and Shenandoah Lane	Provided
Current roadway description	Two lane local roadways with curb and gutter on both sides	Provided
Nature of improvements	Mill and Overlay	Provided
Current / new pavement type	HMA / HMA	Provided
AADT (2023)	46th Avenue North – 861 Remaining roadways - Less Than 600	MnDOT Traffic Mapping Application
ESALs*	99,000	State Aid 10-ton ESAL Traffic Forecast Calculator

*Equivalent 18,000-lb single axle loads based on 20-year design.

Table 1c. Project Description – Vinewood Lane

Aspect	Description	Source
Project area extents	Vinewood Lane from Rockford Road to Northwest Boulevard	Provided
Current roadway description	Urban major collector with two main drive lanes each direction and intermittent turn lanes.	Provided
Nature of improvements	Full depth reclamation	Provided
Current / new pavement type	HMA / HMA	Provided
AADT (2023)	Rockford Road to commercial entrance intersection – 14,166 Commercial entrance intersection to Northwest Boulevard – 3,632	MnDOT Traffic Mapping Application
ESALs*	Rockford Road to commercial entrance intersection - 1,972,000 Commercial entrance intersection to Northwest Boulevard – 395,000	State Aid 10-ton ESAL Traffic Forecast Calculator

*Equivalent 18,000-lb single axle loads based on 20-year design.

Table 1d. Project Description – Zachary Lane

Aspect	Description	Source
Project area extents	Zachary Lane from 36th Avenue North to Rockford Road	Provided
Current roadway description	Urban major collector with one drive lane each direction and intermittent turn lanes. There is a concrete curb on both sides of the road.	Provided
Nature of improvements	Mill and Overlay	Provided
Current / new pavement type	HMA / HMA	Provided
AADT (2023)	Rockford Road to 40th Avenue – 7079 40th Avenue to 36th Avenue - 6188	MnDOT Traffic Mapping Application
ESALs*	Rockford Road to 40th Avenue – 911,000 40th Avenue to 36th Avenue – 805,000	State Aid 10-ton ESAL Traffic Forecast Calculator

*Equivalent 18,000-lb single axle loads based on 20-year design.

The figure below shows an illustration of the proposed street improvement areas.

Figure 1. Project Improvement Areas

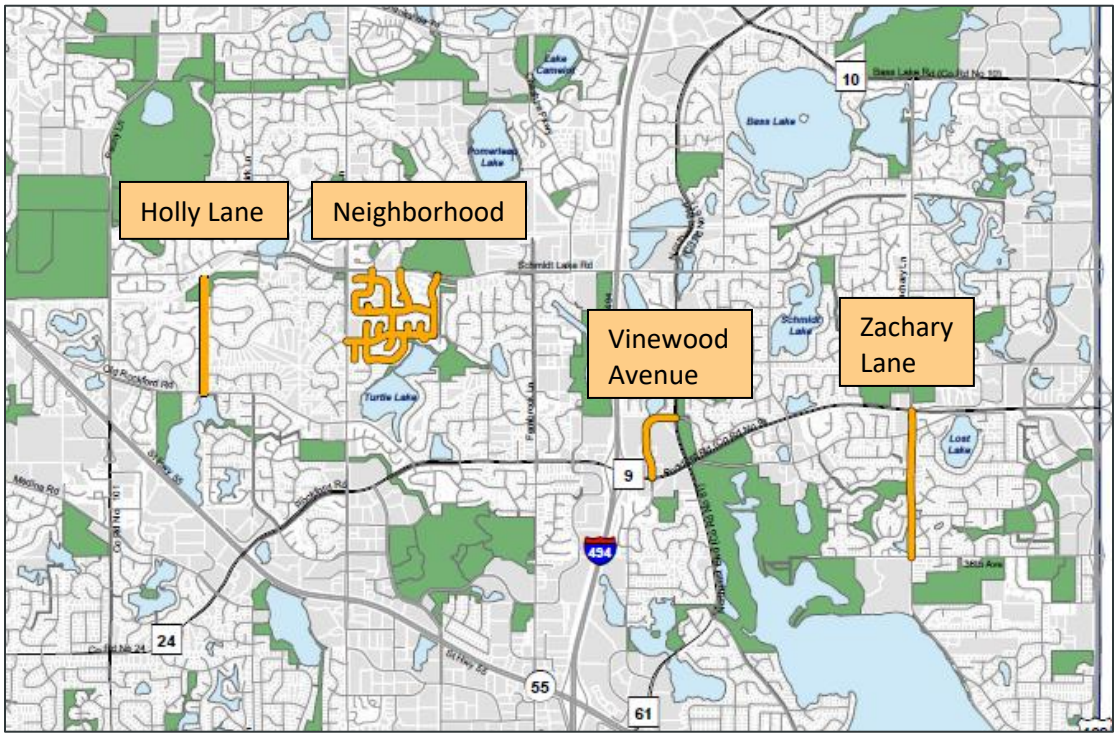


Figure furnished by Alliant Engineering, Inc. (undated)

It should be noted that the City is considering constructing a roundabout along Vinewood Lane near the commercial entrance intersection. At the time this report was written, plans had not been finalized for this roundabout. Should recommendations for design and construction of this roundabout be needed, they will be provided under separate cover as an addendum to this report.

We have described our understanding of the proposed construction and site to the extent others reported it to us. Depending on the extent of available information, we may have made assumptions based on our experience with similar projects. If we have not correctly recorded or interpreted the project details, the project team should notify us. New or changed information could require additional evaluation, analyses and/or recommendations.

A.2. Site Conditions

Currently, all four project areas included in this project are due for rehabilitation based on the City of Plymouth Capital Improvements Plan. The roadways included in this project are generally bituminous.

The areas included in the City of Plymouth 2026 Street Improvements projects are generally hilly with surface variations generally ranging from 900 to 1030 feet.

A.3. Purpose

The purpose of our geotechnical evaluation was to characterize subsurface geologic conditions at selected exploration locations, evaluate their impact on the project, and provide geotechnical recommendations for use in the design and rehabilitation of the project roadways.

A.4. Background Information and Reference Documents

We reviewed the provided Request for Proposal sent by Alliant Engineering, Inc. on January 29, 2025. In addition, we have used several publicly available sources of information including topography maps obtained from the Minnesota Department of Natural Resources (MnTOPO website), MnDOT Traffic Mapping Application, MnDOT State Aid 10-Ton ESAL Calculator, MnPAVE, and Google Earth aerial photographs.

A.5. Scope of Services

We performed our scope of services for the project in accordance with our Proposal for a Geotechnical Evaluation and Desktop Environmental Review (QTB209861) dated February 7, 2025. The following list describes the geotechnical tasks completed in accordance with our authorized scope of services.

- Reviewing the background information and reference documents previously cited.

- Staking and clearing the exploration location of underground utilities. We selected and staked the new exploration locations. We acquired the surface elevations and locations with GPS technology using the State of Minnesota's permanent GPS base station network. The Soil Boring Location Sketch included in the Appendix shows the approximate locations of the borings.

- Performing 38 flight auger borings, denoted as C-1 through C-38, to depths of approximately 5 feet below grade across the site. Boring C-1 was cancelled prior to our arrival on site. We also obtained pavement cores at each location. Photographs of these cores are included in the appendix.

- Perform Ground Penetrating Radar (GPR) scans of the project roadways and provide graphical results of these scans.
- Performing laboratory testing on select samples to aid in soil classification and engineering analysis.
- Prepare an Environmental Desktop Study of the project areas. This report will be issued under separate cover.
- Preparing this report containing a boring location sketch, logs of soil borings, a summary of the soils encountered, results of laboratory tests, and recommendations for use in the rehabilitation of the project roadways.

Our scope of services did not include environmental field services or testing and our geotechnical personnel performing this evaluation are not trained to provide environmental field services or testing. It should be noted that we performed an environmental desktop study of the project areas as part of this project. Results from that study will be provided at a later date under separate cover.

B. Results

B.1. Geologic Overview

We based the geologic origins used in this report on the soil types, in-situ and laboratory testing, and available common knowledge of the geological history of the site. Because of the complex depositional history, geologic origins can be difficult to ascertain. We did not perform a detailed investigation of the geologic history for the site.

B.2. Pavement Coring Results

As previously noted, we took a pavement core at each of the marked flight auger boring locations. Table 2 outlines the results of this pavement coring. Photographs of the recovered pavement cores are included in the Appendix.

Table 2. Pavement Coring Results

Boring Location	Project Area	Roadway	Bituminous Thickness (inches)	Apparent Aggregate Base Thickness (inches)	Pavement Core Condition
C-2	Holly Lane	Holly Lane	3 1/4	9	Good
C-3			4 1/4	14	Minor Raveling
C-4			4 1/4	26	Good
C-5			4 1/4	12	Good
Average			**4.0**	**15.2**	**---**
C-6	Residential Neighborhood	49th Avenue	3 3/4	10	Good
C-7		47th Avenue	4 1/4	9	Good
C-8		47th Avenue	4 1/4	8	Minor stripping
C-9		Terraceview Lane (Court)	4	8	Minor raveling
C-10		47th Avenue	3 3/4	9	Good
C-11		49th Avenue	3 3/4	11	Minor stripping
C-12		Ranchview Lane	4 1/2	8	Good
C-13		48th Avenue (Court)	3 3/4	6	Moderate stripping
C-14		Quantico Lane	5 1/4	2	Minor raveling
C-15		47th Avenue	4 1/4	5	Good
C-16		Orchid Lane	4 1/4	9	Minor stripping
C-17		Orchid Lane	5 1/4	7	Good
C-18		Polaris Lane (Court)	3 1/2	10	Moderate stripping
C-19		46th Avenue	4	9	Good
C-20		Quantico Lane (Court)	4 1/4	10	Good
C-21		46th Avenue	4	8	Good
C-22		45th Avenue	4 1/4	17 3/4	Minor stripping
C-23		45th Avenue	3 1/4	9	Minor stripping
C-24		Terraceview Lane	4 1/4	10	Good
C-25		Upland Lane (Court)	4 1/4	9	Good
C-26		Terraceview Lane (Court)	4	8	Minor stripping and raveling
C-27		Shenandoah Lan (Court)	3 1/2	9	Minor stripping
C-28		Ranchview Lane (Court)	4	8 1/2	Minor stripping
Average		---	**4.1**	**8.7**	**---**
C-29	Vinewood Lane	Vinewood Lane	4 3/4	12	Good
C-30			5 1/2	10	Good
C-31			6	8 1/2	Good
C-32			5 1/4	9	Good
C-33			5 3/4	10	Minor stripping
Average			**5.4**	**9.9**	**---**

Boring Location	Project Area	Roadway	Bituminous Thickness (inches)	Apparent Aggregate Base Thickness (inches)	Pavement Core Condition
C-34	Zachary Lane	Zachary Lane	8	10	Debonded at 2 inches
C-35			8 1/4	None Observed*	Minor raveling
C-36			7 1/4	8	Minor raveling
C-37			8 1/2	6	Minor raveling
C-38			8 1/2	8	Debonded at 2 inches and severe raveling
Average			**8.1**	**8.0***	**---**

*Aggregate base was indistinguishable from underlying soil. This value was not included in the average.

We did not perform gradation analysis on the apparent aggregate base material encountered as part of the pavement section, in accordance with our scope of work. Therefore, we cannot conclusively determine if the encountered material satisfies a particular specification.

B.3. Ground Penetrating Radar Results

GPR was used to approximate pavement layer thicknesses along each of the roadways for this project. The data was collected at a nominal 1-foot interval in both directions of travel. Where “ground truth” (soil boring) data was obtained, the interpreted layers from the GPR scan were compared directly to the measured thicknesses to validate the accuracy of the GPR analysis.

Based on our analysis using the RADAN software program, Table 3 provides the interpreted average pavement layer thicknesses and statistical data for the roadways in this project. The graphs in the Appendix show the interpreted layer depth per foot along the roadway. We recommend referring to these graphs to see how thicknesses vary.

Table 3. Statistics of GPR-Estimated Bituminous Pavement Thicknesses

Project Area	Segment	Direction	Bituminous Thickness (inches)				
			Avg	Std Dev	Min[1]	Max	10th Pctl
Holly Lane		NB	3.9	0.6	2.4	7.0	3.0
		SB	4.7	0.8	2.8	6.6	3.6

Project Area	Segment	Direction	Bituminous Thickness (inches)				
			Avg	Std Dev	Min[1]	Max	10th Pctl
Residential Neighborhood	45th Avenue	EB	4.0	0.4	2.7	5.9	3.6
		WB	5.3	0.4	3.3	6.6	4.8
	46th Avenue	EB	5.0	0.6	3.6	10	4.2
		WB	5.3	0.7	2.9	8.2	4.4
	47th Avenue	EB	5.4	0.9	3.0	9.1	4.4
		WB	7.5	1.2	2.4	13.9	6.4
	48th Avenue	EB	5.3	0.7	3.0	7.1	4.5
		WB	4.3	0.7	3.3	6.4	3.6
	49th Avenue	EB	5.3	0.8	3.0	7.7	4.2
		WB	5.5	0.7	1.8	8.9	4.7
	Orchid Circle	EB	4.2	0.7	2.1	7.5	3.5
		WB	5.3	0.5	4.2	7.3	4.6
	Orchid Lane	NB	6.4	0.7	3.8	9.1	5.5
		SB	6.0	0.8	2.7	9.2	5.3
	Polaris Lane	NB	5.6	0.6	4.2	7.6	4.9
		SB	5.3	0.7	3.8	7.4	4.4
	Quantico Lane Cul De Sac	NB	4.2	0.8	2.8	5.9	3.3
		SB	5.9	0.9	3.9	8.5	4.7
	Quantico Lane	NB	3.6	0.9	1.7	7.7	2.4
		SB	3.0	0.3	2.1	5.7	2.7
	Ranchview Lane	NB	4.2	0.4	2.7	6.1	3.7
		SB	4.3	0.7	1.5	7.7	3.5
	Shenandoah Lane	NB	4.5	0.5	3.0	6.6	3.7
		SB	5.3	0.8	2.9	7.3	4.5
	Terraceview Lane	NB	4.3	0.4	2.8	6.0	3.8
		SB	4.3	0.5	3.0	6.1	3.7
	Upland Lane	NB	4.1	0.5	3.2	6.1	3.7
		SB	4.3	0.5	2.6	6.8	3.7
Vinewood Lane	Northbound	Left Lane	7.8	1.1	5.4	13.7	6.7
		Right Lane	6.2	1.3	3.3	14.8	5.1
	Southbound	Left Lane	6.6	1.2	3.9	15.1	5.3
		Right Lane	7.5	1.0	4.2	14.1	6.4
Zachary Lane[3]		SB	10	1.2	6.7	17.3	8.8

1. Minimum values can be extreme outliers resulting from noise and other erroneous readings. We recommend using 10th percentile values and consulting the graphics attached to this report.
3. Northbound data for Zachary Lane was not representative of field conditions and therefore not included in this table.

Substantial ambient interference of the GPR signal made it difficult to interpret layer transitions below those of the bituminous layer. As such, a second layer (likely aggregate base) was not visible throughout the project alignment. A lack of a visible layer in the GPR scan does not imply an absence of one within the pavement section. Our flight auger borings suggested a probable aggregate base layer within the pavement section.

B.4. Flight Auger Boring Results

Tables 4a through 4d provides a summary of the flight boring results in the general order we encountered the strata for each of the project areas. Please refer to the Log of Boring sheets in the Appendix for additional details. The Descriptive Terminology sheet in the Appendix includes definitions of abbreviations used in Tables 4a through 4d.

Table 4a. Subsurface Profile Summary – Holly Lane (C-2 through C-5)

Strata	Soil Type - ASTM Classification	Commentary and Details
Pavement section	---	▪ See Table 2.
Fill	SP, SP-SM, SM, SC	▪ Observed at the boring locations extending to their termination depths. ▪ Moisture conditions were generally moist. ▪ Generally sandy soils within the top 3 to 4 feet with clay-laden soils below. ▪ Trace amounts of gravel. ▪ Generally brown to gray-brown in color.

Table 4b. Subsurface Profile Summary – Residential Neighborhood (C-6 through C-28)

Strata	Soil Type - ASTM Classification	Commentary and Details
Pavement section	---	▪ See Table 2.
Fill	SP, SP-SM, SM, SC, CL	▪ Observed at the boring locations extending to their termination depths. ▪ Moisture conditions were generally moist. ▪ Generally sandy soils within the top 3 feet with clay-laden soils below. ▪ Varying amounts of gravel throughout the profile. ▪ Generally brown to gray-brown in color. ▪ Bituminous debris was encountered C-7, C-10, C-25, and C-26 within the top 3 feet.

Table 4c. Subsurface Profile Summary – Vinewood Lane (C-29 through C-33)

Strata	Soil Type - ASTM Classification	Commentary and Details
Pavement section	---	▪ See Table 2.
Fill	SP, SP-SM, SM, SC	▪ Observed at the boring locations extending to their termination depths. ▪ Moisture conditions were generally moist. ▪ Generally sandy soils within the top 3 feet with clay-laden soils below. ▪ Varying amounts of gravel throughout the profile. ▪ Generally brown to gray-brown in color.

Table 4d. Subsurface Profile Summary – Zachary Lane (C-34 through C-38)

Strata	Soil Type - ASTM Classification	Commentary and Details
Pavement section	---	▪ See Table 2.
Fill	SP-SM, SM, SC	▪ Observed at the boring locations extending to their termination depths. ▪ Moisture conditions were generally moist. ▪ Generally sandy soils within the top 4 feet with clay-laden soils below. ▪ Varying amounts of gravel throughout the profile. ▪ Generally brown to dark gray in color. ▪ Zone of slightly organic soils were encountered in Boring C-38.

For simplicity in this report, we define existing fill to mean existing, uncontrolled, or undocumented fill.

B.5. Groundwater

We did not observe groundwater while advancing our borings. Therefore, it appears that groundwater is below the depths explored. Project planning should anticipate seasonal and annual fluctuations of groundwater. Given the general soil profile of sandy soils overlying clay-laden soils, the project team should anticipate that the site is generally conducive to the formation of perched groundwater conditions and as such, precautions should be taken to handle perched groundwater should it be encountered.

B.6. Laboratory Test Results

The boring logs show the results of laboratory testing we performed, next to the tested sample depth. Moisture content tests performed on select soil samples indicated moisture contents ranging from 4 to 30 percent moisture by weight. Sieve analysis tests performed on select soil samples indicated from 9 to 61 percent particles, by weight, passing the No. 200 sieve.

C. Recommendations

C.1. Design and Construction Discussion

C.1.a. Overview

We understand that a portion of the project (Holly Lane and Vinewood Lane) will be rehabilitated using full depth reclamation (FDR) techniques and the remaining roadways (Zachary Lane, 45th through 49th Avenue, Parkview Avenue, Terraceview Avenue, Upland Avenue, Quantico Lane, Orchid Lane, Polaris Lane, Ranchview Lane, and Shenandoah Lane) will be rehabilitated using mill & overlay rehabilitation techniques. Traffic information used for our analysis is included in section A.1.

C.1.b. Full Depth Reclamation

In general, the soil borings and power auger borings performed along Holly Lane and Vinewood Lane encountered bituminous pavements ranging from approximately 3 1/4 to 6 inches (10th percentile thicknesses of GPR scans observed 3.3 and 5.9 inches respectively) with apparent aggregate base thicknesses ranging from approximately 8 1/2 to 26 inches and total pavement section thicknesses generally ranging from approximately 12 to 30 inches. Subgrade soils generally included sandy soils within the top few feet of pavement with clay-laden soils encountered at deeper depths.

Based on the results of the pavement cores, flight auger borings, and ground penetrating radar scans, we anticipate that Holly Lane from Old Rockford Road to Schmidt Lake Road as well as Vinewood Road from the commercial entrance north of Old Rockford Road to Northwest Boulevard will be suitable for rehabilitation using FDR techniques. The segment of Vinewood Road from Old Rockford Road to the commercial entrance, however, is not considered a reasonable candidate for FDR due to the significant traffic loading through this area and the limited reclamation depths feasible through this corridor. Additional discussions regarding alternate options for this area are outlined in Section C.1.d.

C.1.c. Mill & Overlay

Based on the results of the pavement cores, flight auger borings, and ground penetrating radar scans, we anticipate that Zachary Lane from Old Rockford Road to 36th Avenue as well as the neighborhood streets will be suitable for rehabilitation using mill & overlay techniques.

The encountered bituminous thicknesses, through both pavement cores and GPR scans, generally averaged between 3 1/2 to 5 inches in the neighborhood areas and from 7 to 8 1/2 inches along Zachary Lane with isolated zones of thicker or thinner bituminous pavement. In general, a majority of the cores completed in these areas indicated pavements which were in good condition with mild stripping and raveling. Occasional debonding was observed along the Zachary Lane corridor but was generally limited to the top 2 inches of pavement. The project team should anticipate that a mill depth of approximately 2 to 2 1/2 inches with a 2 to 2 1/2-inch overlay can be performed along Zachary Lane and a mill depth of approximately 1 1/2 to 2 inches with a 1 1/2 to 2 inch overlay can be performed within the neighborhood areas. It should be noted that mill depths will likely need to be adjusted during milling in areas, specifically along Quantico Lane where a thinner bituminous section was observed within the GPR results or along Zachary Avenue where potential debonding has occurred to make sure the entire debonded layer is reclaimed. We do not generally recommend a mill depth deeper than 1 1/2 inches be performed on Quantico Lane in the neighborhood area unless a full depth mill is being performed or if the project team anticipates that additional zones of thinner pavement will likely be encountered with a thicker mill depth on streets other than Quantico Lane. The project team can consider using a deeper mill depth along Zachary Lane where economically feasible in order to potentially extend the lifespan of the rehabilitation. Additional details are outlined in Section C.3.b.

A detailed evaluation of pavement surface conditions, which will influence the suitability and service life of the overlay, was outside of the scope of our evaluation. This will be the primary factor influencing the performance of the selected rehabilitation option. The risk and additional cost of repairs with additional milling and/or excavation to reach a suitable surface for overlay placement must also be considered. In general, this will include areas with surface distresses such as fatigue/alligator distress and edge cracks. We recommend further reviewing the condition data from the city's pavement management system for signs that these types of distresses are prevalent within the project area.

C.1.d. Vinewood Avenue Pavement Reconstruction

As noted in C.1.b, the section of Vinewood Avenue from Old Rockford Road to the commercial intersection to the north has a significantly higher traffic volume than the Vinewood Avenue corridor north of the commercial intersection. Pavement thicknesses observed in this area (Cores C-29 and C-30) indicated bituminous thicknesses of 4 3/4 and 5 1/2 inches respectively with apparent aggregate base thicknesses of 12 and 10 inches respectively (total pavement sections of approximately 16 3/4 and 15 1/2 inches).

Given the high traffic loads and limited existing pavement thicknesses/subsequent reclamation depths, we recommend that the project team consider an alternate option for rehabilitation of this section of roadway. The best option with the longest potential lifespan would be to perform a complete reconstruction of the pavement in this area, as we calculate a thicker pavement section is needed to accommodate the higher traffic volumes. The project team could also consider a mill & overlay rehabilitation approach, although this option would have a shorter potential lifespan than the reconstruction option.

C.2. Site Grading and Excavations

C.2.a. Overview

We understand that the roadways included in this project will generally be rehabilitated using either FDR or mill and overlay techniques. However, we recommend a full reconstruction option be considered for Vinewood Avenue from Old Rockford Road to the commercial intersection to the north.

This section includes recommendations for the full reconstruction option of this project area.

C.2.b. Pavement Subgrade Preparation

We recommend the following steps for pavement subgrade preparation, understanding grades will closely match existing.

1. Reclaim and stockpile the existing pavement section (if needed).

2. Remove the exposed unsuitable soils, including organic soils and soft clay soils from below the proposed pavement grade. Based on the results of the borings, we anticipate that minimal if any soil corrections will be needed. Soils used as engineered backfill should be moisture conditioned, placed, and compacted as outlined in Section C.2.g.

3. Have a geotechnical representative observe the excavated subgrade to evaluate if additional subgrade improvements are necessary. Hand auger borings and dynamic cone penetrometer testing should be completed on the exposed subgrade prior to the placement of new engineered fill.

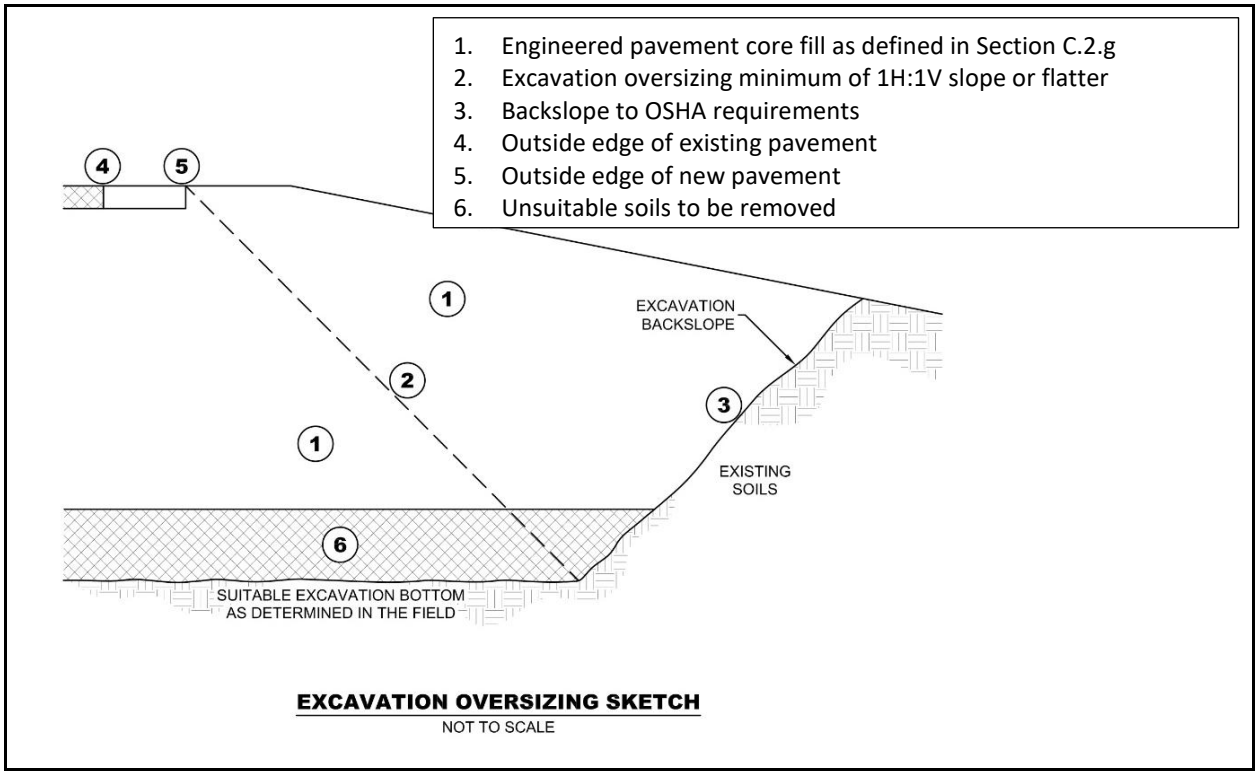
4. Slope subgrade soils to allow the removal of accumulating water.

5. Test roll the exposed subgrade and final subgrade following aggregate base placement, as described in Section C.2.f. Areas that yield or rut in excess of project requirements should be corrected.

C.2.c. Excavation Oversizing

When removing unsuitable materials below pavements where needed, we recommend the excavation extend outward and downward at a slope of 1H:1V or flatter. See Figure 2 for an illustration of excavation oversizing.

Figure 2. Generalized Illustration of Oversizing



C.2.d. Excavated Slopes

Based on the borings, we anticipate on-site soils in excavations will consist of both granular and clay-laden fill soils. These soils are typically considered Type C Soil under OSHA (Occupational Safety and Health Administration) guidelines. OSHA guidelines indicate unsupported excavations in Type C soils should have a gradient no steeper than 1 1/2H:1V. Slopes constructed in this manner may still exhibit surface sloughing.

An OSHA-approved qualified person should review the soil classification in the field. Excavations must comply with the requirements of OSHA 29 CFR, Part 1926, Subpart P, “Excavations and Trenches.” This document states excavation safety is the responsibility of the contractor. The project specifications should reference these OSHA requirements.

C.2.e. Excavation Dewatering

We do not anticipate that static groundwater will be encountered during project excavations. If perched water or accumulated runoff water is encountered, we recommend it is removed from the excavations to facilitate proper backfilling and concrete placement. If needed, project planning should include temporary sumps and pumps for excavations in low-permeability soils, such as clays.

C.2.f. Pavement Subgrade Test Roll

After preparing the subgrade as described above and prior to the placement of the aggregate base, we recommend test rolling the subgrade soils with a fully loaded tandem-axle truck. We also recommend having a geotechnical representative observe the test roll. Areas that fail the test roll likely indicate soft or weak soils that will require additional correction work to support pavements.

The contractor should correct areas that fail to meet the test roll acceptance criteria. Possible options for subgrade correction include moisture conditioning and recompaction, subcutting and replacement with soil or crushed aggregate, and/or geotextiles. We recommend performing a second test roll after the aggregate base material is in place, and prior to placing bituminous pavement.

We recommend performing test rolls in accordance with MnDOT Specification 2111.

C.2.g. Engineered Fill Materials and Compaction

Table 5 contains our recommendations for engineered fill materials and compaction specifications.

Table 5. Recommended Fill and Compaction Specifications*

Material	Material Specification	Compaction Specification
New road core fill (<3 feet below Grading Grade of Road Core)	Granular Embankment MnDOT 2106.1.B.2	MnDOT 2106.3.G.1
New road core fill (>3 feet below Grading Grade of Road Core)	Common Embankment MnDOT 2106.1.B.1	MnDOT 2106.3.G.1
Below landscaped surfaces, where subsidence is not a concern	Non-Structural Grading Material MnDOT 2106.1.B.8	MnDOT 2106.3.G.2

*More select soils comprised of coarse sands with < 5% passing #200 sieve such as MnDOT 3149.2G Fine Filter Aggregate may be needed to accommodate work occurring in periods of wet or freezing weather.

In areas of where new engineered fill is placed as pavement subgrade, new engineered fill soils should be consistent with the classification, moisture content, and performance characteristics of the soils with those in the upper 5 feet of the existing road core. We recommend placing engineered fill in accordance with MnDOT Specification 2106. We recommend compacting engineered fill in accordance with the MnDOT specifications listed in Table 5. The project documents should specify relative compaction of engineered fill, based on the structure located above the engineered fill, and vertical proximity to that structure.

The project documents should not allow the contractor to use frozen material as engineered fill or to place engineered fill on frozen material. Frost should not penetrate under pavements during construction.

We recommend performing density tests in engineered fill to evaluate if the contractors are effectively compacting the soil and meeting project requirements.

C.3. Pavements

C.3.a. Rehabilitation via Full Depth Reclamation (FDR)

Based on the results of the pavement cores, flight auger borings, and ground penetrating radar scans, we anticipate that Holly Lane from Old Rockford Road to Schmidt Lake Road as well as Vinewood Road from the commercial entrance north of Old Rockford Road to Northwest Boulevard will be suitable for rehabilitation using FDR techniques.

In our opinion, a reclamation with a depth of 12 inches can generally be used along both Holly Lane and the north segment of Vinewood Avenue. Based on the pavement measurements from the completed soil borings and power auger borings, these reclamation depths will generally avoid subgrade soils through much of these two project corridors. In areas where subgrade may be penetrated due to an isolated area of thin aggregate base, the reclamation depth may need to be adjusted. Variation of existing pavement depth should be anticipated across the alignment, which will require adjustment of the reclaim depth.

We recommend implementing through quality control practices, including frequent sieve analyses, to achieve a desirable gradation of the reclaimed material. The gradation requirements of MnDOT Specification 2215 (Reclamation) or Specification 3138 (Aggregate for Surface and Base Courses) can be used for the aggregate base; the latter specification's controls on gradation and asphalt content are stricter and will generally be more difficult to meet. We suggest that the contractor assume some contingency for importing clean, crushed rock that can be blended with the reclaimed material to improve the uniformity of the resulting gradation prior to reuse as an aggregate base.

Minor soil corrections may be needed in areas where subgrade instabilities are exhibited during the test roll prior to the placement of bituminous.

C.3.b. Rehabilitation via Mill & Overlay Techniques

A detailed visual assessment of the pavement surface condition was not included in the scope of this evaluation. However, based on the completed pavement cores and power auger borings performed along the roadways as outlined in Section A.1, it appears the cores along Zachary Lane and the neighborhood areas were generally in good condition with minor stripping and raveling and some debonding along Zachary Lane. We recommend an experienced engineer walk the milled surface to delineate areas for these repairs based on conditions exposed by the milling process.

As typical for an overlay, reflective cracking will occur quickly, and crack sealing and other maintenance will be necessary. We recommend a mill thickness of 2 or 2 1/2 inches for Zachary Lane and a 1 1/2 or 2-inch mill thickness for the neighborhood areas, with the replacement mix meeting SPWEA340C. We do not recommend that the mill thickness select for neighborhood area exceed 1 1/2 inches, as the GPR analysis indicated there are specific areas, namely Quantico Lane, with a generally thinner bituminous section where the entire bituminous section may be milled. Should the project team select a 2 inch mill depth for the neighborhood area, the project team should anticipate that additional zones of thinner pavement will be encountered along Quantico Lane. The mill and overlay should proceed in general accordance with MnDOT Specifications 2232 and 2360.

Given the existing clay and silt laden subgrade, limited traffic volumes, and using a 1 1/2 inch mill and overlay in the neighborhood areas, we anticipate that the lifespan of the rehabilitation efforts will be on the order of 7 to 13 years before additional rehabilitation efforts beyond general maintenance will be needed. Given the existing granular subgrade soils encountered and using a 2 inch mill and overlay in the Zachary Lane area, we anticipate that the lifespan of the rehabilitation efforts will be on the order of 10 to 16 years before additional rehabilitation efforts beyond general maintenance will be needed. The project team can consider increasing the mill depth along Zachary Lane to 4 inches, as this would increase the potential lifespan of the rehabilitation to around 14 to 18 years but would come at an increased construction cost.

The surface condition prior to milling can also indicate where repairs may be necessary. This includes distresses such as severe longitudinal and transverse cracking, alligator/fatigue cracking of any severity, potholes, and other similar failures. MnDOT defines these distresses in their surface rating procedure as follows:

- High-severity transverse cracking: Any crack running transverse to the centerline of the roadway with significant adjacent random cracking (12 inches or more apart), have large areas of spalling, missing material, and/or potholes.

- High-severity longitudinal cracking: Any crack running parallel to the centerline of the roadway with significant adjacent random cracking (12 inches or more apart), large areas of spalling, missing material, and/or potholes.

- Alligator cracking: A series of interconnected cracks forming many-sided, sharp-angled pieces, 6 inches or less in size typically located in the wheel paths or where traffic loads are concentrated.

C.3.c. Design Sections

Our scope of services for this project did not include laboratory tests on subgrade soils to determine an R-value for pavement design. Based on our experience with similar soils anticipated at the pavement subgrade elevation, we recommend pavement design assume an R-value of 25 for both the Vinewood Lane and Holly Lane corridors. Tables 6a through 6c provides minimum recommended pavement sections, based on the soils support and traffic loads.

Table 6a. Recommended Bituminous Pavement Section – Holly Lane

Material	Thickness (inches)	Designation	MnDOT Specification
Bituminous - Wear	4 (2 lifts)	SPWEA340C	2360
Aggregate base	8*	FDR	2211 or 2215
Residual aggregate base	Varies	---	---

*Thickness of FDR material will vary based on reclamation depth

Table 6b. Recommended Bituminous Pavement Section – Vinewood Lane, North of Commercial Entrance

Material	Thickness (inches)	Designation	MnDOT Specification
Bituminous – Wear	2	SPWEA340C	2360
Bituminous – Non-Wear	3	SPNWB340C	2360
Aggregate base	7*	FDR	2211 or 2215
Residual aggregate base	Varies	---	---

*Thickness of FDR material will vary based on reclamation depth

Table 6c. Recommended Reconstructed Bituminous Pavement Section – Vinewood Lane, South Segment (Rockford Road to Commercial Entrance)

Material	Thickness (inches)	Designation	MnDOT Specification
Bituminous – Wear	4 (2 lifts)	SPWEA440C	2360
Bituminous – Non-wear	4 (2 lifts)	SPNWB430C	2360
Aggregate base	10	Class 5	3138

C.3.d. Subgrade Drainage

Based on the possible presence of clay and silt-laden soils, subgrade drainage will be vital for a high performing pavement. In areas where the pavement is being removed, we recommend installing pavement edge drains consisting of perforated drainpipes below the aggregate base layer tied to the local storm sewer system. We recommend sloping subgrade soils to promote drainage and removal of accumulated water in areas where saturated subgrade soils are encountered during excavations. Where anticipated based on the results of the test roll, we recommend that additional drain tile may be installed.

C.3.e. Performance and Maintenance

We based the above full reconstruction and FDR pavement designs on a 20-year performance life. This is the amount of time before we anticipate the pavement will require major rehabilitation. This performance life assumes routine maintenance, such as seal coating and crack sealing. The actual pavement life will vary depending on variations in weather, traffic conditions and maintenance.

Many conditions affect the overall performance of the pavements. Some of these conditions include the environment, loading conditions and the level of ongoing maintenance. With regard to bituminous pavements in particular, it is common to have thermal cracking develop within the first few years of placement, and continue throughout the life of the pavement. We recommend developing a regular maintenance plan for filling cracks in exterior slabs and pavements to lessen the potential impacts for cold weather distress due to frost heave or warm weather distress due to wetting and softening of the subgrade.

D. Procedures

D.1. Pavement Coring

We obtained core samples of the pavement using a portable coring machine advancing a 4-inch diameter core barrel. Immediately after completing the coring, we repaired the bituminous pavement with a cold-mix bituminous patch. We measured the cores to obtain approximate bituminous thickness and noted their material conditions based on visual observation. The Appendix includes images of the cores.

D.2. Power Auger Borings

We performed the power auger borings using a truck mounted auger. We inferred the soil classifications and strata depths from the cuttings brought to the surface by dead pulling the auger after screwing it to selected depths in the ground. At desired depths, we placed auger cuttings in bags and jars.

D.3. Ground Penetrating Radar

D.3.a. GPR Data Collection

GPR data was collected in August of 2024. GPR collection occurred at posted speed limits and data was recorded continuously along each street (scan interval of 1-foot), in both directions of travel except for cul-de-sac sections. A calibration file, required for data post-processing, was collected at the onset of testing.

D.3.b. GPR Analysis

Data collected by the GPR unit was returned to our office and analyzed to estimate the pavement thickness using RADAN 7.0, a software package included with the GSSI RoadScan system. The software includes tools to delineate pavement layer transitions with thickness estimates based on measured signal time and amplitude.

Where “ground-truth” data (ores) were performed, the interpreted layers from the GPR scan were compared directly to the measured thicknesses from the borings to validate the accuracy of the GPR analysis, with adjustments if necessary to improve accuracy or data clarity.

D.4. Exploration Logs

D.4.a. Log of Boring Sheets

The Appendix includes Log of Boring sheets for our penetration test borings. The logs identify and describe the penetrated geologic materials, and present the results of penetration resistance and other in-situ tests performed. The logs also present the results of laboratory tests performed on penetration test samples and groundwater measurements.

We inferred strata boundaries from changes in the penetration test samples and the auger cuttings. Because we did not perform continuous sampling, the strata boundary depths are only approximate. The boundary depths likely vary away from the boring locations, and the boundaries themselves may occur as gradual rather than abrupt transitions.

D.4.b. Geologic Origins

We assigned geologic origins to the materials shown on the logs and referenced within this report, based on: (1) a review of the background information and reference documents cited above, (2) visual classification of the various geologic material samples retrieved during the course of our subsurface exploration, (3) penetration resistance and other in-situ testing performed for the project, (4) laboratory test results, and (5) available common knowledge of the geologic processes and environments that have impacted the site and surrounding area in the past.

D.5. Material Classification and Testing

D.5.a. Visual and Manual Classification

We visually and manually classified the geologic materials encountered based on ASTM D2488. When we performed laboratory classification tests, we used the results to classify the geologic materials in accordance with ASTM D2487. The Appendix includes a chart explaining the classification system we used.

D.5.b. Laboratory Testing

The exploration logs in the Appendix note the results of the laboratory tests performed on geologic material samples. We performed the tests in general accordance with ASTM procedures.

D.6. Groundwater Measurements

The drillers checked for groundwater while advancing the penetration test borings, and again after auger withdrawal. We then filled the boreholes as noted on the boring logs.

E. Qualifications

E.1. Variations in Subsurface Conditions

E.1.a. Material Strata

We developed our evaluation, analyses and recommendations from a limited amount of site and subsurface information. It is not standard engineering practice to retrieve material samples from exploration locations continuously with depth. Therefore, we must infer strata boundaries and thicknesses to some extent. Strata boundaries may also be gradual transitions, and project planning should expect the strata to vary in depth, elevation and thickness, away from the exploration locations.

Variations in subsurface conditions present between exploration locations may not be revealed until performing additional exploration work, or starting construction. If future activity for this project reveals any such variations, you should notify us so that we may reevaluate our recommendations. Such variations could increase construction costs, and we recommend including a contingency to accommodate them.

E.1.b. Groundwater Levels

We made groundwater measurements under the conditions reported herein and shown on the exploration logs, and interpreted in the text of this report. Note that the observation periods were relatively short, and project planning can expect groundwater levels to fluctuate in response to rainfall, flooding, irrigation, seasonal freezing and thawing, surface drainage modifications and other seasonal and annual factors.

E.2. Continuity of Professional Responsibility

E.2.a. Plan Review

We based this report on a limited amount of information, and we made a number of assumptions to help us develop our recommendations. We should be retained to review the geotechnical aspects of the

designs and specifications. This review will allow us to evaluate whether we anticipated the design correctly, if any design changes affect the validity of our recommendations, and if the design and specifications correctly interpret and implement our recommendations.

E.2.b. Construction Observations and Testing

We recommend retaining us to perform the required observations and testing during construction as part of the ongoing geotechnical evaluation. This will allow us to correlate the subsurface conditions exposed during construction with those encountered by the borings and provide professional continuity from the design phase to the construction phase. If we do not perform observations and testing during construction, it becomes the responsibility of others to validate the assumption made during the preparation of this report and to accept the construction-related geotechnical engineer-of-record responsibilities.

E.3. Use of Report

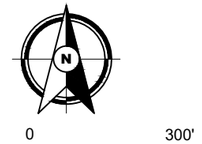
This report is for the exclusive use of the addressed parties. Without written approval, we assume no responsibility to other parties regarding this report. Our evaluation, analyses and recommendations may not be appropriate for other parties or projects.

E.4. Standard of Care

In performing its services, Braun Intertec used that degree of care and skill ordinarily exercised under similar circumstances by reputable members of its profession currently practicing in the same locality. No warranty, express or implied, is made.

Appendix

DENOTES APPROXIMATE LOCATION OF PAVEMENT CORE



150' 0 300'

SCALE: 1"= 300'

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11001 Hampshire Avenue S
Minneapolis, MN 55438
952.995.2000
braunintertec.com

Drawing Information

Project No:	B2502053
Drawing No:	B2402053
Drawn By:	JAG
Date Drawn:	3/24/25
Checked By:	RSJ
Last Modified:	4/30/25

Project Information

City of Plymouth 2026 Street Rehabilitation

Various Streets

Plymouth, Minnesota

Pavement Core Location Sketch

Sheet: 1 of 4 | Fig:

F:\2025\B2502053\CAD\B2402053.dwg,Holly,4/30/2025 3:07:30 PM

DENOTES APPROXIMATE LOCATION OF PAVEMENT CORE

150' 0 300'

SCALE: 1"= 300'

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Minneapolis, MN 55438
952.995.2000
braunintertec.com

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Drawn By:	JAG
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Checked By:	RSJ
Last Modified:	4/30/25

Project Information

City of Plymouth 2026 Street Rehabilitation

Various Streets

Plymouth, Minnesota

Pavement Core Location Sketch

Sheet: 2 of 4

Fig:

F:\2025\B2502053\CAD\B2402053.dwg,ASWW,4/30/2025 3:07:54 PM

DENOTES APPROXIMATE LOCATION OF PAVEMENT CORE

100' 0 200'

SCALE: 1"= 200'

F:\2025\B2502053\CAD\B2402053.dwg,Vinewood,4/30/2025 3:08:23 PM

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Project No:	B2502053
Drawing No:	B2402053
Drawn By:	JAG
Date Drawn:	3/24/25
Checked By:	RSJ
Last Modified:	4/30/25

Project Information

City of Plymouth 2026 Street Rehabilitation

Various Streets

Plymouth, Minnesota

Pavement Core Location Sketch

Sheet: 3 of 4 | Fig:

DENOTES APPROXIMATE LOCATION OF PAVEMENT CORE

200' 0 400'

SCALE: 1"= 400'

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Drawing Information

Project No:	B2502053
Drawing No:	B2402053
Drawn By:	JAG
Date Drawn:	3/24/25
Checked By:	RSJ
Last Modified:	4/30/25

Project Information

City of Plymouth 2026 Street Rehabilitation

Various Streets

Plymouth, Minnesota

Pavement Core Location Sketch

Sheet: 4 of 4 | Fig:

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LOG OF HAND AUGER

See Descriptive Terminology sheet for explanation of abbreviations

Project Number B2502053
Geotechnical Evaluation
City of Plymouth 2026 Street Rehabilitation
Plymouth, Minnesota

HAND AUGER: **C-2**
LOCATION: See attached sketch
DATUM:
NORTHING: EASTING:
OPERATOR: LOGGED BY: S. Kefeli START DATE: 04/15/25 END DATE: 04/15/25
SURFACE ELEVATION: METHOD: Power Auger SURFACING: WEATHER:

Elev./ Depth ft	Water Level	Description of Materials (Soil-ASTM D2488 or 2487)	Sample	Sample Blows Recovery	q_p tsf	MC %	Tests or Remarks
		BITUMINOUS, 3 1/4 inches of bituminous over 9 inches of apparent aggregate base					
1.0		FILL: POORLY GRADED SAND with SILT (SP-SM), fine to coarse-grained, trace Gravel, brown, moist					
3.0		FILL: SILTY SAND (SM), fine to coarse-grained, trace Gravel, brown, moist				20	P200=44%
4.5		FILL: CLAYEY SAND (SC), fine to coarse-grained, brown, moist					
5.0		END OF HAND AUGER	5				Water not observed while augering.

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LOG OF HAND AUGER

See Descriptive Terminology sheet for explanation of abbreviations

Project Number B2502053
Geotechnical Evaluation
City of Plymouth 2026 Street Rehabilitation
Plymouth, Minnesota

HAND AUGER: **C-3**
LOCATION: See attached sketch
DATUM:
NORTHING: EASTING:
OPERATOR: LOGGED BY: S. Kefeli START DATE: 04/15/25 END DATE: 04/15/25
SURFACE ELEVATION: METHOD: Power Auger SURFACING: WEATHER:

Elev./ Depth ft	Water Level	Description of Materials (Soil-ASTM D2488 or 2487)	Sample	Sample Blows Recovery	q_p tsf	MC %	Tests or Remarks
		BITUMINOUS, 4 1/4 inches of bituminous over 14 inches of apparent aggregate base					
1.5		FILL: POORLY GRADED SAND (SP), fine to coarse-grained, trace Gravel, brown, moist					
3.0		FILL: POORLY GRADED SAND with SILT (SP-SM), fine to coarse-grained, contains seams of Clay, brown, moist					
4.5		FILL: SILTY SAND (SM), fine to coarse-grained, trace Gravel, brown, moist				16	
5.0		END OF HAND AUGER	5				Water not observed while augering.

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LOG OF HAND AUGER

See Descriptive Terminology sheet for explanation of abbreviations

Project Number B2502053
Geotechnical Evaluation
City of Plymouth 2026 Street Rehabilitation
Plymouth, Minnesota

HAND AUGER: **C-4**
LOCATION: See attached sketch
DATUM:
NORTHING: EASTING:
OPERATOR: LOGGED BY: S. Kefeli START DATE: 04/15/25 END DATE: 04/15/25
SURFACE ELEVATION: METHOD: Power Auger SURFACING: WEATHER:

Elev./ Depth ft	Water Level	Description of Materials (Soil-ASTM D2488 or 2487)	Sample	Sample Blows Recovery	q_p tsf	MC %	Tests or Remarks
		BITUMINOUS, 4 1/4 inches of bituminous over 26 inches of apparent aggregate base					
3.0		FILL: POORLY GRADED SAND (SP), fine to coarse-grained, trace Gravel, brown, moist				10	
4.5		FILL: SANDY LEAN CLAY (CL), trace Gravel, gray to brown, moist					
5.0		END OF HAND AUGER	5				Water not observed while augering.

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LOG OF HAND AUGER

See Descriptive Terminology sheet for explanation of abbreviations

Project Number B2502053
Geotechnical Evaluation
City of Plymouth 2026 Street Rehabilitation
Plymouth, Minnesota

HAND AUGER: **C-5**
LOCATION: See attached sketch
DATUM:
NORTHING: EASTING:
OPERATOR: LOGGED BY: S. Kefeli START DATE: 04/15/25 END DATE: 04/15/25
SURFACE ELEVATION: METHOD: Power Auger SURFACING: WEATHER:

Elev./ Depth ft	Water Level	Description of Materials (Soil-ASTM D2488 or 2487)	Sample	Sample Blows Recovery	q_p tsf	MC %	Tests or Remarks
		BITUMINOUS, 4 1/4 inches of bituminous over 12 inches of apparent aggregate base					
1.3		FILL: SILTY SAND (SM), fine to coarse-grained, trace Gravel, brown, moist					
3.0		FILL: SANDY LEAN CLAY (CL), trace Gravel, brown, moist				30	
5.0		END OF HAND AUGER	5				Water not observed while augering.

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LOG OF HAND AUGER

See Descriptive Terminology sheet for explanation of abbreviations

Project Number B2502053
Geotechnical Evaluation
City of Plymouth 2026 Street Rehabilitation
Plymouth, Minnesota

HAND AUGER: **C-6**
LOCATION: See attached sketch
DATUM:
NORTHING: EASTING:
OPERATOR: LOGGED BY: S. Kefeli START DATE: 04/15/25 END DATE: 04/15/25
SURFACE ELEVATION: METHOD: Power Auger SURFACING: WEATHER:

Elev./ Depth ft	Water Level	Description of Materials (Soil-ASTM D2488 or 2487)	Sample	Sample Blows Recovery	q_p tsf	MC %	Tests or Remarks
		BITUMINOUS, 3 3/4 inches of bituminous over 10 inches of apparent aggregate base					
1.2		FILL: SILTY SAND (SM), fine to coarse-grained, trace Gravel, brown, moist				10	P200=30%
4.5		FILL: CLAYEY SAND (SC), trace Gravel, contains seams of Silt, brown, moist					
5.0		END OF HAND AUGER	5				Water not observed while augering.

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LOG OF HAND AUGER

See Descriptive Terminology sheet for explanation of abbreviations

Project Number B2502053
Geotechnical Evaluation
City of Plymouth 2026 Street Rehabilitation
Plymouth, Minnesota

HAND AUGER: **C-7**
LOCATION: See attached sketch
DATUM:
NORTHING: EASTING:
OPERATOR: LOGGED BY: S. Kefeli START DATE: 04/15/25 END DATE: 04/15/25
SURFACE ELEVATION: METHOD: Power Auger SURFACING: WEATHER:

Elev./ Depth ft	Water Level	Description of Materials (Soil-ASTM D2488 or 2487)	Sample	Sample Blows Recovery	q_p tsf	MC %	Tests or Remarks
		BITUMINOUS, 4 1/4 inches of bituminous over 9 inches of apparent aggregate base					
1.1		FILL: SILTY SAND (SM), fine to coarse-grained, trace to little Gravel, bituminous debris, brown, moist					
3.0		FILL: CLAYEY SAND (SC), trace Gravel, brown, moist					
4.5		FILL: POORLY GRADED SAND with SILT (SP-SM), fine to coarse-grained, trace Gravel, brown, moist	5			17	Water not observed while augering.
5.0		END OF HAND AUGER					

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LOG OF HAND AUGER

See Descriptive Terminology sheet for explanation of abbreviations

Project Number B2502053
Geotechnical Evaluation
City of Plymouth 2026 Street Rehabilitation
Plymouth, Minnesota

HAND AUGER: **C-8**
LOCATION: See attached sketch
DATUM:
NORTHING: EASTING:
OPERATOR: LOGGED BY: S. Kefeli START DATE: 04/15/25 END DATE: 04/15/25
SURFACE ELEVATION: METHOD: Power Auger SURFACING: WEATHER:

Elev./ Depth ft	Water Level	Description of Materials (Soil-ASTM D2488 or 2487)	Sample	Sample Blows Recovery	q_p tsf	MC %	Tests or Remarks
		BITUMINOUS, 4 1/4 inches of bituminous over 8 inches of apparent aggregate base					
1.0		FILL: SILTY SAND (SM), fine to coarse-grained, little Gravel, brown, moist					
3.0		FILL: POORLY GRADED SAND with SILT (SP-SM), fine to coarse-grained, trace Gravel, brown, moist				14	
4.0		FILL: CLAYEY SAND (SC), trace Gravel, dark brown, moist					
5.0		END OF HAND AUGER	5				Water not observed while augering.

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LOG OF HAND AUGER

See Descriptive Terminology sheet for explanation of abbreviations

Project Number B2502053
Geotechnical Evaluation
City of Plymouth 2026 Street Rehabilitation
Plymouth, Minnesota

HAND AUGER: **C-9**
LOCATION: See attached sketch
DATUM:
NORTHING: EASTING:
OPERATOR: LOGGED BY: S. Kefeli START DATE: 04/15/25 END DATE: 04/15/25
SURFACE ELEVATION: METHOD: Power Auger SURFACING: WEATHER:

Elev./ Depth ft	Water Level	Description of Materials (Soil-ASTM D2488 or 2487)	Sample	Sample Blows Recovery	q_p tsf	MC %	Tests or Remarks
		BITUMINOUS, 4 inches of bituminous over 8 inches of apparent aggregate base					
0.9		FILL: POORLY GRADED SAND (SP), fine to coarse-grained, little Gravel, brown, moist				5	
1.8		END OF HAND AUGER					Practical auger refusal at 22 inches on apparent Cobbles/Boulders Water not observed while augering.
			5				

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LOG OF HAND AUGER

See Descriptive Terminology sheet for explanation of abbreviations

Project Number B2502053
Geotechnical Evaluation
City of Plymouth 2026 Street Rehabilitation
Plymouth, Minnesota

HAND AUGER: **C-10**
LOCATION: See attached sketch
DATUM:
NORTHING: EASTING:
OPERATOR: LOGGED BY: S. Kefeli START DATE: 04/15/25 END DATE: 04/15/25
SURFACE ELEVATION: METHOD: Power Auger SURFACING: WEATHER:

Elev./ Depth ft	Water Level	Description of Materials (Soil-ASTM D2488 or 2487)	Sample	Sample Blows Recovery	q_p tsf	MC %	Tests or Remarks
		BITUMINOUS, 3 3/4 inches of bituminous over 9 inches of apparent aggregate base					
1.1		FILL: SILTY SAND (SM), fine to coarse-grained, trace Gravel, bituminous debris, dark brown, moist					
3.0	▽	FILL: SILTY SAND (SM), fine to coarse-grained, trace Gravel, dark brown, wet					
5.0		END OF HAND AUGER	5			24	Water observed at 3.0 feet while augering.

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LOG OF HAND AUGER

See Descriptive Terminology sheet for explanation of abbreviations

Project Number B2502053
Geotechnical Evaluation
City of Plymouth 2026 Street Rehabilitation
Plymouth, Minnesota

HAND AUGER: **C-11**
LOCATION: See attached sketch
DATUM:
NORTHING: EASTING:
OPERATOR: LOGGED BY: S. Kefeli START DATE: 04/15/25 END DATE: 04/15/25
SURFACE ELEVATION: METHOD: Power Auger SURFACING: WEATHER:

Elev./ Depth ft	Water Level	Description of Materials (Soil-ASTM D2488 or 2487)	Sample	Sample Blows Recovery	q_p tsf	MC %	Tests or Remarks
		BITUMINOUS, 3 3/4 inches of bituminous over 11 inches of apparent aggregate base					
1.2							
		FILL: POORLY GRADED SAND with SILT (SP-SM), fine to coarse-grained, trace Gravel, brown, moist				6	P200=9%
3.0							
		FILL: SILTY SAND (SM), fine to coarse-grained, trace Gravel, brown, moist					
4.5							
		FILL: CLAYEY SAND (SC), fine to coarse-grained, trace Gravel, brown, moist					
5.0			5				
		END OF HAND AUGER					Water not observed while augering.

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LOG OF HAND AUGER

See Descriptive Terminology sheet for explanation of abbreviations

Project Number B2502053
Geotechnical Evaluation
City of Plymouth 2026 Street Rehabilitation
Plymouth, Minnesota

HAND AUGER: **C-12**
LOCATION: See attached sketch
DATUM:
NORTHING: EASTING:
OPERATOR: LOGGED BY: S. Kefeli START DATE: 04/15/25 END DATE: 04/15/25
SURFACE ELEVATION: METHOD: Power Auger SURFACING: WEATHER:

Elev./ Depth ft	Water Level	Description of Materials (Soil-ASTM D2488 or 2487)	Sample	Sample Blows Recovery	q_p tsf	MC %	Tests or Remarks
		BITUMINOUS, 4 1/2 inches of bituminous over 8 inches of apparent aggregate base					
1.0							
		FILL: SILTY SAND with GRAVEL (SM), fine to coarse-grained, dark brown, moist					
3.0						14	
		FILL: CLAYEY SAND (SC), trace Gravel, brown, moist					
5.0			5				Water not observed while augering.
		END OF HAND AUGER					

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See Descriptive Terminology sheet for explanation of abbreviations

Project Number B2502053
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City of Plymouth 2026 Street Rehabilitation
Plymouth, Minnesota

HAND AUGER: **C-13**
LOCATION: See attached sketch
DATUM:
NORTHING: EASTING:
OPERATOR: LOGGED BY: S. Kefeli START DATE: 04/15/25 END DATE: 04/15/25
SURFACE ELEVATION: METHOD: Power Auger SURFACING: WEATHER:

Elev./ Depth ft	Water Level	Description of Materials (Soil-ASTM D2488 or 2487)	Sample	Sample Blows Recovery	q_p tsf	MC %	Tests or Remarks
		BITUMINOUS, 3 3/4 inches of bituminous over 6 inches of apparent aggregate base					
0.8		FILL: SANDY LEAN CLAY (CL), trace Gravel, brown, moist				19	P200=55%
5.0		END OF HAND AUGER	5				Water not observed while augering.

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See Descriptive Terminology sheet for explanation of abbreviations

Project Number B2502053
Geotechnical Evaluation
City of Plymouth 2026 Street Rehabilitation
Plymouth, Minnesota

HAND AUGER: **C-14**
LOCATION: See attached sketch
DATUM:
NORTHING: EASTING:
OPERATOR: LOGGED BY: S. Kefeli START DATE: 04/15/25 END DATE: 04/15/25
SURFACE ELEVATION: METHOD: Power Auger SURFACING: WEATHER:

Elev./ Depth ft	Water Level	Description of Materials (Soil-ASTM D2488 or 2487)	Sample	Sample Blows Recovery	q_p tsf	MC %	Tests or Remarks
0.6		BITUMINOUS, 5 1/4 inches of bituminous over 2 inches of apparent aggregate base					
3.0		FILL: CLAYEY SAND (SC), trace Gravel, brown to gray, moist					
5.0		FILL: CLAYEY SAND (SC), trace Gravel, brown, moist				22	
		END OF HAND AUGER	5				Water not observed while augering.

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Project Number B2502053
Geotechnical Evaluation
City of Plymouth 2026 Street Rehabilitation
Plymouth, Minnesota

HAND AUGER: **C-15**
LOCATION: See attached sketch
DATUM:
NORTHING: EASTING:
OPERATOR: LOGGED BY: S. Kefeli START DATE: 04/15/25 END DATE: 04/15/25
SURFACE ELEVATION: METHOD: Power Auger SURFACING: WEATHER:

Elev./ Depth ft	Water Level	Description of Materials (Soil-ASTM D2488 or 2487)	Sample	Sample Blows Recovery	q_p tsf	MC %	Tests or Remarks
0.8		BITUMINOUS, 4 1/4 inches of bituminous over 5 inches of apparent aggregate base					
3.0		FILL: SILTY SAND (SM), fine to coarse-grained, trace Gravel, brown, moist				18	
5.0		FILL: CLAYEY SAND (SC), trace Gravel, brown, moist					
		END OF HAND AUGER	5				Water not observed while augering.

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See Descriptive Terminology sheet for explanation of abbreviations

Project Number B2502053
Geotechnical Evaluation
City of Plymouth 2026 Street Rehabilitation
Plymouth, Minnesota

HAND AUGER: **C-16**
LOCATION: See attached sketch
DATUM:
NORTHING: EASTING:
OPERATOR: LOGGED BY: S. Kefeli START DATE: 04/15/25 END DATE: 04/15/25
SURFACE ELEVATION: METHOD: Power Auger SURFACING: WEATHER:

Elev./ Depth ft	Water Level	Description of Materials (Soil-ASTM D2488 or 2487)	Sample	Sample Blows Recovery	q_p tsf	MC %	Tests or Remarks
		BITUMINOUS, 4 1/4 inches of bituminous over 9 inches of apparent aggregate base					
1.1		FILL: POORLY GRADED SAND with SILT (SP-SM), fine to coarse-grained, trace Gravel, brown, moist					
3.0		FILL: CLAYEY SAND (SC), trace Gravel, brown, moist				13	P200=30%
5.0		END OF HAND AUGER	5				Water not observed while augering.

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See Descriptive Terminology sheet for explanation of abbreviations

Project Number B2502053
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HAND AUGER: **C-17**
LOCATION: See attached sketch
DATUM:
NORTHING: EASTING:
OPERATOR: LOGGED BY: S. Kefeli START DATE: 04/15/25 END DATE: 04/15/25
SURFACE ELEVATION: METHOD: Power Auger SURFACING: WEATHER:

Elev./ Depth ft	Water Level	Description of Materials (Soil-ASTM D2488 or 2487)	Sample	Sample Blows Recovery	q_p tsf	MC %	Tests or Remarks
		BITUMINOUS, 5 1/4 inches of bituminous over 7 inches of apparent aggregate base					
1.0		FILL: SILTY SAND with GRAVEL (SM), fine to coarse-grained, brown, moist					
3.0		FILL: CLAYEY SAND (SC), trace Gravel, dark brown, moist				14	
5.0		END OF HAND AUGER	5				Water not observed while augering.

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See Descriptive Terminology sheet for explanation of abbreviations

Project Number B2502053
Geotechnical Evaluation
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Plymouth, Minnesota

HAND AUGER: **C-18**
LOCATION: See attached sketch
DATUM:
NORTHING: EASTING:
OPERATOR: LOGGED BY: S. Kefeli START DATE: 04/15/25 END DATE: 04/15/25
SURFACE ELEVATION: METHOD: Power Auger SURFACING: WEATHER:

Elev./ Depth ft	Water Level	Description of Materials (Soil-ASTM D2488 or 2487)	Sample	Sample Blows Recovery	q_p tsf	MC %	Tests or Remarks
		BITUMINOUS, 3 1/2 inches of bituminous over 10 inches of apparent aggregate base					
1.1		FILL: SILTY SAND (SM), fine to coarse-grained, little Gravel, brown, moist					
3.0		FILL: CLAYEY SAND (SC), trace Gravel, brown, moist				17	
5.0		END OF HAND AUGER	5				Water not observed while augering.

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See Descriptive Terminology sheet for explanation of abbreviations

Project Number B2502053
Geotechnical Evaluation
City of Plymouth 2026 Street Rehabilitation
Plymouth, Minnesota

HAND AUGER: **C-19**
LOCATION: See attached sketch
DATUM:
NORTHING: EASTING:
OPERATOR: LOGGED BY: S. Kefeli START DATE: 04/15/25 END DATE: 04/15/25
SURFACE ELEVATION: METHOD: Power Auger SURFACING: WEATHER:

Elev./ Depth ft	Water Level	Description of Materials (Soil-ASTM D2488 or 2487)	Sample	Sample Blows Recovery	q_p tsf	MC %	Tests or Remarks
		BITUMINOUS, 4 inches of bituminous over 9 inches of apparent aggregate base					
1.1		FILL: SILTY SAND (SM), fine to coarse-grained, trace Gravel, dark brown, moist				10	
4.5		FILL: CLAYEY SAND (SC), trace Gravel, dark brown, moist					
5.0		END OF HAND AUGER	5				Water not observed while augering.

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See Descriptive Terminology sheet for explanation of abbreviations

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HAND AUGER: **C-20**
LOCATION: See attached sketch
DATUM:
NORTHING: EASTING:
OPERATOR: LOGGED BY: S. Kefeli START DATE: 04/15/25 END DATE: 04/15/25
SURFACE ELEVATION: METHOD: Power Auger SURFACING: WEATHER:

Elev./ Depth ft	Water Level	Description of Materials (Soil-ASTM D2488 or 2487)	Sample	Sample Blows Recovery	q_p tsf	MC %	Tests or Remarks
		BITUMINOUS, 4 1/4 inches of bituminous over 10 inches of apparent aggregate base					
1.2							
		FILL: SILTY SAND (SM), fine to coarse-grained, little Gravel, brown, moist					
3.0							
		FILL: SANDY LEAN CLAY (CL), trace Gravel, dark brown, moist				25	P200=60%
5.0							
		END OF HAND AUGER	5				Water not observed while augering.

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HAND AUGER: **C-21**
LOCATION: See attached sketch
DATUM:
NORTHING: EASTING:
OPERATOR: LOGGED BY: S. Kefeli START DATE: 04/15/25 END DATE: 04/15/25
SURFACE ELEVATION: METHOD: Power Auger SURFACING: WEATHER:

Elev./ Depth ft	Water Level	Description of Materials (Soil-ASTM D2488 or 2487)	Sample	Sample Blows Recovery	q_p tsf	MC %	Tests or Remarks
1.0		BITUMINOUS, 4 inches of bituminous over 8 inches of apparent aggregate base					
3.0		FILL: SILTY SAND with GRAVEL (SM), fine to coarse-grained, dark brown, moist					
4.5		FILL: CLAYEY SAND (SC), trace Gravel, contains seams of Poorly Graded Sand, dark brown to brown, moist					
5.0		FILL: LEAN CLAY (CL), brown, moist	5			20	Water not observed while augering.
		END OF HAND AUGER					

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HAND AUGER: **C-22**
LOCATION: See attached sketch
DATUM:
NORTHING: EASTING:
OPERATOR: LOGGED BY: S. Kefeli START DATE: 04/15/25 END DATE: 04/15/25
SURFACE ELEVATION: METHOD: Power Auger SURFACING: WEATHER:

Elev./ Depth ft	Water Level	Description of Materials (Soil-ASTM D2488 or 2487)	Sample	Sample Blows Recovery	q_p tsf	MC %	Tests or Remarks
		BITUMINOUS, 4 1/4 inches of bituminous over 17 3/4 inches of apparent aggregate base					
1.8		FILL: CLAYEY SAND (SC), trace Gravel, brown, moist				15	
4.5		FILL: SILTY SAND (SM), fine to coarse-grained, brown, moist					
5.0		END OF HAND AUGER	5				Water not observed while augering.

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HAND AUGER: **C-23**
LOCATION: See attached sketch
DATUM:
NORTHING: EASTING:
OPERATOR: LOGGED BY: S. Kefeli START DATE: 04/15/25 END DATE: 04/15/25
SURFACE ELEVATION: METHOD: Power Auger SURFACING: WEATHER:

Elev./ Depth ft	Water Level	Description of Materials (Soil-ASTM D2488 or 2487)	Sample	Sample Blows Recovery	q_p tsf	MC %	Tests or Remarks
		BITUMINOUS, 3 1/4 inches of bituminous over 9 inches of apparent aggregate base					
1.0		FILL: SILTY SAND (SM), fine to coarse-grained, little Gravel, dark brown, moist					
3.0		FILL: SILTY SAND (SM), fine to coarse-grained, trace Gravel, contains seams of Clayey Sand, brown, moist					
4.5		FILL: SANDY LEAN CLAY (CL), brown, moist				24	
5.0		END OF HAND AUGER	5				Water not observed while augering.

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See Descriptive Terminology sheet for explanation of abbreviations

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HAND AUGER: **C-24**
LOCATION: See attached sketch
DATUM:
NORTHING: EASTING:
OPERATOR: LOGGED BY: S. Kefeli START DATE: 04/15/25 END DATE: 04/15/25
SURFACE ELEVATION: METHOD: Power Auger SURFACING: WEATHER:

Elev./ Depth ft	Water Level	Description of Materials (Soil-ASTM D2488 or 2487)	Sample	Sample Blows Recovery	q_p tsf	MC %	Tests or Remarks
		BITUMINOUS, 4 1/4 inches of bituminous over 10 inches of apparent aggregate base					
1.2		FILL: SILTY SAND with GRAVEL (SM), fine to coarse-grained, brown, moist					
3.0		FILL: CLAYEY SAND (SC), trace Gravel, contains seams of Poorly Graded Sand, dark brown, moist				22	P200=42%
5.0		END OF HAND AUGER	5				Water not observed while augering.

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HAND AUGER: **C-25**
LOCATION: See attached sketch
DATUM:
NORTHING: EASTING:
OPERATOR: LOGGED BY: S. Kefeli START DATE: 04/15/25 END DATE: 04/15/25
SURFACE ELEVATION: METHOD: Power Auger SURFACING: WEATHER:

Elev./ Depth ft	Water Level	Description of Materials (Soil-ASTM D2488 or 2487)	Sample	Sample Blows Recovery	q_p tsf	MC %	Tests or Remarks
		BITUMINOUS, 4 1/4 inches of bituminous over 9 inches of apparent aggregate base					
1.1		FILL: SILTY SAND (SM), fine to coarse-grained, trace Gravel, bituminous debris, dark brown, moist					
3.0		FILL: CLAYEY SAND (SC), trace Gravel, brown, moist				22	
5.0		END OF HAND AUGER	5				Water not observed while augering.

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Plymouth, Minnesota

HAND AUGER: **C-26**
LOCATION: See attached sketch
DATUM:
NORTHING: EASTING:
OPERATOR: LOGGED BY: S. Kefeli START DATE: 04/15/25 END DATE: 04/15/25
SURFACE ELEVATION: METHOD: Power Auger SURFACING: WEATHER:

Elev./ Depth ft	Water Level	Description of Materials (Soil-ASTM D2488 or 2487)	Sample	Sample Blows Recovery	q_p tsf	MC %	Tests or Remarks
		BITUMINOUS, 4 inches of bituminous over 8 inches of apparent aggregate base					
1.0		FILL: SILTY SAND with GRAVEL (SM), fine to coarse-grained, bituminous debris, black to dark brown, moist				4	
3.0		FILL: CLAYEY SAND (SC), trace Gravel, bituminous debris, dark brown, moist					
4.5		FILL: CLAYEY SAND (SC), trace Gravel, brown, moist					
5.0		END OF HAND AUGER	5				

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See Descriptive Terminology sheet for explanation of abbreviations

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HAND AUGER: **C-27**
LOCATION: See attached sketch
DATUM:
NORTHING: EASTING:
OPERATOR: LOGGED BY: S. Kefeli START DATE: 04/15/25 END DATE: 04/15/25
SURFACE ELEVATION: METHOD: Power Auger SURFACING: WEATHER:

Elev./ Depth ft	Water Level	Description of Materials (Soil-ASTM D2488 or 2487)	Sample	Sample Blows Recovery	q_p tsf	MC %	Tests or Remarks
		BITUMINOUS, 3 1/2 inches of bituminous over 9 inches of apparent aggregate base					
1.0		FILL: SILTY SAND (SM), fine to coarse-grained, little Gravel, dark brown, moist					
3.0		FILL: CLAYEY SAND (SC), trace Gravel, contains seams of Silty Sand, brown, moist				10	
5.0		END OF HAND AUGER	5				Water not observed while augering.

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See Descriptive Terminology sheet for explanation of abbreviations

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HAND AUGER: **C-28**
LOCATION: See attached sketch
DATUM:
NORTHING: EASTING:
OPERATOR: LOGGED BY: S. Kefeli START DATE: 04/15/25 END DATE: 04/15/25
SURFACE ELEVATION: METHOD: Power Auger SURFACING: WEATHER:

Elev./ Depth ft	Water Level	Description of Materials (Soil-ASTM D2488 or 2487)	Sample	Sample Blows Recovery	q_p tsf	MC %	Tests or Remarks
		BITUMINOUS, 4 inches of bituminous over 8 1/2 inches of apparent aggregate base					
1.0		FILL: SILTY SAND (SM), fine to coarse-grained, trace Gravel, brown, moist					
3.0		FILL: CLAYEY SAND (SC), medium-grained, trace Gravel, brown, moist				24	
5.0		END OF HAND AUGER	5				Water not observed while augering.

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See Descriptive Terminology sheet for explanation of abbreviations

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HAND AUGER: **C-29**
LOCATION: See attached sketch
DATUM:
NORTHING: EASTING:
OPERATOR: LOGGED BY: S. Kefeli START DATE: 04/15/25 END DATE: 04/15/25
SURFACE ELEVATION: METHOD: Power Auger SURFACING: WEATHER:

Elev./ Depth ft	Water Level	Description of Materials (Soil-ASTM D2488 or 2487)	Sample	Sample Blows Recovery	q_p tsf	MC %	Tests or Remarks
		BITUMINOUS, 4 3/4 inches of bituminous over 12 inches of apparent aggregate base					
1.3		FILL: POORLY GRADED SAND (SP), fine to coarse-grained, trace Gravel, brown, moist					
3.0		FILL: CLAYEY SAND (SC), trace Gravel, brown, wet				15	P200=31%
5.0		END OF HAND AUGER	5				Water not observed while augering.

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HAND AUGER: **C-30**
LOCATION: See attached sketch
DATUM:
NORTHING: EASTING:
OPERATOR: LOGGED BY: S. Kefeli START DATE: 04/15/25 END DATE: 04/15/25
SURFACE ELEVATION: METHOD: Power Auger SURFACING: WEATHER:

Elev./ Depth ft	Water Level	Description of Materials (Soil-ASTM D2488 or 2487)	Sample	Sample Blows Recovery	q_p tsf	MC %	Tests or Remarks
		BITUMINOUS, 5 1/2 inches of bituminous over 10 inches of apparent aggregate base					
1.3		FILL: POORLY GRADED SAND with SILT (SP-SM), fine to coarse-grained, trace Gravel, brown, moist					
3.0		FILL: CLAYEY SAND (SC), trace Gravel, brown, moist				16	P200=46%
5.0		END OF HAND AUGER	5				Water not observed while augering.

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See Descriptive Terminology sheet for explanation of abbreviations

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HAND AUGER: **C-31**
LOCATION: See attached sketch
DATUM:
NORTHING: EASTING:
OPERATOR: LOGGED BY: S. Kefeli START DATE: 04/15/25 END DATE: 04/15/25
SURFACE ELEVATION: METHOD: Power Auger SURFACING: WEATHER:

Elev./ Depth ft	Water Level	Description of Materials (Soil-ASTM D2488 or 2487)	Sample	Sample Blows Recovery	q_p tsf	MC %	Tests or Remarks
		BITUMINOUS, 6 inches of bituminous over 8 1/2 inches of apparent aggregate base					
1.2		FILL: POORLY GRADED SAND with SILT (SP-SM), fine to coarse-grained, trace Gravel, brown, moist					
3.0		FILL: SILTY SAND (SM), fine to coarse-grained, trace Gravel, brown, moist				11	
4.5		FILL: CLAYEY SAND (SC), trace Gravel, brown, moist					
5.0		END OF HAND AUGER	5				Water not observed while augering.

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HAND AUGER: **C-32**
LOCATION: See attached sketch
DATUM:
NORTHING: EASTING:
OPERATOR: LOGGED BY: S. Kefeli START DATE: 04/15/25 END DATE: 04/15/25
SURFACE ELEVATION: METHOD: Power Auger SURFACING: WEATHER:

Elev./ Depth ft	Water Level	Description of Materials (Soil-ASTM D2488 or 2487)	Sample	Sample Blows Recovery	q_p tsf	MC %	Tests or Remarks
		BITUMINOUS, 5 1/4 inches of bituminous over 9 inches of apparent aggregate base					
1.2		FILL: POORLY GRADED SAND (SP), fine to coarse-grained, trace Gravel, brown, moist					
3.0		FILL: SILTY SAND (SM), fine to coarse-grained, trace Gravel, brown, moist				15	
5.0		END OF HAND AUGER	5				Water not observed while augering.

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HAND AUGER: **C-33**
LOCATION: See attached sketch
DATUM:
NORTHING: EASTING:
OPERATOR: LOGGED BY: S. Kefeli START DATE: 04/15/25 END DATE: 04/15/25
SURFACE ELEVATION: METHOD: Power Auger SURFACING: WEATHER:

Elev./ Depth ft	Water Level	Description of Materials (Soil-ASTM D2488 or 2487)	Sample	Sample Blows Recovery	q_p tsf	MC %	Tests or Remarks
		BITUMINOUS, 5 3/4 inches of bituminous over 10 inches of apparent aggregate base					
1.3							
		FILL: SILTY SAND (SM), fine to coarse-grained, trace Gravel, brown, moist					
3.0							
		FILL: CLAYEY SAND (SC), trace Gravel, brown, moist				9	
5.0			5				Water not observed while augering.
		END OF HAND AUGER					

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Plymouth, Minnesota

HAND AUGER: **C-34**
LOCATION: See attached sketch
DATUM:
NORTHING: EASTING:
OPERATOR: LOGGED BY: S. Kefeli START DATE: 04/15/25 END DATE: 04/15/25
SURFACE ELEVATION: METHOD: Power Auger SURFACING: WEATHER:

Elev./ Depth ft	Water Level	Description of Materials (Soil-ASTM D2488 or 2487)	Sample	Sample Blows Recovery	q_p tsf	MC %	Tests or Remarks
		BITUMINOUS, 8 inches of bituminous over 10 inches of apparent aggregate base					
1.5		FILL: POORLY GRADED SAND with SILT (SP-SM), fine to coarse-grained, trace Gravel, brown, moist				48	P200=12%
4.5		FILL: CLAYEY SAND (SC), trace Gravel, brown to dark gray, moist					
5.0		END OF HAND AUGER	5				Water not observed while augering.

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HAND AUGER: **C-35**
LOCATION: See attached sketch
DATUM:
NORTHING: EASTING:
OPERATOR: LOGGED BY: S. Kefeli START DATE: 04/15/25 END DATE: 04/15/25
SURFACE ELEVATION: METHOD: Power Auger SURFACING: WEATHER:

Elev./ Depth ft	Water Level	Description of Materials (Soil-ASTM D2488 or 2487)	Sample	Sample Blows Recovery	q_p tsf	MC %	Tests or Remarks
0.7		BITUMINOUS, 8 1/4 inches					
		FILL: POORLY GRADED SAND with SILT (SP-SM), fine to coarse-grained, brown, moist				5	
1.8		END OF HAND AUGER					Water not observed while augering.
			5				

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HAND AUGER: **C-36**
LOCATION: See attached sketch
DATUM:
NORTHING: EASTING:
OPERATOR: LOGGED BY: S. Kefeli START DATE: 04/15/25 END DATE: 04/15/25
SURFACE ELEVATION: METHOD: Power Auger SURFACING: WEATHER:

Elev./ Depth ft	Water Level	Description of Materials (Soil-ASTM D2488 or 2487)	Sample	Sample Blows Recovery	q_p tsf	MC %	Tests or Remarks
		BITUMINOUS, 7 1/4 inches of bituminous over 8 inches of apparent aggregate base					
1.3		FILL: POORLY GRADED SAND with SILT (SP-SM), fine to coarse-grained, trace Gravel, brown, moist					
4.5		FILL: SILTY SAND (SM), fine to coarse-grained, trace Gravel, brown, moist	5			14	
5.0		END OF HAND AUGER					Water not observed while augering.

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Plymouth, Minnesota

HAND AUGER: **C-37**
LOCATION: See attached sketch
DATUM:
NORTHING: EASTING:
OPERATOR: LOGGED BY: S. Kefeli START DATE: 04/15/25 END DATE: 04/15/25
SURFACE ELEVATION: METHOD: Power Auger SURFACING: WEATHER:

Elev./ Depth ft	Water Level	Description of Materials (Soil-ASTM D2488 or 2487)	Sample	Sample Blows Recovery	q_p tsf	MC %	Tests or Remarks
		BITUMINOUS, 8 1/2 inches of bituminous over 6 inches of apparent aggregate base					
1.2		FILL: POORLY GRADED SAND with SILT (SP-SM), fine to coarse-grained, trace Gravel, brown, moist				9	P200=7%
4.5		FILL: CLAYEY SAND (SC), trace Gravel, dark brown, moist					
5.0		END OF HAND AUGER	5				Water not observed while augering.

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LOG OF HAND AUGER

See Descriptive Terminology sheet for explanation of abbreviations

Project Number B2502053
Geotechnical Evaluation
City of Plymouth 2026 Street Rehabilitation
Plymouth, Minnesota

HAND AUGER: **C-38**
LOCATION: See attached sketch
DATUM:
NORTHING: EASTING:
OPERATOR: LOGGED BY: S. Kefeli START DATE: 04/15/25 END DATE: 04/15/25
SURFACE ELEVATION: METHOD: Power Auger SURFACING: WEATHER:

Elev./ Depth ft	Water Level	Description of Materials (Soil-ASTM D2488 or 2487)	Sample	Sample Blows Recovery	q_p tsf	MC %	Tests or Remarks
		BITUMINOUS, 8 1/2 inches of bituminous over 8 inches of apparent aggregate base					
1.3		FILL: POORLY GRADED SAND with SILT (SP-SM), fine to medium-grained, trace Gravel, slightly organic, dark brown, moist					
4.5		FILL: CLAYEY SAND (SC), trace Gravel, brown, moist	5			10	
5.0		END OF HAND AUGER					Water not observed while augering.

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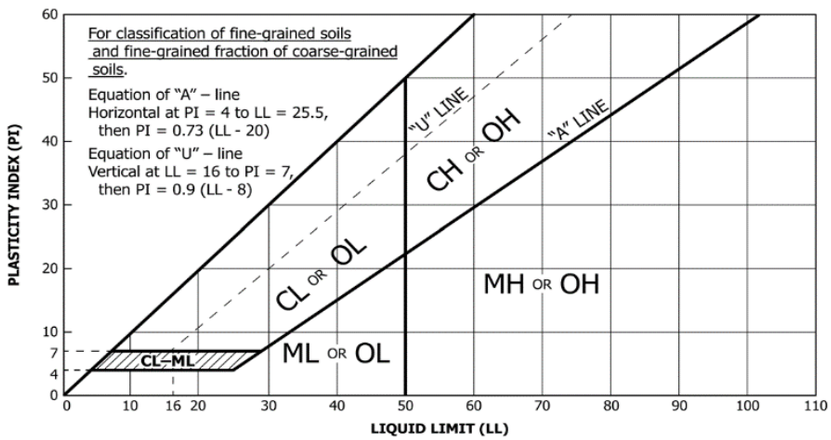
Descriptive Terminology of Soil

Based on Standards ASTM D2487/2488
(Unified Soil Classification System)

Criteria for Assigning Group Symbols and Group Names Using Laboratory Tests[A]				Soil Classification	
				Group Symbol	Group Name[B]
Coarse-grained Soils (more than 50% retained on No. 200 sieve)	Gravels (More than 50% of coarse fraction retained on No. 4 sieve)	Clean Gravels (Less than 5% fines[C])	$C_u \geq 4$ and $1 \leq C_c \leq 3^D$	GW	Well-graded gravel[E]
			$C_u < 4$ and/or ($C_c < 1$ or $C_c > 3$)[D]	GP	Poorly graded gravel[E]
		Gravels with Fines (More than 12% fines[C])	Fines classify as ML or MH	GM	Silty gravel[E F G]
			Fines Classify as CL or CH	GC	Clayey gravel[E F G]
	Sands (50% or more coarse fraction passes No. 4 sieve)	Clean Sands (Less than 5% fines[H])	$C_u \geq 6$ and $1 \leq C_c \leq 3^D$	SW	Well-graded sand[I]
			$C_u < 6$ and/or ($C_c < 1$ or $C_c > 3$)[D]	SP	Poorly graded sand[I]
		Sands with Fines (More than 12% fines[H])	Fines classify as ML or MH	SM	Silty sand[F G I]
			Fines classify as CL or CH	SC	Clayey sand[F G I]
Fine-grained Soils (50% or more passes the No. 200 sieve)	Silts and Clays (Liquid limit less than 50)	Inorganic	PI > 7 and plots on or above "A" line[J]	CL	Lean clay[K L M]
			PI < 4 or plots below "A" line[J]	ML	Silt[K L M]
		Organic	Liquid Limit – oven dried / Liquid Limit – not dried <0.75	OL	Organic clay[K L M N] / Organic silt[K L M O]
	Silts and Clays (Liquid limit 50 or more)	Inorganic	PI plots on or above "A" line	CH	Fat clay[K L M]
			PI plots below "A" line	MH	Elastic silt[K L M]
		Organic	Liquid Limit – oven dried / Liquid Limit – not dried <0.75	OH	Organic clay[K L M P] / Organic silt[K L M Q]
Highly Organic Soils		Primarily organic matter, dark in color, and organic odor		PT	Peat

A. Based on the material passing the 3-inch (75-mm) sieve.
B. If field sample contained cobbles or boulders, or both, add "with cobbles or boulders, or both" to group name.
C. Gravels with 5 to 12% fines require dual symbols:
GW-GM well-graded gravel with silt
GW-GC well-graded gravel with clay
GP-GM poorly graded gravel with silt
GP-GC poorly graded gravel with clay
D. $C_u = D_{60} / D_{10}$ $C_c = (D_{30})^2 / (D_{10} \times D_{60})$
E. If soil contains ≥ 15% sand, add "with sand" to group name.
F. If fines classify as CL-ML, use dual symbol GC-GM or SC-SM.
G. If fines are organic, add "with organic fines" to group name.
H. Sands with 5 to 12% fines require dual symbols:
SW-SM well-graded sand with silt
SW-SC well-graded sand with clay
SP-SM poorly graded sand with silt
SP-SC poorly graded sand with clay
I. If soil contains ≥ 15% gravel, add "with gravel" to group name.
J. If Atterberg limits plot in hatched area, soil is CL-ML, silty clay.
K. If soil contains 15 to < 30% plus No. 200, add "with sand" or "with gravel", whichever is predominant.
L. If soil contains ≥ 30% plus No. 200, predominantly sand, add "sandy" to group name.
M. If soil contains ≥ 30% plus No. 200 predominantly gravel, add "gravelly" to group name.
N. PI ≥ 4 and plots on or above "A" line.
O. PI < 4 or plots below "A" line.
P. PI plots on or above "A" line.
Q. PI plots below "A" line.



Laboratory Tests

DD	Dry density, pcf	**q_p**	Pocket penetrometer strength, tsf
WD	Wet density, pcf	**q_U**	Unconfined compression test, tsf
P200	% Passing #200 sieve	**LL**	Liquid limit
MC	Moisture content, %	**PL**	Plastic limit
OC	Organic content, %	**PI**	Plasticity index

Particle Size Identification

Boulders..... over 12"
Cobbles..... 3" to 12"
Gravel
Coarse..... 3/4" to 3" (19.00 mm to 75.00 mm)
Fine..... No. 4 to 3/4" (4.75 mm to 19.00 mm)
Sand
Coarse..... No. 10 to No. 4 (2.00 mm to 4.75 mm)
Medium..... No. 40 to No. 10 (0.425 mm to 2.00 mm)
Fine..... No. 200 to No. 40 (0.075 mm to 0.425 mm)
Silt..... No. 200 (0.075 mm) to .005 mm
Clay..... < .005 mm

Relative Proportions[L,M]

trace..... 0 to 5%
little..... 6 to 14%
with..... ≥ 15%

Inclusion Thicknesses

lens..... 0 to 1/8"
seam..... 1/8" to 1"
layer..... over 1"

Apparent Relative Density of Cohesionless Soils

Very loose ..... 0 to 4 BPF
Loose ..... 5 to 10 BPF
Medium dense..... 11 to 30 BPF
Dense..... 31 to 50 BPF
Very dense..... over 50 BPF

Consistency of Cohesive Soils	Blows Per Foot	Approximate Unconfined Compressive Strength
Very soft	0 to 1 BPF	< 0.25 tsf
Soft	2 to 4 BPF	0.25 to 0.5 tsf
Medium	5 to 8 BPF	0.5 to 1 tsf
Stiff	9 to 15 BPF	1 to 2 tsf
Very Stiff	16 to 30 BPF	2 to 4 tsf
Hard	over 30 BPF	> 4 tsf

Moisture Content:

Dry: Absence of moisture, dusty, dry to the touch.
Moist: Damp but no visible water.
Wet: Visible free water, usually soil is below water table.

Drilling Notes:

Blows/N-value: Blows indicate the driving resistance recorded for each 6-inch interval. The reported N-value is the blows per foot recorded by summing the second and third interval in accordance with the Standard Penetration Test, ASTM D1586.

Partial Penetration: If the sampler could not be driven through a full 6-inch interval, the number of blows for that partial penetration is shown as #/x" (i.e. 50/2"). The N-value is reported as "REF" indicating refusal.

Recovery: Indicates the inches of sample recovered from the sampled interval. For a standard penetration test, full recovery is 18", and is 24" for a thinwall/shelby tube sample.

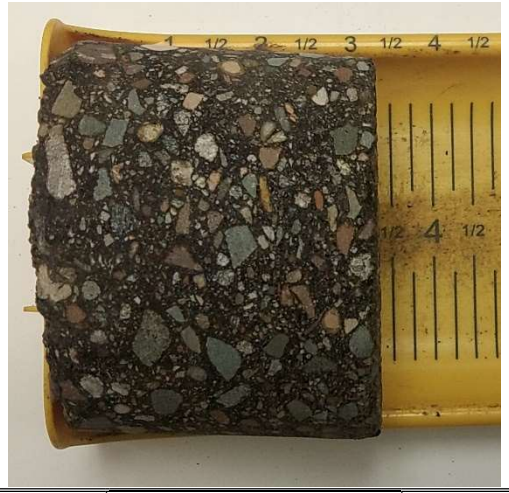
WOH: Indicates the sampler penetrated soil under weight of hammer and rods alone; driving not required.

WOR: Indicates the sampler penetrated soil under weight of rods alone; hammer weight and driving not required.

Water Level: Indicates the water level measured by the drillers either while drilling (▽), at the end of drilling (▼), or at some time after drilling (▽▼).

Sample Symbols

Standard Penetration Test
Modified California (MC)
Auger
Grab Sample
Rock Core
Thinwall (TW)/Shelby Tube (SH)
Texas Cone Penetrometer
Dynamic Cone Penetrometer



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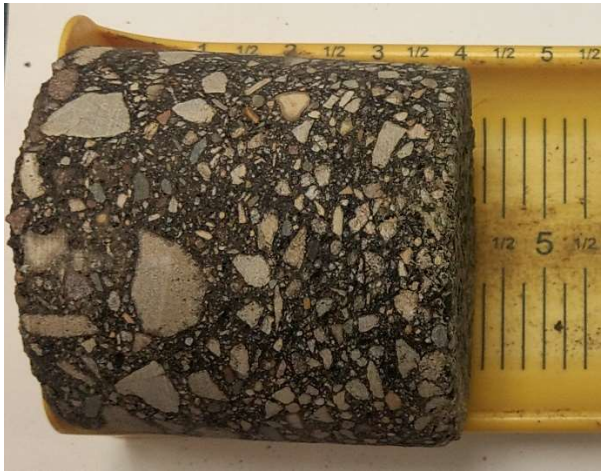
BRAUN INTERTEC	City Of Plymouth 2026 Street Rehabilitation B2502053	C-3



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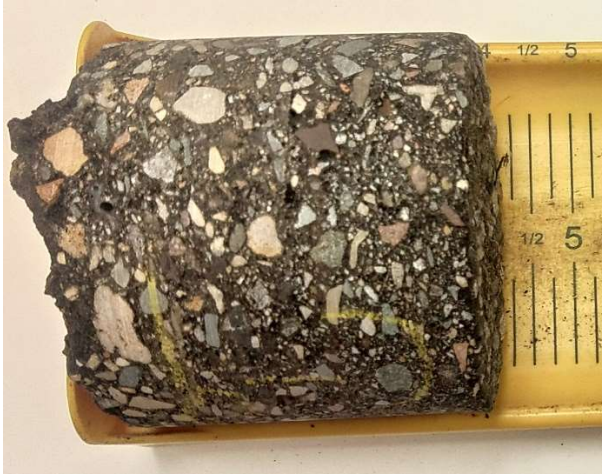

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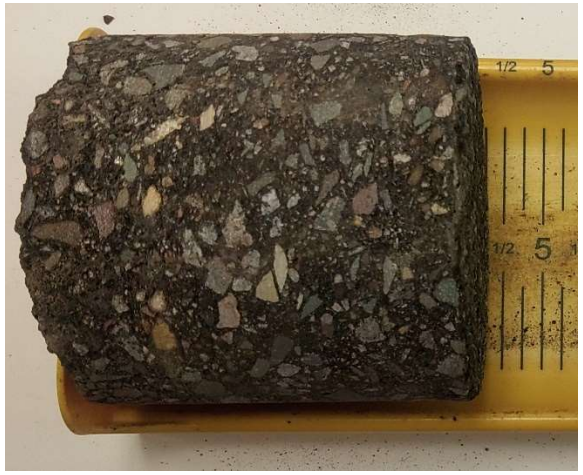

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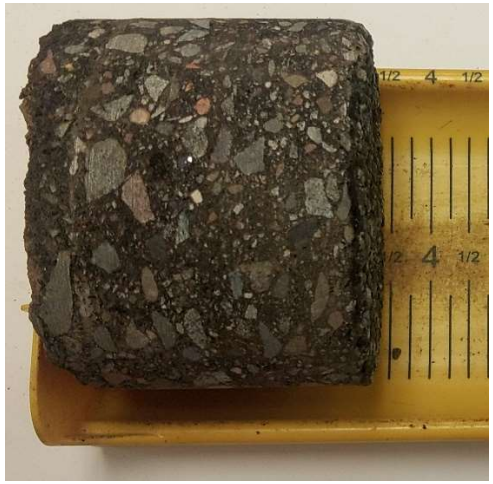

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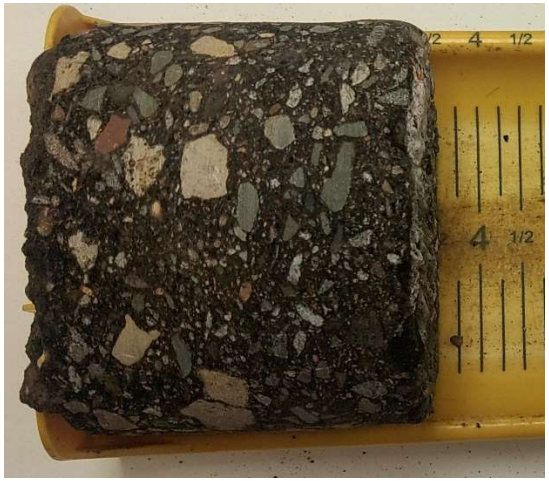

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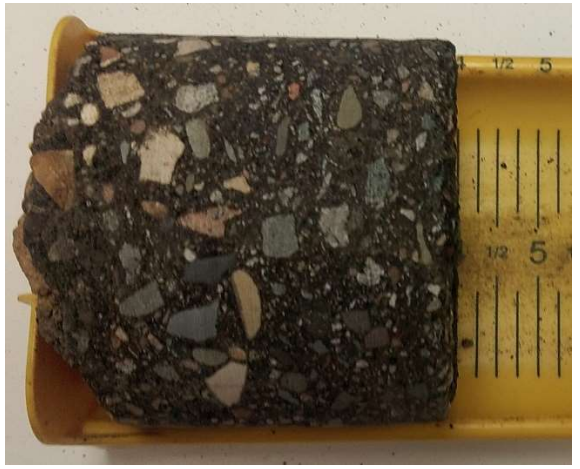

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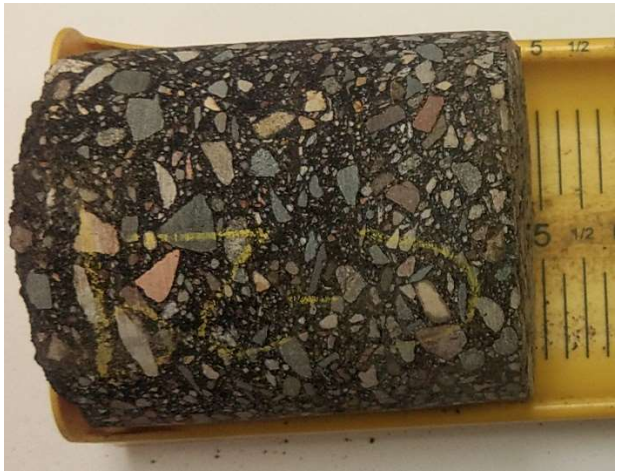

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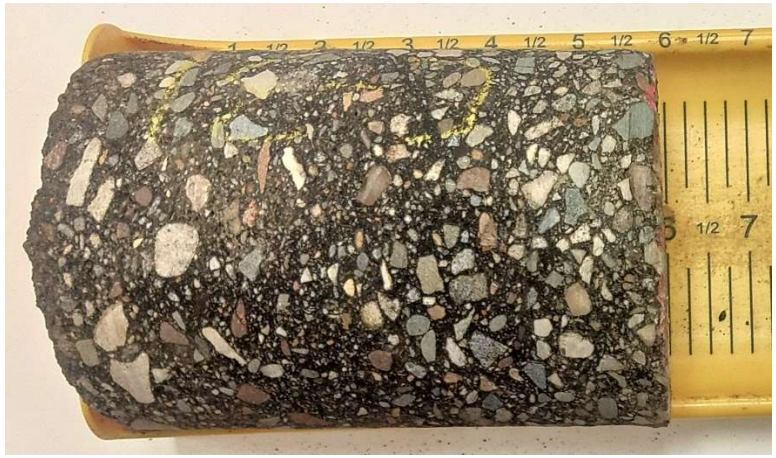

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BRAUN INTERTEC	City Of Plymouth 2026 Street Rehabilitation B2502053	C-34

BRAUN INTERTEC	City Of Plymouth 2026 Street Rehabilitation B2502053	C-35

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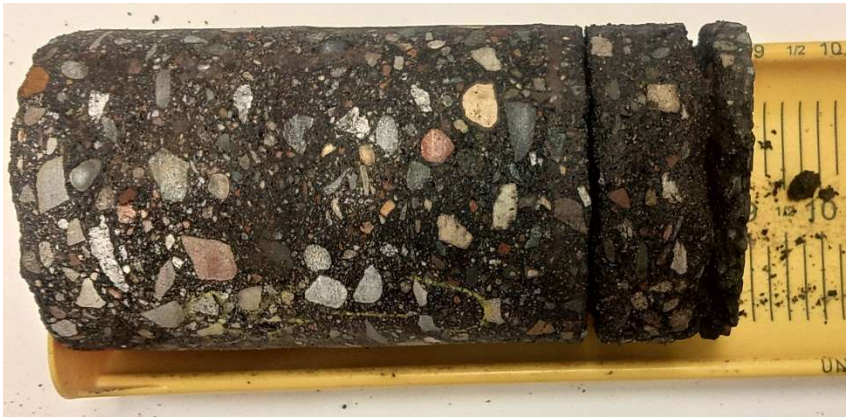

BRAUN INTERTEC	City Of Plymouth 2026 Street Rehabilitation B2502053	C-38

GPR Results: 45th Avenue - Terraceview Lane to 46th Avenue

Location	**City of Plymouth 2026 Street Rehabilitation**
Project No.	**B2502053**
Roadway	**45th Avenue**
From	**Terraceview Lane**
To	**46th Avenue**

Note: stations are positive in the NB or EB direction; SB or WB scans have been reversed

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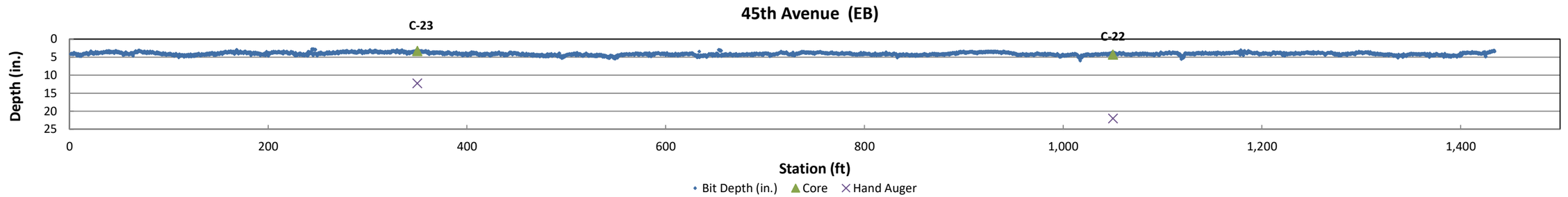

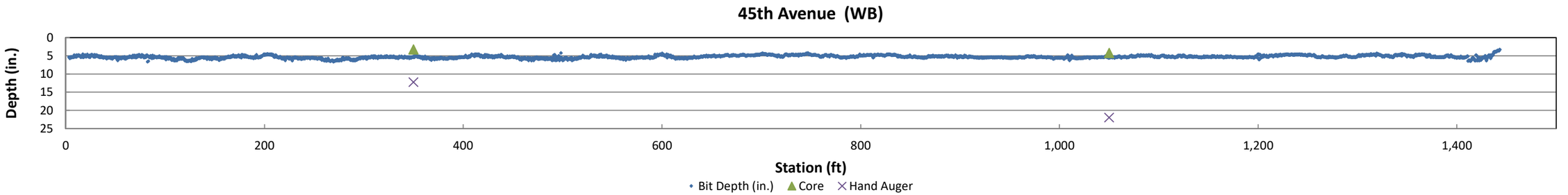

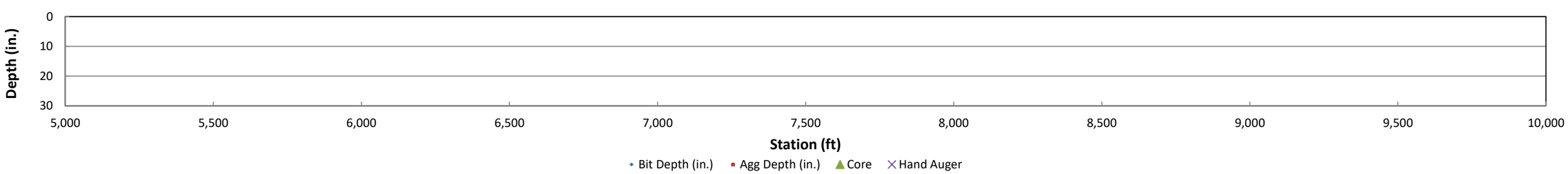

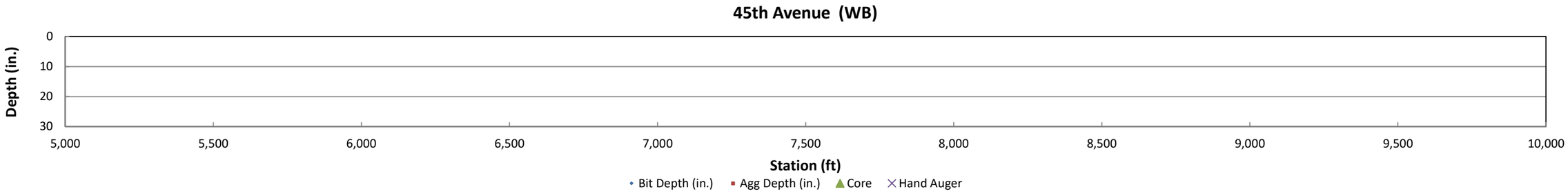

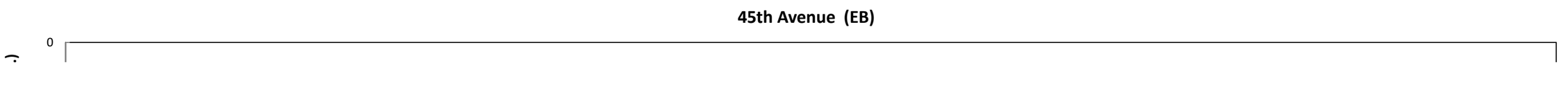

GPR Results: 46th Avenue - Vicksburg Lane North to Orchid Lane

Location	**City of Plymouth 2026 Street Rehabilitation**
Project No.	**B2502053**
Roadway	**46th Avenue**
From	**Vicksburg Lane North**
To	**Orchid Lane**

Note: stations are positive in the NB or EB direction; SB or WB scans have been reversed

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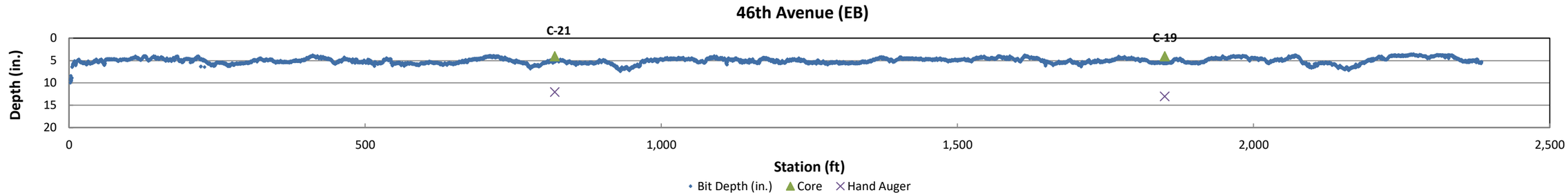

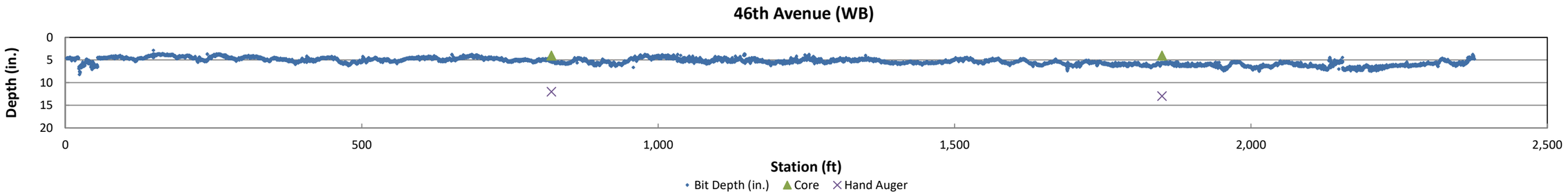

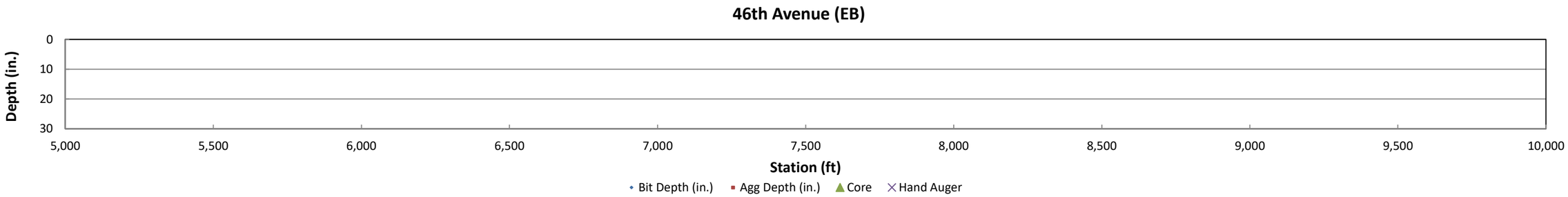

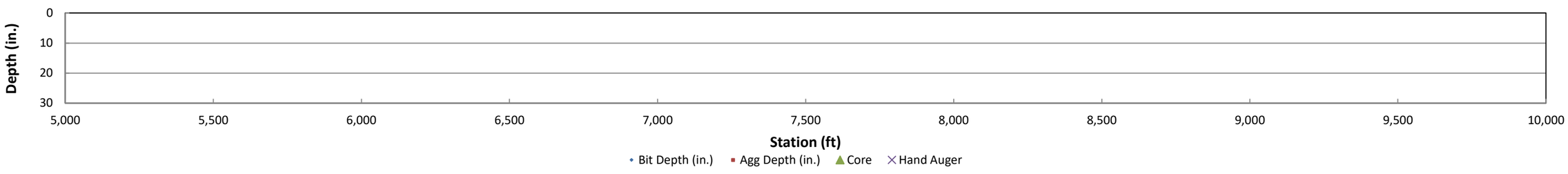

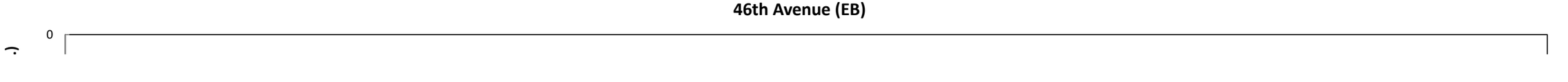

GPR Results: 47th Avenue - Schmidt Lake Road to Orchid Lane

Location	**City of Plymouth 2026 Street Rehabilitation**
Project No.	**B2502053**
Roadway	**47th Avenue**
From	**Schmidt Lake Road**
To	**Orchid Lane**

Note: stations are positive in the NB or EB direction; SB or WB scans have been reversed

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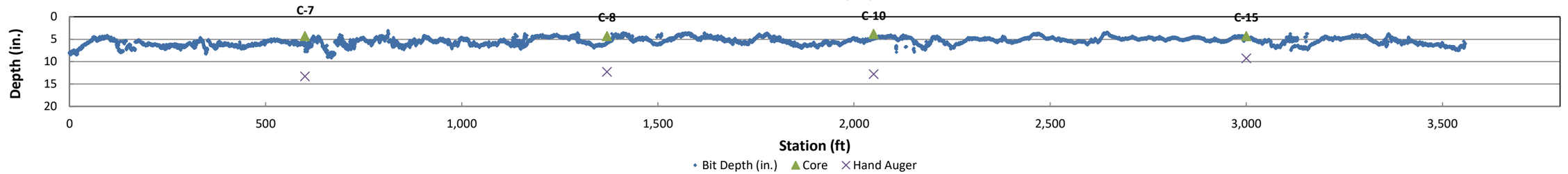
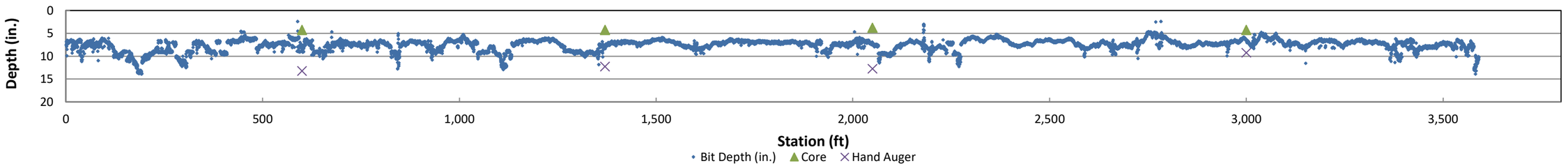
47th Avenue (EB)



47th Avenue (WB)



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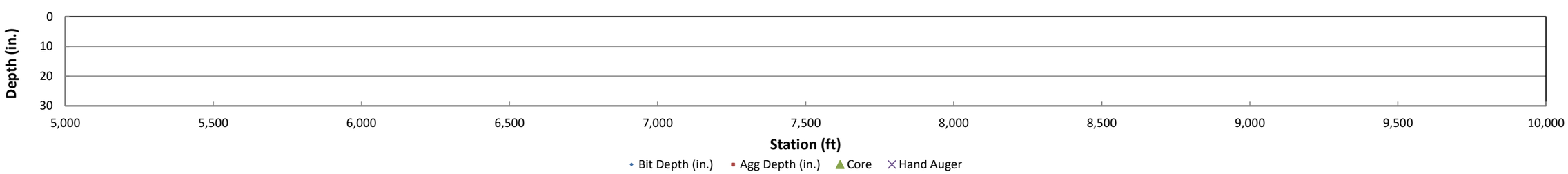

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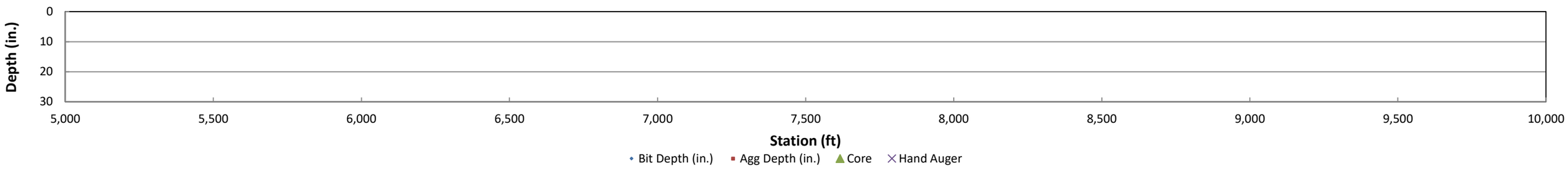
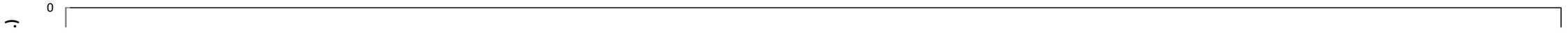


47th Avenue (EB)



GPR Results: 48th Avenue - Cul-de-sac 48th Avenue to Quantico Lane

Location	**City of Plymouth 2026 Street Rehabilitation**
Project No.	**B2502053**
Roadway	**48th Avenue**
From	**Cul-de-sac 48th Avenue**
To	**Quantico Lane**

Note: stations are positive in the NB or EB direction; SB or WB scans have been reversed

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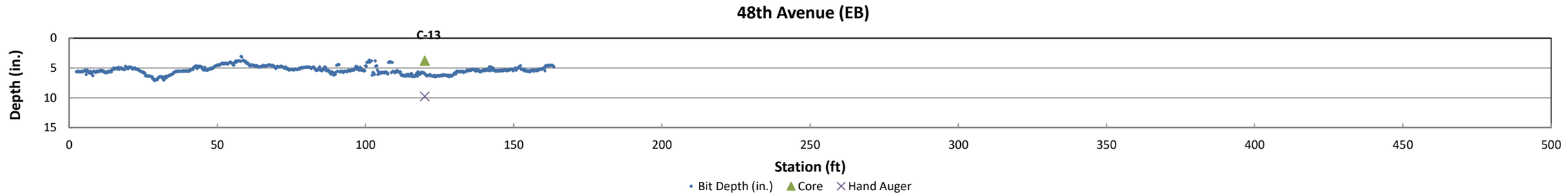

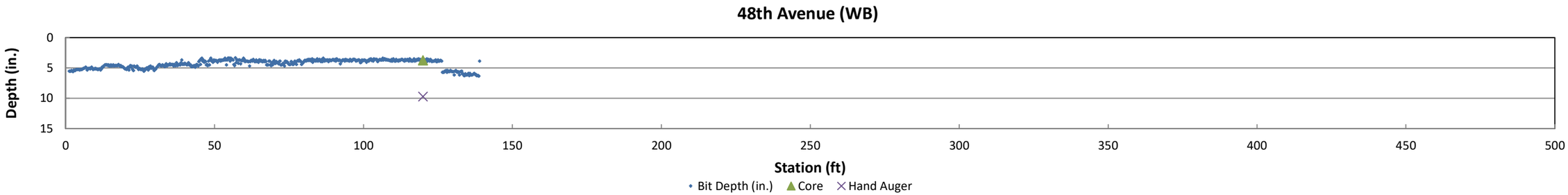

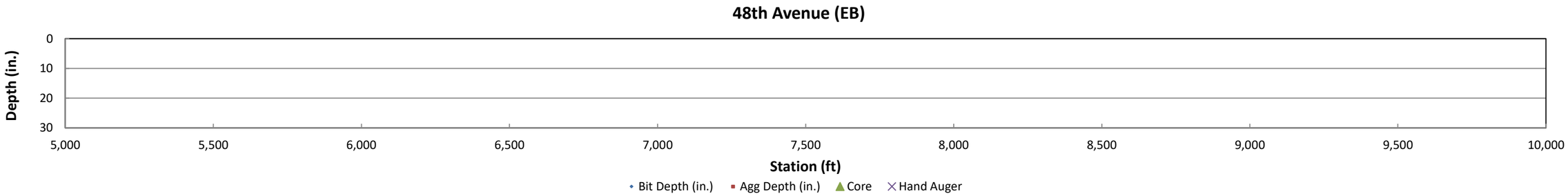

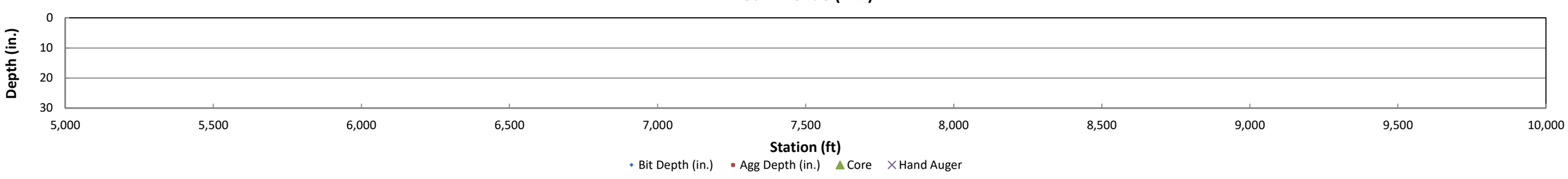

GPR Results: Holly Lane - Old Rockford Road to Railroad Tracks

Location	**City of Plymouth 2026 Street Rehabilitation**
Project No.	**B2502053**
Roadway	**Holly Lane**
From	**Old Rockford Road**
To	**Railroad Tracks**

Note: stations are positive in the NB or EB direction; SB or WB scans have been reversed

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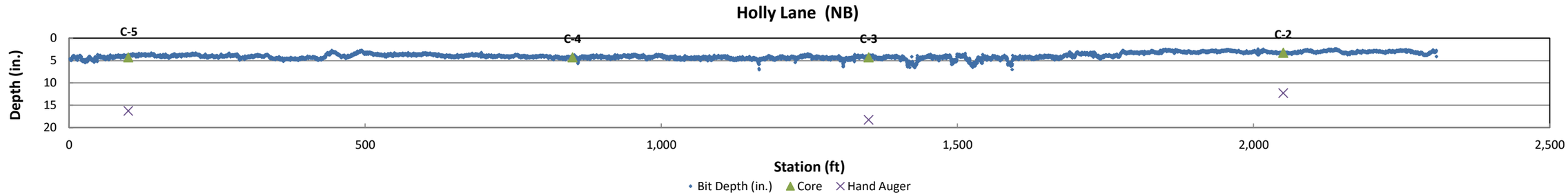

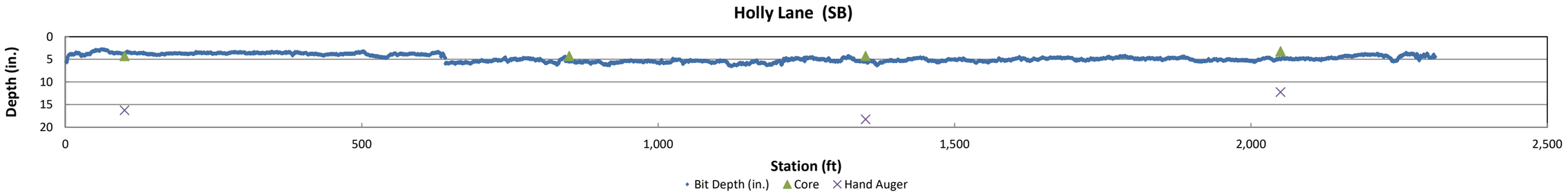

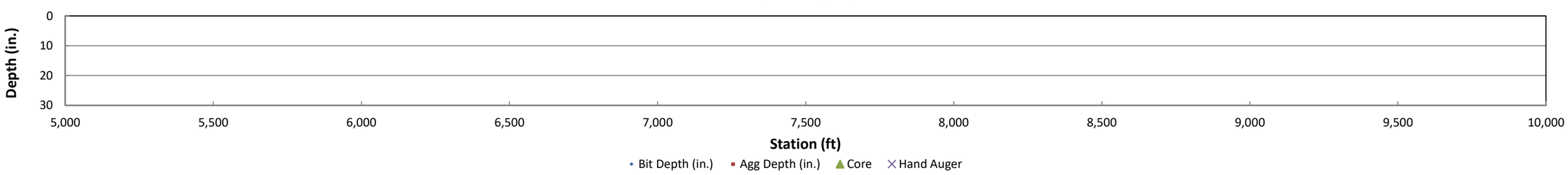

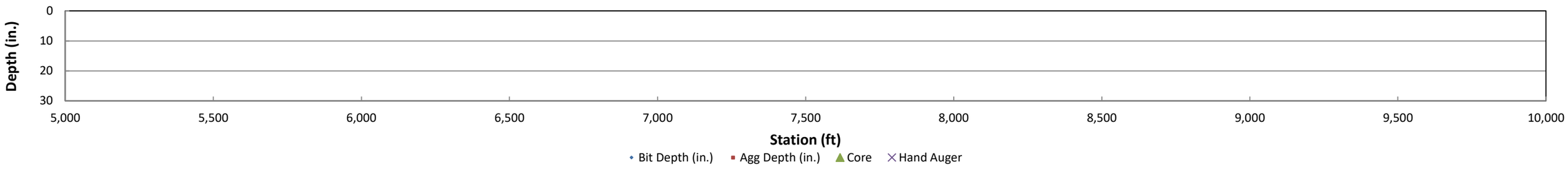

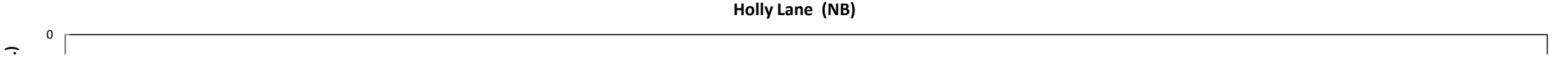

GPR Results: Orchid Circle - 46th Avenue to 46th Avenue

Location	**City of Plymouth 2026 Street Rehabilitation**
Project No.	**B2502053**
Roadway	**Orchid Circle**
From	**46th Avenue**
To	**46th Avenue**

Note: stations are positive in the NB or EB direction; SB or WB scans have been reversed

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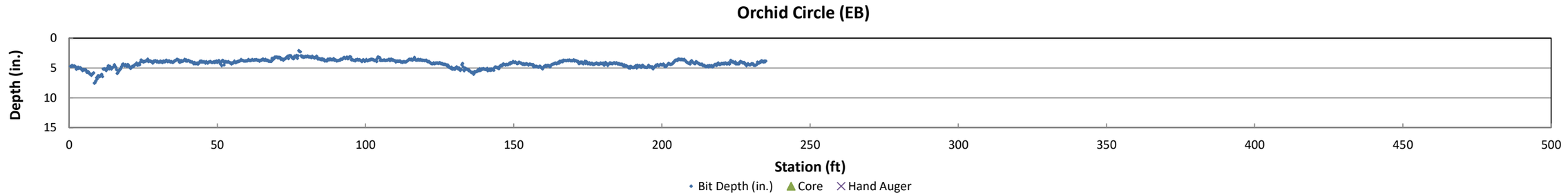

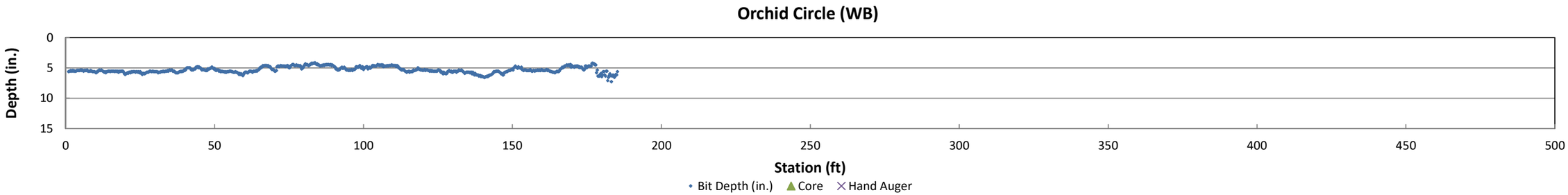

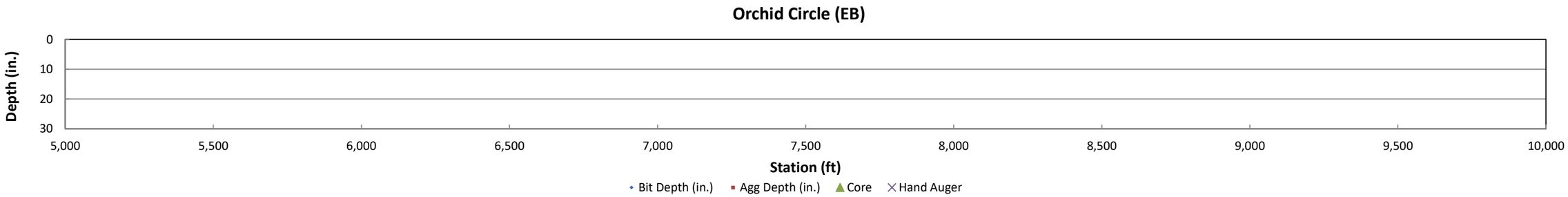

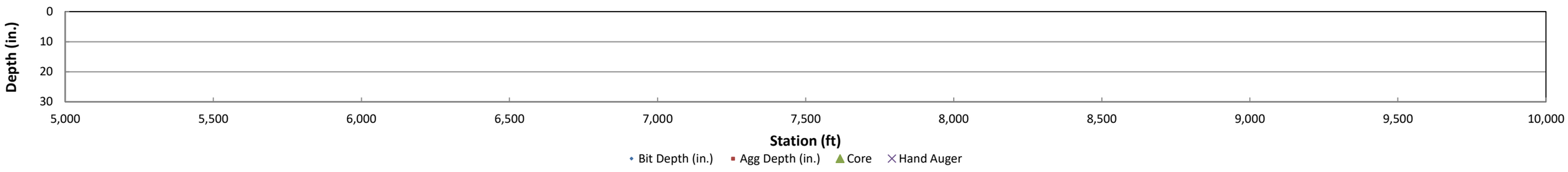

GPR Results: Orchid Lane - 46th Lane to Schmidt Lake Road

Location	**City of Plymouth 2026 Street Rehabilitation**
Project No.	**B2502053**
Roadway	**Orchid Lane**
From	**46th Lane**
To	**Schmidt Lake Road**

Note: stations are positive in the NB or EB direction; SB or WB scans have been reversed

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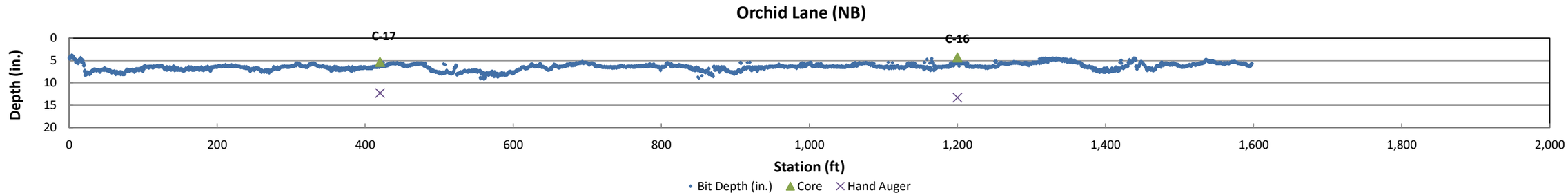

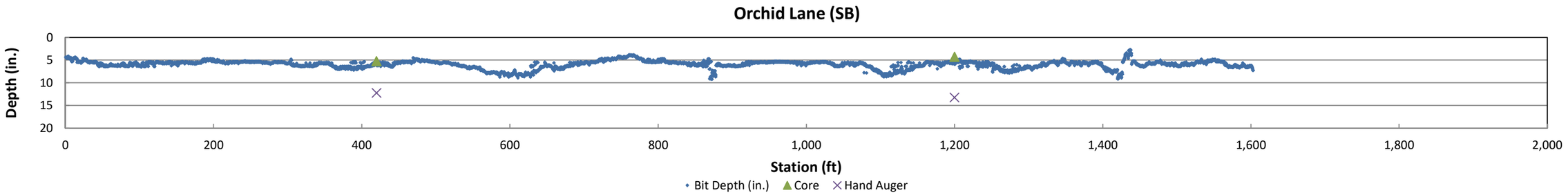

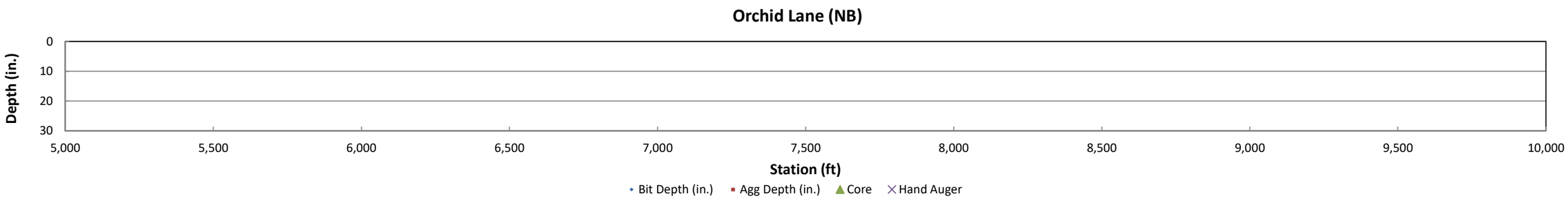

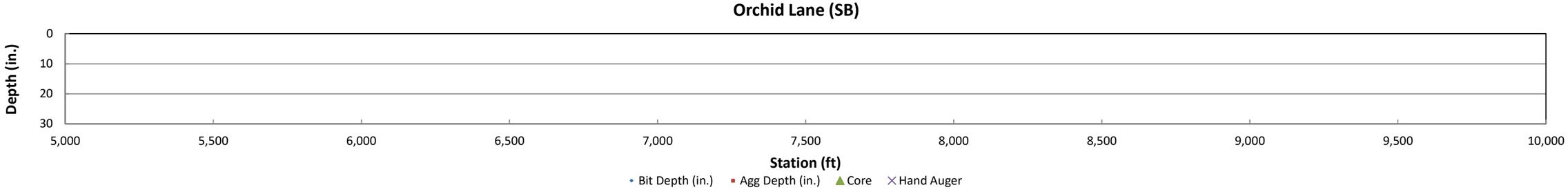

GPR Results: Polaris Lane - 46th Avenue to Cul-de-sac Polaris Lane

Location	**City of Plymouth 2026 Street Rehabilitation**
Project No.	**B2502053**
Roadway	**Polaris Lane**
From	**46th Avenue**
To	**Cul-de-sac Polaris Lane**

Note: stations are positive in the NB or EB direction; SB or WB scans have been reversed

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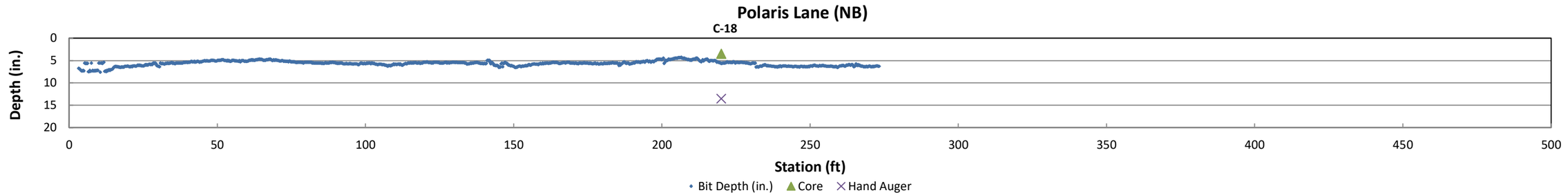

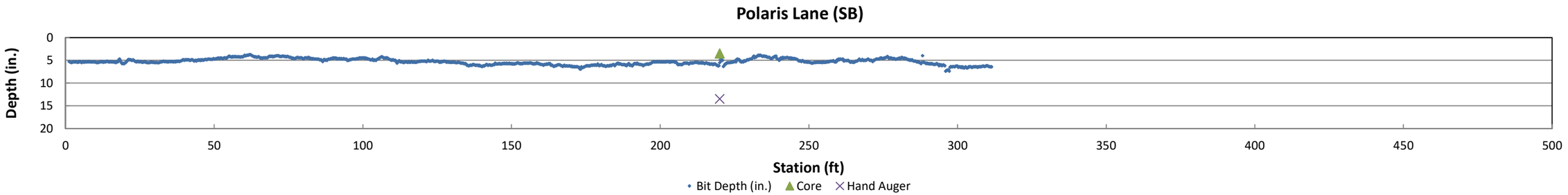

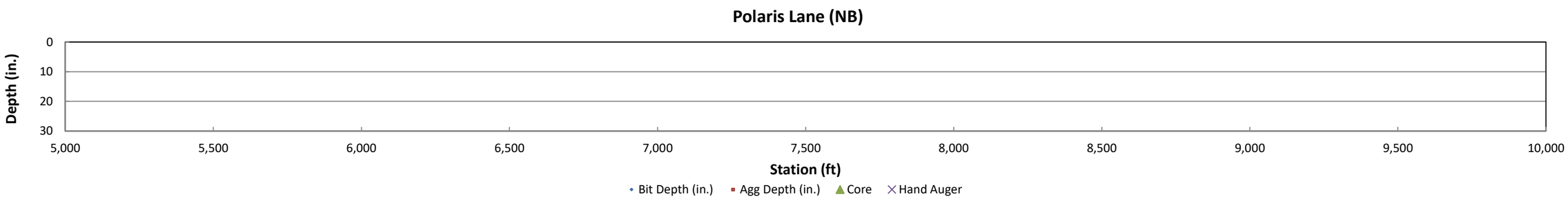

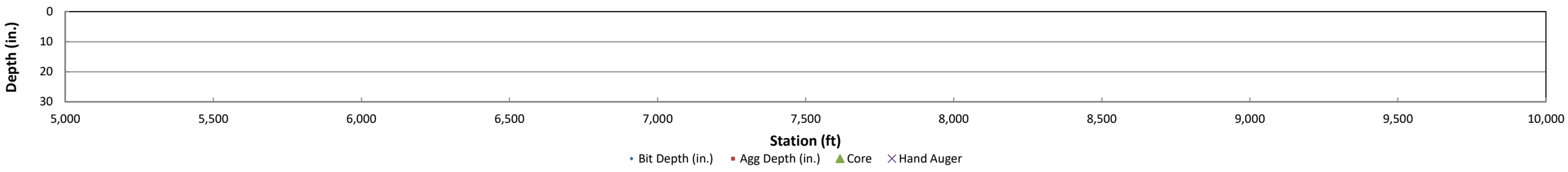

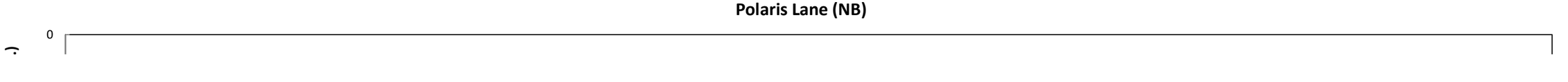

GPR Results: Quantico Lane - 46th Avenue to Cul-de-sac Quantico Lane

Location	**City of Plymouth 2026 Street Rehabilitation**
Project No.	**B2502053**
Roadway	**Quantico Lane**
From	**46th Avenue**
To	**Cul-de-sac Quantico Lane**

Note: stations are positive in the NB or EB direction; SB or WB scans have been reversed

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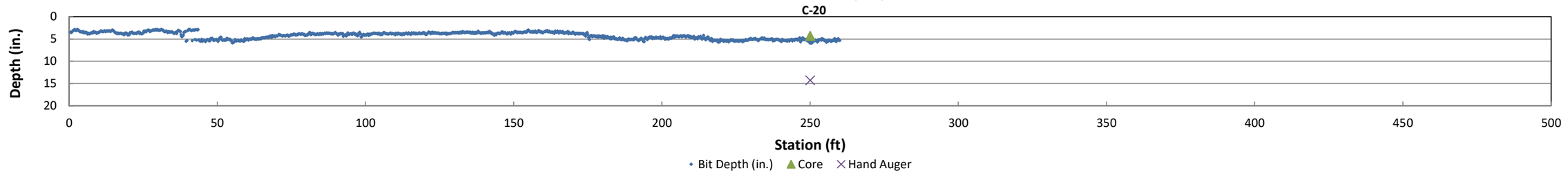
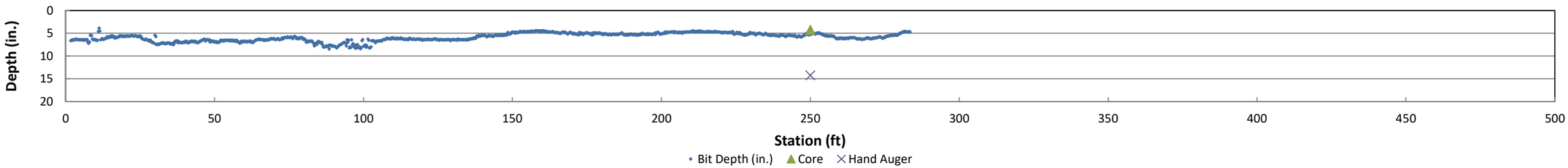
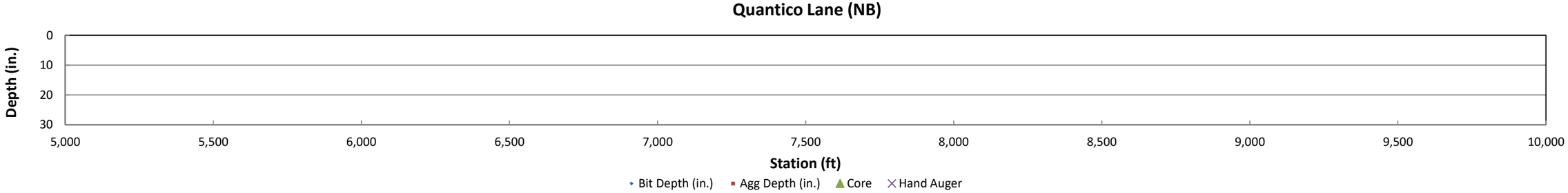
Quantico Lane (NB)



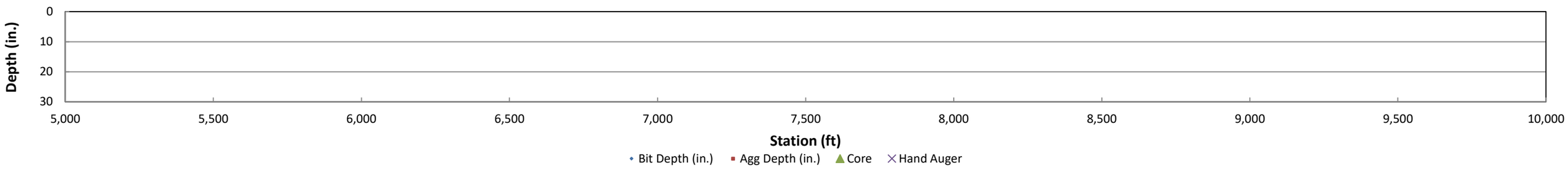
Quantico Lane (SB)



Quantico Lane (NB)



Quantico Lane (SB)



Quantico Lane (NB)

GPR Results: Quantico Lane - Schmidt Lake Road to 47th Avenue

Location	**City of Plymouth 2026 Street Rehabilitation**
Project No.	**B2502053**
Roadway	**Quantico Lane**
From	**Schmidt Lake Road**
To	**47th Avenue**

Note: stations are positive in the NB or EB direction; SB or WB scans have been reversed

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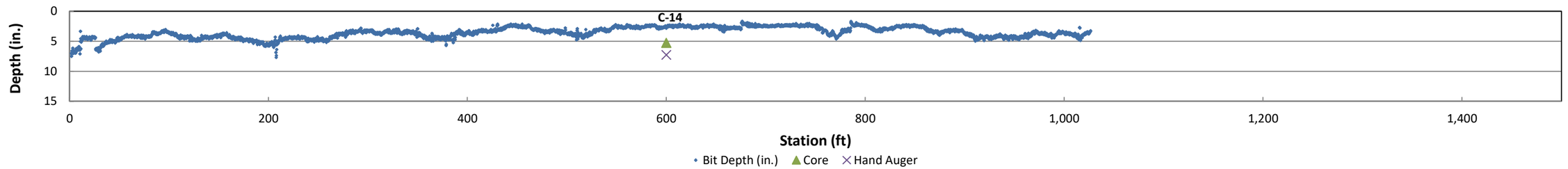
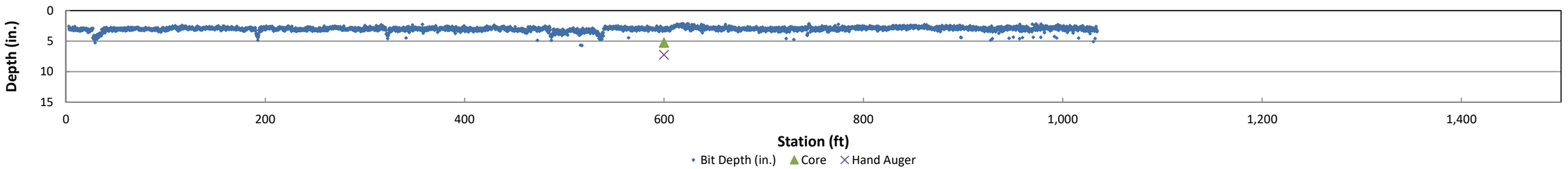
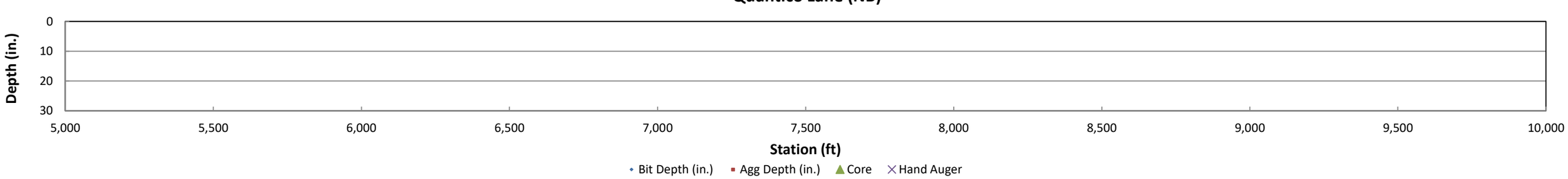
Quantico Lane (NB)



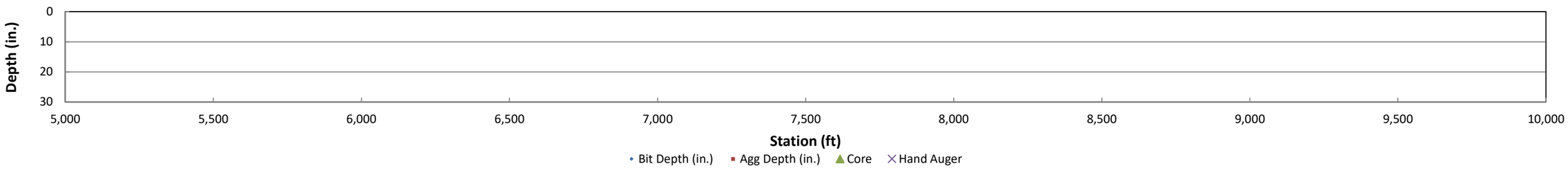
Quantico Lane (SB)



Quantico Lane (NB)



Quantico Lane (SB)



Quantico Lane (NB)

GPR Results: 49th Avenue - Cul-de-sac 49th Avenue to 47th Avenue

Location	**City of Plymouth 2026 Street Rehabilitation**
Project No.	**B2502053**
Roadway	**49th Avenue**
From	**Cul-de-sac 49th Avenue**
To	**47th Avenue**

Note: stations are positive in the NB or EB direction; SB or WB scans have been reversed

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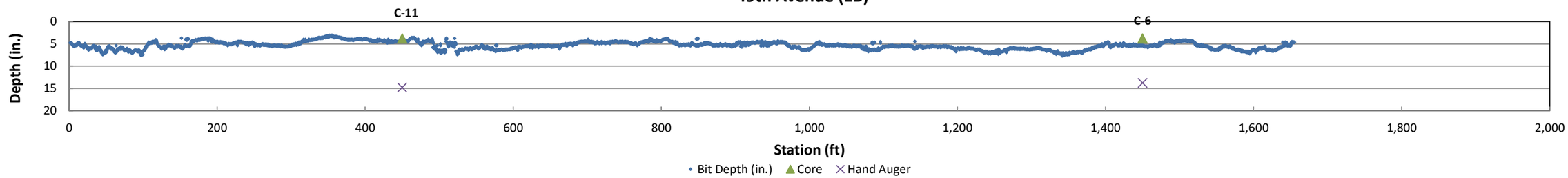
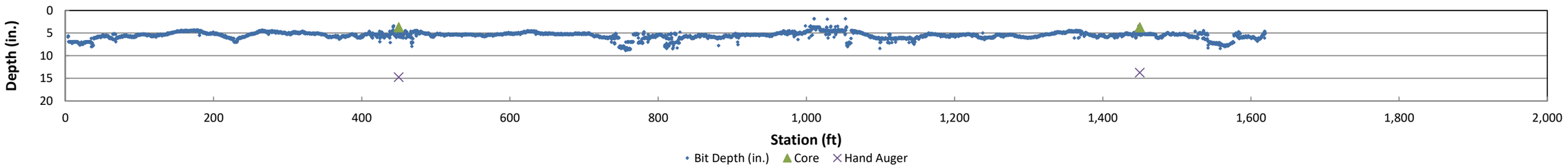
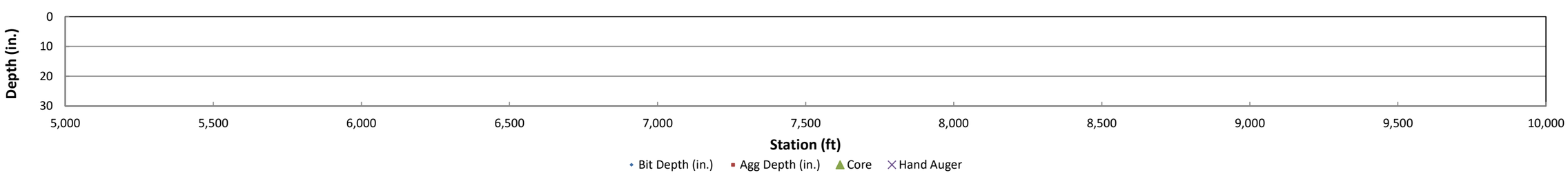
49th Avenue (EB)



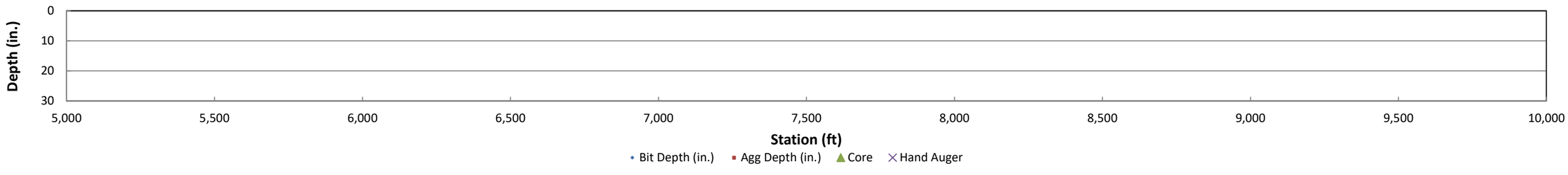
49th Avenue (WB)



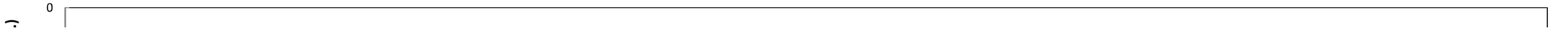
49th Avenue (EB)



49th Avenue (WB)



49th Avenue (EB)



GPR Results: Ranchview Lane - Ranchview Lane Cul-de-sac to 47th Avenue

Location	**City of Plymouth 2026 Street Rehabilitation**
Project No.	**B2502053**
Roadway	**Ranchview Lane**
From	**Ranchview Lane Cul-de-sac**
To	**47th Avenue**

Note: stations are positive in the NB or EB direction; SB or WB scans have been reversed

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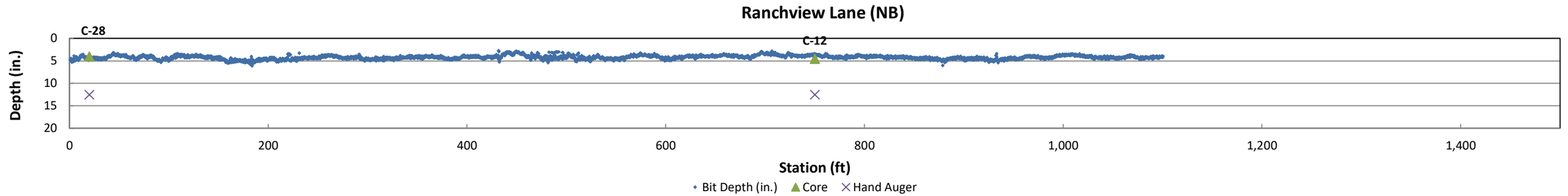

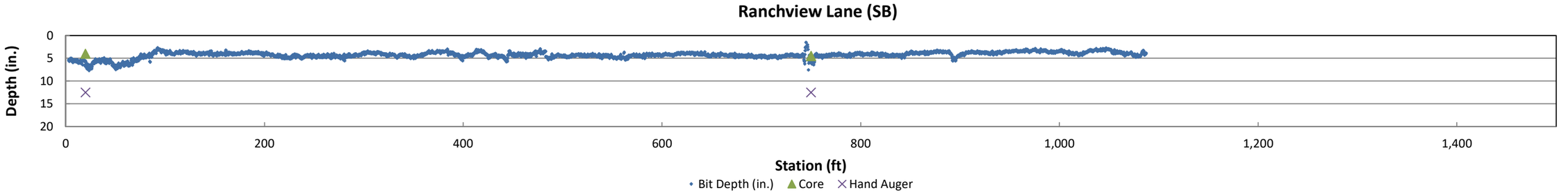

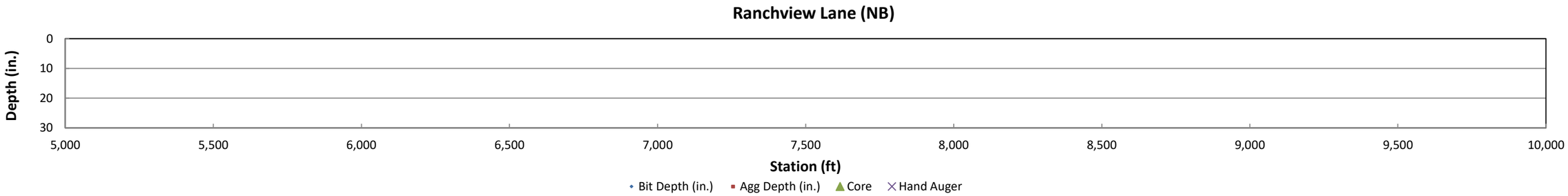

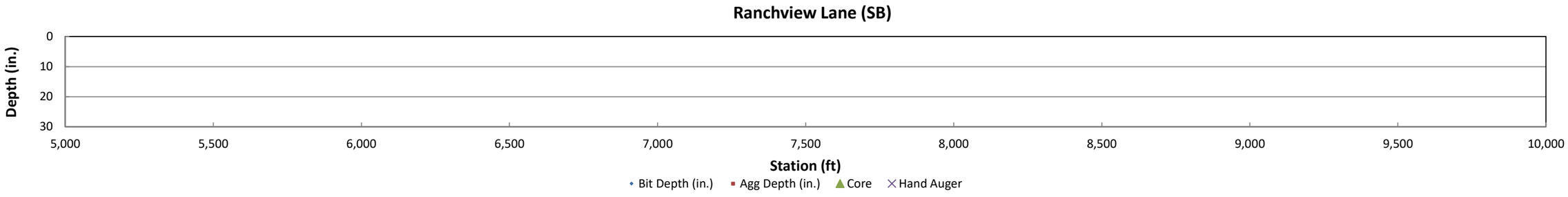

GPR Results: Shenandoah Lane - 46th Avenue to Cul-de-sac Shenandoah Lane

Location	**City of Plymouth 2026 Street Rehabilitation**
Project No.	**B2502053**
Roadway	**Shenandoah Lane**
From	**46th Avenue**
To	**Cul-de-sac Shenandoah Lane**

Note: stations are positive in the NB or EB direction; SB or WB scans have been reversed

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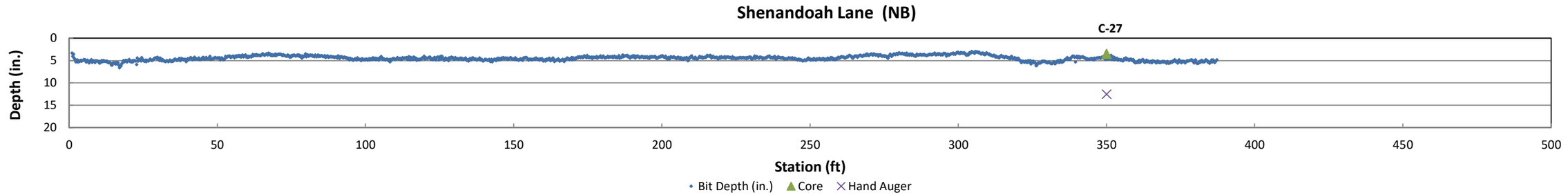

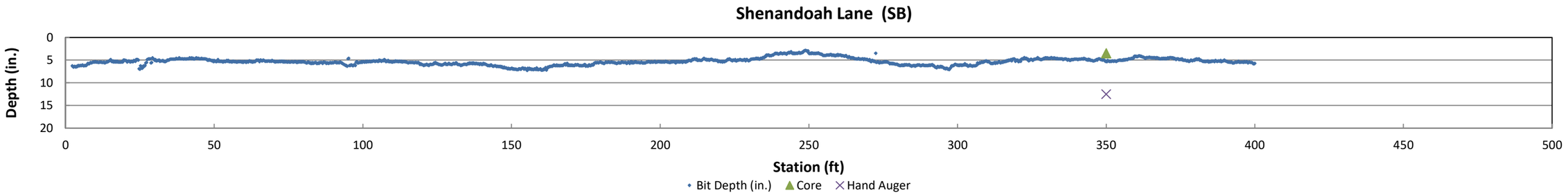

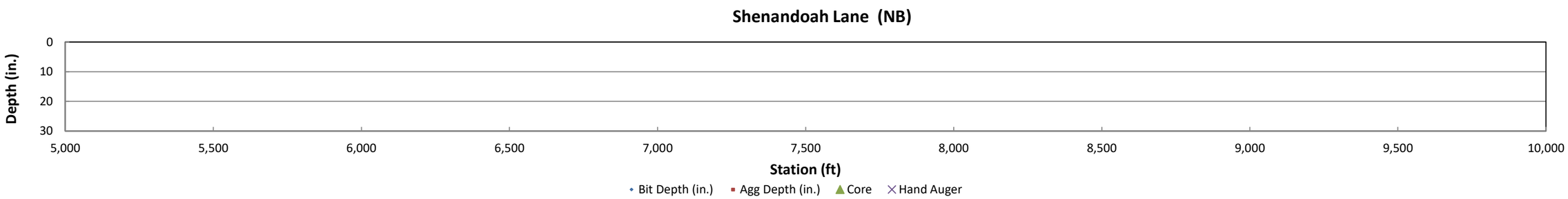

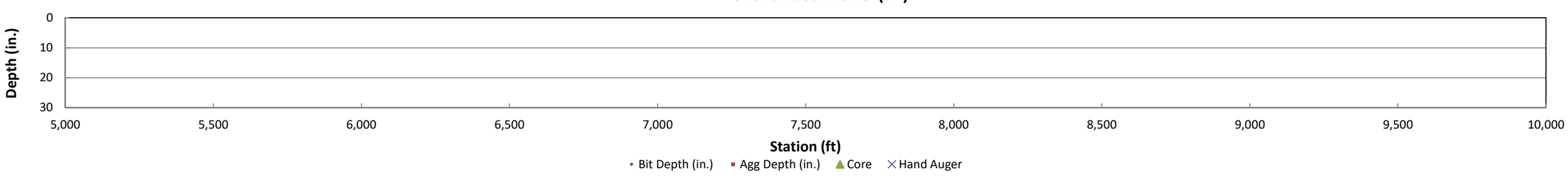

GPR Results: Terraceview Lane - 45th Avenue to Cul-de-sac Terraceview Lane

Location	**City of Plymouth 2026 Street Rehabilitation**
Project No.	**B2502053**
Roadway	**Terraceview Lane**
From	**45th Avenue**
To	**Cul-de-sac Terraceview Lane**

Note: stations are positive in the NB or EB direction; SB or WB scans have been reversed

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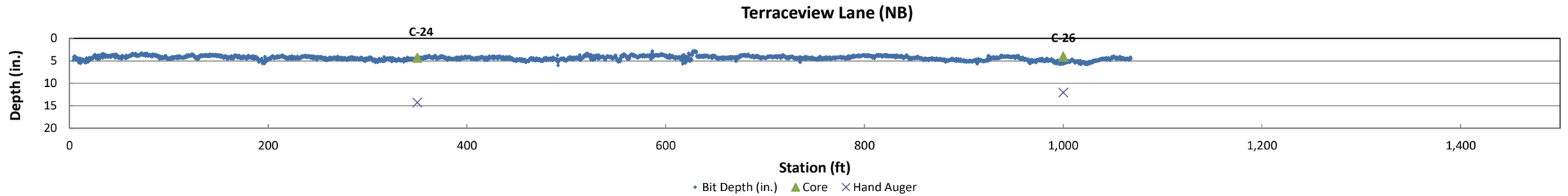

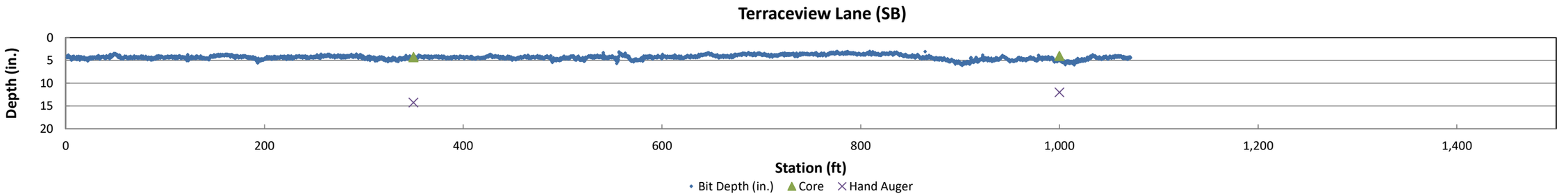

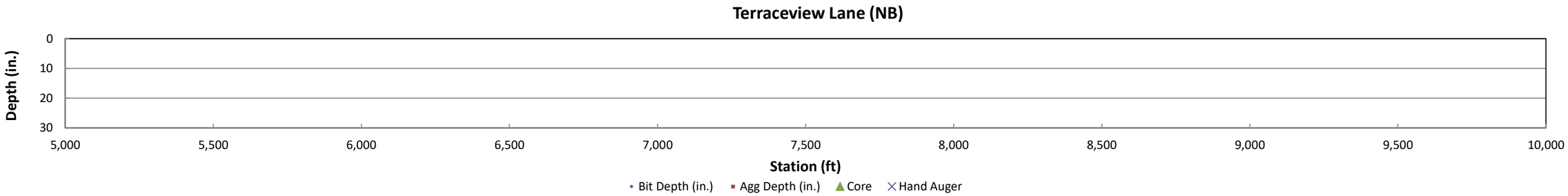

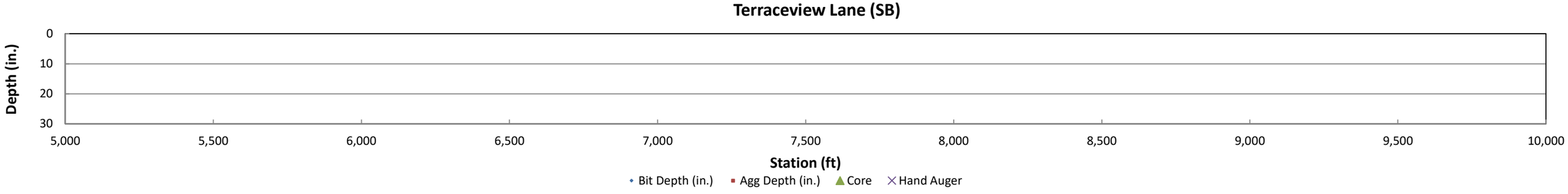

GPR Results: Upland Lane - Upland Lane Cul-de-sac to 46th Avenue

Location	**City of Plymouth 2026 Street Rehabilitation**
Project No.	**B2502053**
Roadway	**Upland Lane**
From	**Upland Lane Cul-de-sac**
To	**46th Avenue**

Note: stations are positive in the NB or EB direction; SB or WB scans have been reversed

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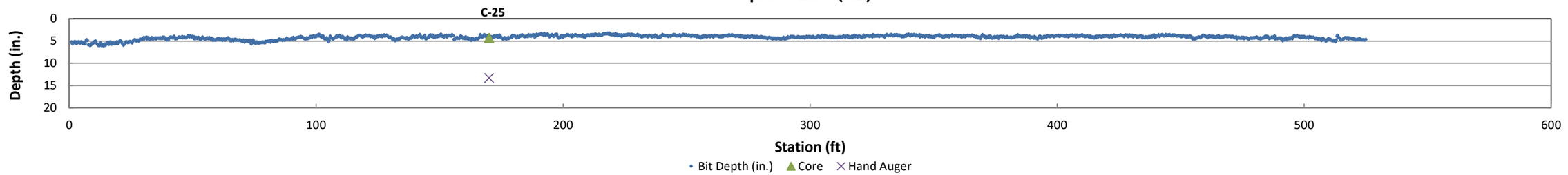
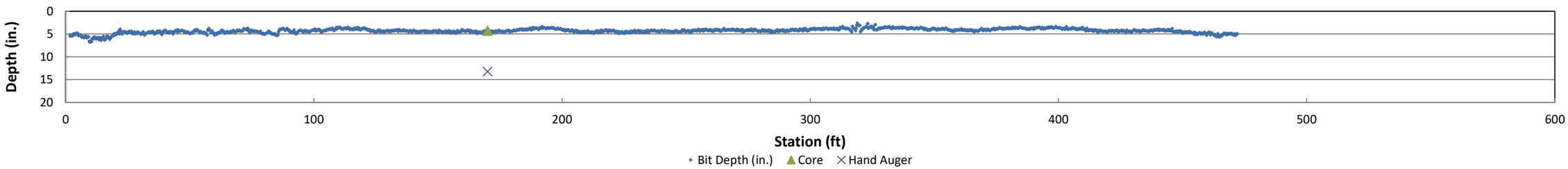
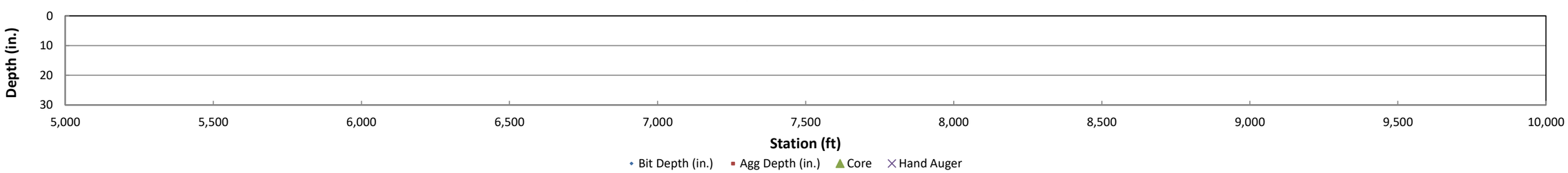
Upland Lane (NB)



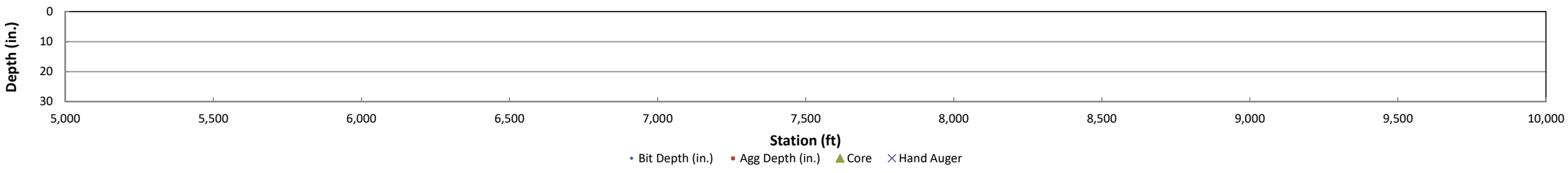
Upland Lane (SB)



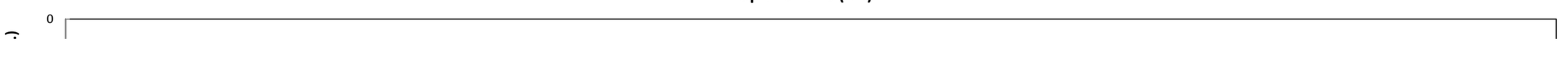
Upland Lane (NB)



Upland Lane (SB)



Upland Lane (NB)



GPR Results: Vinewood Lane Northbound - Rockford Road to Northwest Boulevard

Location	**City of Plymouth 2026 Street Rehabilitation**
Project No.	**B2502053**
Roadway	**Vinewood Lane Northbound**
From	**Rockford Road**
To	**Northwest Boulevard**

Note: stations are positive in the NB or EB direction; SB or WB scans have been reversed

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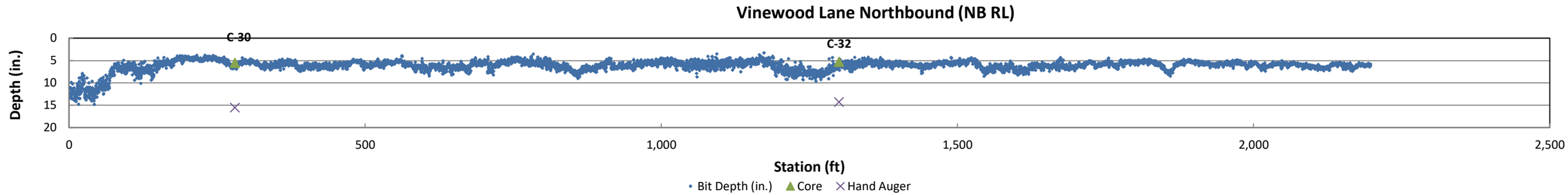

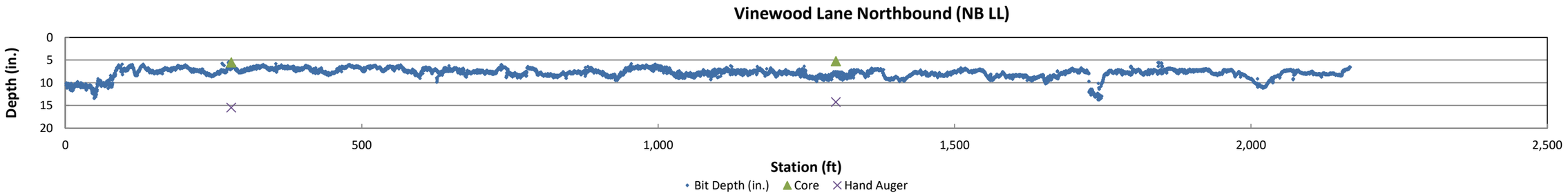

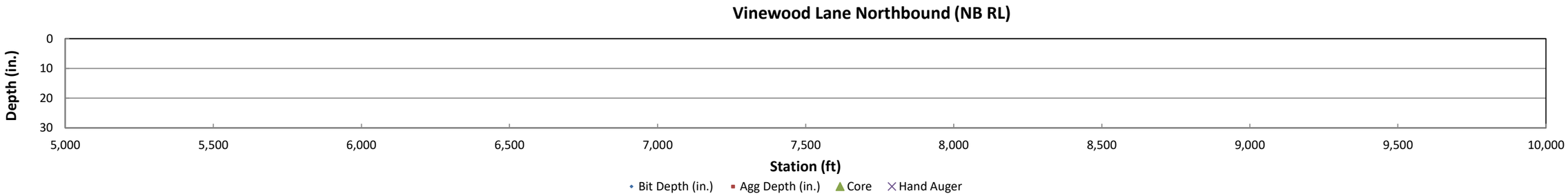

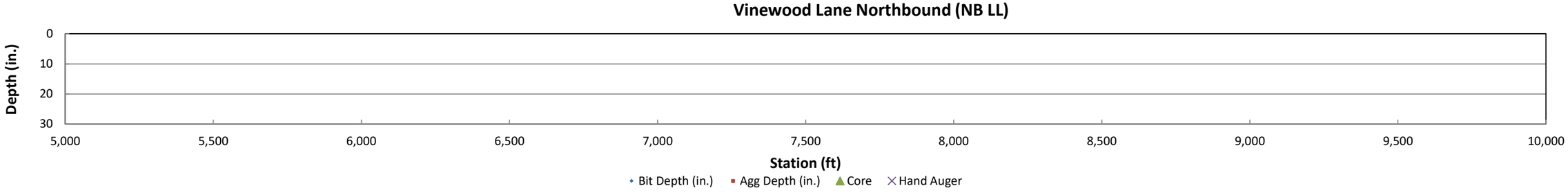

GPR Results: Vinewood Lane Southbound - Rockford Road to Northwest Boulevard

Location	**City of Plymouth 2026 Street Rehabilitation**
Project No.	**B2502053**
Roadway	**Vinewood Lane Southbound**
From	**Rockford Road**
To	**Northwest Boulevard**

Note: stations are positive in the NB or EB direction; SB or WB scans have been reversed

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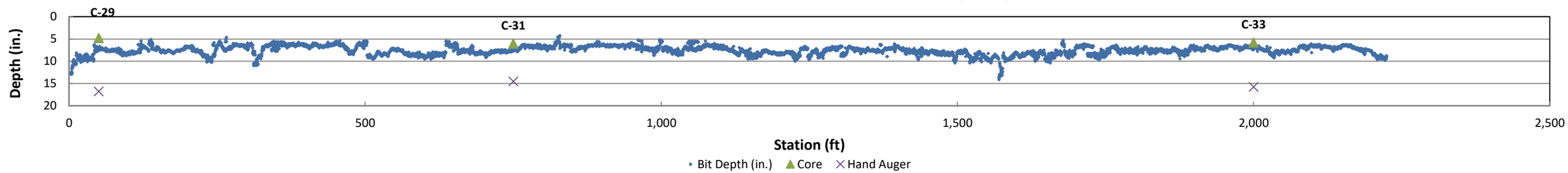
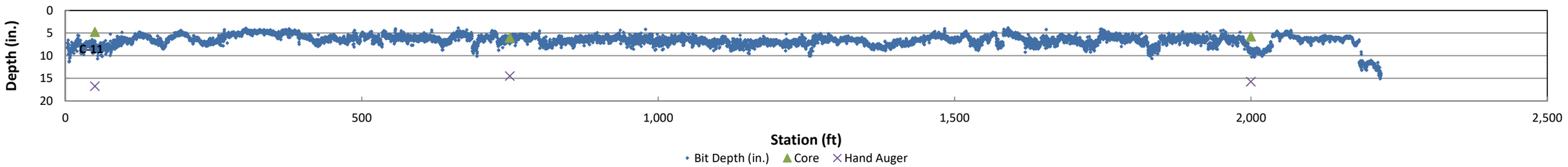
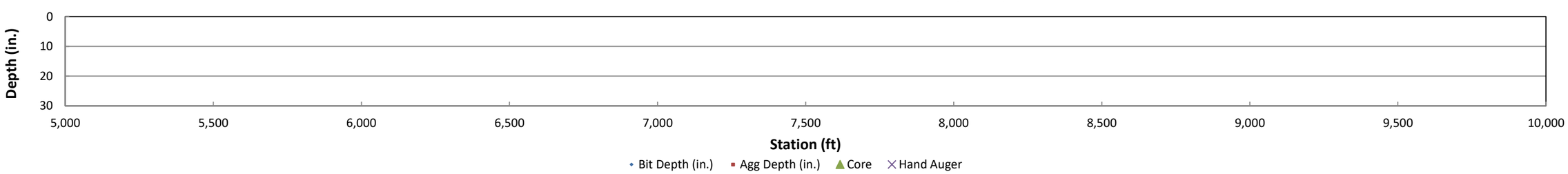
Vinewood Lane Southbound (SB RL)



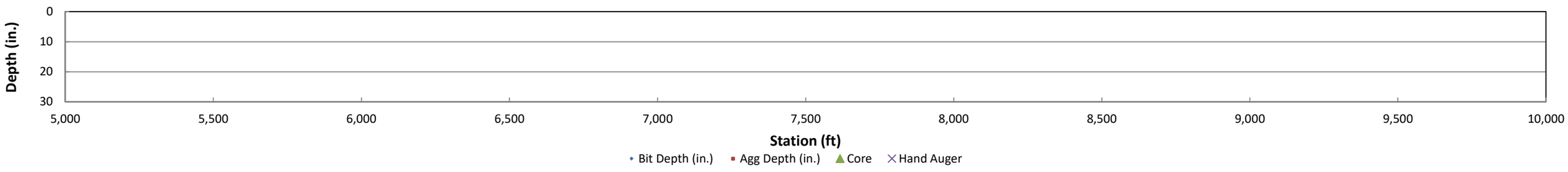
Vinewood Lane Southbound (SB LL)



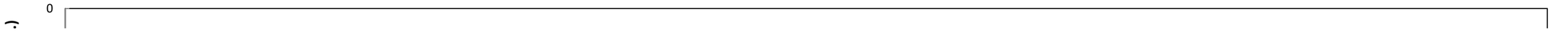
Vinewood Lane Southbound (SB RL)



Vinewood Lane Southbound (SB LL)



Vinewood Lane Southbound (SB RL)



GPR Results: Zachary Lane - 36th Avenue to Rockford Road

Location	**City of Plymouth 2026 Street Rehabilitation**
Project No.	**B2502053**
Roadway	**Zachary Lane**
From	**36th Avenue**
To	**Rockford Road**

Note: stations are positive in the NB or EB direction; SB or WB scans have been reversed

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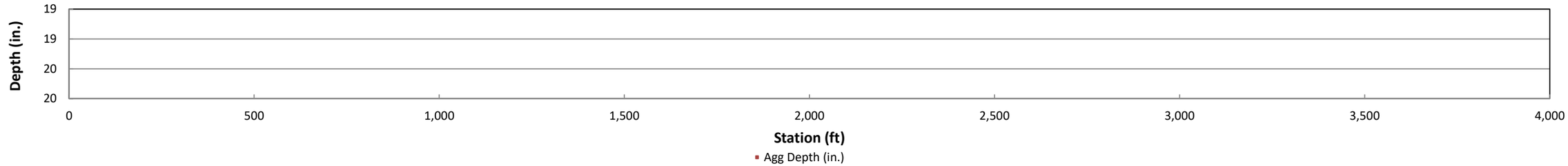
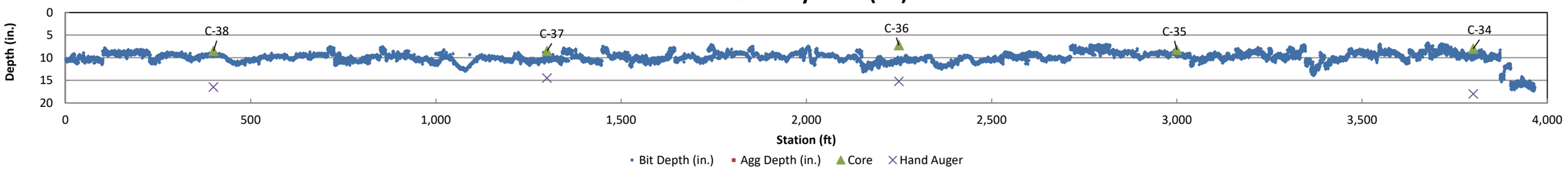
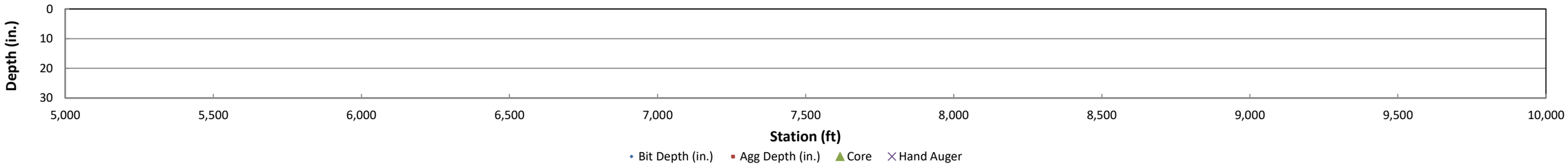
Zachary Lane (NB)



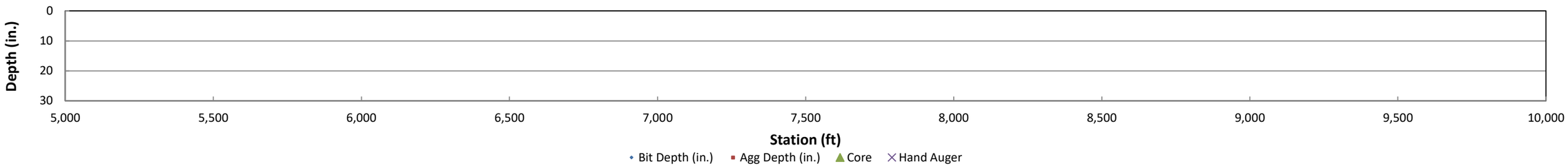
Zachary Lane (SB)



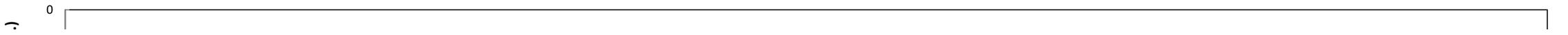
Zachary Lane (NB)



Zachary Lane (SB)



Zachary Lane (NB)



State Aid 10 Ton ESAL Traffic Forecast Calculator

This ESAL calculator is for use with default Heavy Commerical Traffic values; click "User Defined Traffic Values" sheet below if you wish to enter your own Heavy Commercial Traffic values.

Instructions: All yellow boxes require an input value.
Dropdown choices are provided for Base Year (C18), Number of Lanes (C19), and Urban or Rural (C21).
You must click on cells C18, C19, and C21 to access the dropdown choices.

General Information

Date	May 27, 2025	
Forecast Performed by	Braun Intertec	
Name of County or City	Hennepin County	
Project Number	B2502053	
Project Description	Holly Lane North	
Route Number		
Base Year (i.e. opening to traffic)	2026	
Number of Lanes (total both directions)	2 = typical 2 lane	
Current AADT	600	
Urban or Rural	Urban	
Historical AADT (enter a minimum of two years)	**Year**	**AADT**
Enter oldest traffic data here	2026	600
Enter second oldest traffic data here	2046	600
Enter third oldest traffic data here		
Enter fourth oldest traffic data here		
Base Year AADT	2026	600
20-Year AADT	2046	660
35-Year AADT	2061	705
Growth Rate	0.50%	

Vehicle Type	Vehicle Class %	ESAL Factors Flexible	ESAL Factors Rigid
2AX-6TIRE SU	1.38%	0.25	0.24
3AX+SU	0.06%	0.58	0.85
3AX TST	0.09%	0.39	0.37
4AX TST	0.19%	0.51	0.53
5AX+TST	1.47%	1.13	1.89
TR TR, BUSES	0.67%	0.57	0.74
TWIN TRAILERS	0.00%	2.40	2.33
Total	**3.85%**	**NA**	**NA**

20-Year Flexible Forecast (10 Ton) = 69,000
20-Year Rigid Forecast (10 Ton) = 102,000
35-Year Flexible Forecast (10 Ton) = 123,000
35-Year Rigid Forecast (10 Ton) = 182,000

Note: This ESAL Calculator provides reasonable estimation of ESAL's based on accurate AADT values. It is limited to an AADT value of 20,000. For roadways exceeding an AADT of 20,000, it is recommended to use the MnDOT ESAL Forecasting Tool found on MnDOT's Pavement Design web page at:
http://www.dot.state.mn.us/materials/pvmtdesign/software.html

Revised: 5/6/2020

State Aid 10 Ton ESAL Traffic Forecast Calculator

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Dropdown choices are provided for Base Year (C18), Number of Lanes (C19), and Urban or Rural (C21).
You must click on cells C18, C19, and C21 to access the dropdown choices.

General Information

Date	May 27, 2025	
Forecast Performed by	Braun Intertec	
Name of County or City	Hennepin County	
Project Number	B2502053	
Project Description	Neighborhood	
Route Number		
Base Year (i.e. opening to traffic)	2026	
Number of Lanes (total both directions)	2 = typical 2 lane	
Current AADT	861	
Urban or Rural	Urban	
Historical AADT (enter a minimum of two years)	**Year**	**AADT**
Enter oldest traffic data here	2023	861
Enter second oldest traffic data here	2046	861
Enter third oldest traffic data here		
Enter fourth oldest traffic data here		
Base Year AADT	2026	860
20-Year AADT	2046	946
35-Year AADT	2061	1,011
Growth Rate	0.50%	

Vehicle Type	Vehicle Class %	ESAL Factors Flexible	Rigid
2AX-6TIRE SU	1.38%	0.25	0.24
3AX+SU	0.06%	0.58	0.85
3AX TST	0.10%	0.39	0.37
4AX TST	0.19%	0.51	0.53
5AX+TST	1.48%	1.13	1.89
TR TR, BUSES	0.67%	0.57	0.74
TWIN TRAILERS	0.00%	2.40	2.33
Total	**3.87%**	**NA**	**NA**

20-Year Flexible Forecast (10 Ton) = 99,000
20-Year Rigid Forecast (10 Ton) = 148,000
35-Year Flexible Forecast (10 Ton) = 176,000
35-Year Rigid Forecast (10 Ton) = 262,000

Note: This ESAL Calculator provides reasonable estimation of ESAL's based on accurate AADT values. It is limited to an AADT value of 20,000. For roadways exceeding an AADT of 20,000, it is recommended to use the MnDOT ESAL Forecasting Tool found on MnDOT's Pavement Design web page at:
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Revised: 5/6/2020

State Aid 10 Ton ESAL Traffic Forecast Calculator

This ESAL calculator is for use with default Heavy Commerical Traffic values; click "User Defined Traffic Values" sheet below if you wish to enter your own Heavy Commercial Traffic values.

Instructions: All yellow boxes require an input value.
Dropdown choices are provided for Base Year (C18), Number of Lanes (C19), and Urban or Rural (C21).
You must click on cells C18, C19, and C21 to access the dropdown choices.

General Information

Date	May 27, 2025	
Forecast Performed by	Braun Intertec	
Name of County or City	Hennepin County	
Project Number	B2502053	
Project Description	Vinewood Lane - North Leg	
Route Number		
Base Year (i.e. opening to traffic)	2026	
Number of Lanes (total both directions)	4 = 4 lane undivided	
Current AADT	3,632	
Urban or Rural	Urban	
Historical AADT (enter a minimum of two years)	**Year**	**AADT**
Enter oldest traffic data here	2023	3,632
Enter second oldest traffic data here	2046	3,632
Enter third oldest traffic data here		
Enter fourth oldest traffic data here		
Base Year AADT	2026	3,630
20-Year AADT	2046	3,993
35-Year AADT	2061	4,265
Growth Rate	0.50%	

Vehicle Type	Vehicle Class %	ESAL Factors Flexible	ESAL Factors Rigid
2AX-6TIRE SU	1.40%	0.25	0.24
3AX+SU	0.07%	0.58	0.85
3AX TST	0.10%	0.39	0.37
4AX TST	0.20%	0.51	0.53
5AX+TST	1.57%	1.13	1.89
TR TR, BUSES	0.66%	0.57	0.74
TWIN TRAILERS	0.00%	2.40	2.33
Total	**4.00%**	**NA**	**NA**

20-Year Flexible Forecast (10 Ton) = 395,000
20-Year Rigid Forecast (10 Ton) = 588,000
35-Year Flexible Forecast (10 Ton) = 701,000
35-Year Rigid Forecast (10 Ton) = 1,044,000

Note: This ESAL Calculator provides reasonable estimation of ESAL's based on accurate AADT values. It is limited to an AADT value of 20,000. For roadways exceeding an AADT of 20,000, it is recommended to use the MnDOT ESAL Forecasting Tool found on MnDOT's Pavement Design web page at:
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Revised: 5/6/2020

State Aid 10 Ton ESAL Traffic Forecast Calculator

This ESAL calculator is for use with default Heavy Commerical Traffic values; click "User Defined Traffic Values" sheet below if you wish to enter your own Heavy Commercial Traffic values.

Instructions: All yellow boxes require an input value.
Dropdown choices are provided for Base Year (C18), Number of Lanes (C19), and Urban or Rural (C21).
You must click on cells C18, C19, and C21 to access the dropdown choices.

General Information

Date	May 27, 2025	
Forecast Performed by	Braun Intertec	
Name of County or City	Hennepin County	
Project Number	B2502053	
Project Description	Vinewood Lane - South Leg	
Route Number		
Base Year (i.e. opening to traffic)	2026	
Number of Lanes (total both directions)	4 = 4 lane undivided	
Current AADT	14,166	
Urban or Rural	Urban	
Historical AADT (enter a minimum of two years)	**Year**	**AADT**
Enter oldest traffic data here	2009	12,900
Enter second oldest traffic data here	2013	13,700
Enter third oldest traffic data here	2017	14,900
Enter fourth oldest traffic data here	2023	14,166
Base Year AADT	2026	14,950
20-Year AADT	2046	16,910
35-Year AADT	2061	18,380
Growth Rate	0.66%	

Vehicle Type	Vehicle Class %	ESAL Factors Flexible	Rigid
2AX-6TIRE SU	1.50%	0.25	0.24
3AX+SU	0.11%	0.58	0.85
3AX TST	0.14%	0.39	0.37
4AX TST	0.27%	0.51	0.53
5AX+TST	1.96%	1.13	1.89
TR TR, BUSES	0.62%	0.57	0.74
TWIN TRAILERS	0.00%	2.40	2.33
Total	**4.60%**	**NA**	**NA**

20-Year Flexible Forecast (10 Ton) = 1,972,000
20-Year Rigid Forecast (10 Ton) = 2,967,000
35-Year Flexible Forecast (10 Ton) = 3,537,000
35-Year Rigid Forecast (10 Ton) = 5,320,000

Note: This ESAL Calculator provides reasonable estimation of ESAL's based on accurate AADT values. It is limited to an AADT value of 20,000. For roadways exceeding an AADT of 20,000, it is recommended to use the MnDOT ESAL Forecasting Tool found on MnDOT's Pavement Design web page at:
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Revised: 5/6/2020

State Aid 10 Ton ESAL Traffic Forecast Calculator

This ESAL calculator is for use with default Heavy Commerical Traffic values; click "User Defined Traffic Values" sheet below if you wish to enter your own Heavy Commercial Traffic values.

Instructions: All yellow boxes require an input value.
Dropdown choices are provided for Base Year (C18), Number of Lanes (C19), and Urban or Rural (C21).
You must click on cells C18, C19, and C21 to access the dropdown choices.

General Information

Date	May 27, 2025	
Forecast Performed by	Braun Intertec	
Name of County or City	Hennepin County	
Project Number	B2502053	
Project Description	Zachary Lane - north segment	
Route Number		
Base Year (i.e. opening to traffic)	2026	
Number of Lanes (total both directions)	2 = typical 2 lane	
Current AADT	7,079	
Urban or Rural	Urban	
Historical AADT (enter a minimum of two years)	**Year**	**AADT**
Enter oldest traffic data here	2009	8,300
Enter second oldest traffic data here	2013	8,500
Enter third oldest traffic data here	2017	8,200
Enter fourth oldest traffic data here	2024	7,079
Base Year AADT	2026	7,120
20-Year AADT	2046	7,832
35-Year AADT	2061	8,366
Growth Rate	0.50%	

Vehicle Type	Vehicle Class %	ESAL Factors Flexible	Rigid
2AX-6TIRE SU	1.43%	0.25	0.24
3AX+SU	0.08%	0.58	0.85
3AX TST	0.11%	0.39	0.37
4AX TST	0.23%	0.51	0.53
5AX+TST	1.69%	1.13	1.89
TR TR, BUSES	0.64%	0.57	0.74
TWIN TRAILERS	0.00%	2.40	2.33
Total	**4.18%**	**NA**	**NA**

20-Year Flexible Forecast (10 Ton) = 911,000
20-Year Rigid Forecast (10 Ton) = 1,361,000
35-Year Flexible Forecast (10 Ton) = 1,618,000
35-Year Rigid Forecast (10 Ton) = 2,417,000

Note: This ESAL Calculator provides reasonable estimation of ESAL's based on accurate AADT values. It is limited to an AADT value of 20,000. For roadways exceeding an AADT of 20,000, it is recommended to use the MnDOT ESAL Forecasting Tool found on MnDOT's Pavement Design web page at:
http://www.dot.state.mn.us/materials/pvmtdesign/software.html

Revised: 5/6/2020

State Aid 10 Ton ESAL Traffic Forecast Calculator

This ESAL calculator is for use with default Heavy Commerical Traffic values; click "User Defined Traffic Values" sheet below if you wish to enter your own Heavy Commercial Traffic values.

Instructions: All yellow boxes require an input value.
Dropdown choices are provided for Base Year (C18), Number of Lanes (C19), and Urban or Rural (C21).
You must click on cells C18, C19, and C21 to access the dropdown choices.

General Information

Date	May 27, 2025	
Forecast Performed by	Braun Intertec	
Name of County or City	Hennepin County	
Project Number	B2502053	
Project Description	Zachary Lane - south segment	
Route Number		
Base Year (i.e. opening to traffic)	2026	
Number of Lanes (total both directions)	2 = typical 2 lane	
Current AADT	6,188	
Urban or Rural	Urban	
Historical AADT (enter a minimum of two years)	**Year**	**AADT**
Enter oldest traffic data here	2009	6,400
Enter second oldest traffic data here	2013	6,600
Enter third oldest traffic data here	2017	6,900
Enter fourth oldest traffic data here	2024	6,188
Base Year AADT	2026	6,380
20-Year AADT	2046	7,018
35-Year AADT	2061	7,497
Growth Rate	0.50%	

Vehicle Type	Vehicle Class %	ESAL Factors Flexible	Rigid
2AX-6TIRE SU	1.42%	0.25	0.24
3AX+SU	0.08%	0.58	0.85
3AX TST	0.11%	0.39	0.37
4AX TST	0.22%	0.51	0.53
5AX+TST	1.66%	1.13	1.89
TR TR, BUSES	0.65%	0.57	0.74
TWIN TRAILERS	0.00%	2.40	2.33
Total	**4.13%**	**NA**	**NA**

20-Year Flexible Forecast (10 Ton) = 805,000
20-Year Rigid Forecast (10 Ton) = 1,201,000
35-Year Flexible Forecast (10 Ton) = 1,429,000
35-Year Rigid Forecast (10 Ton) = 2,132,000

Note: This ESAL Calculator provides reasonable estimation of ESAL's based on accurate AADT values. It is limited to an AADT value of 20,000. For roadways exceeding an AADT of 20,000, it is recommended to use the MnDOT ESAL Forecasting Tool found on MnDOT's Pavement Design web page at:
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Revised: 5/6/2020

DEPARTMENT OF TRANSPORTATION

Created 5/27/2025

MnPAVE 7.105 Design Summary — Hot-Mix Asphalt

MnPAVE File: MnPAVE - Holly Lane.mp7

20-yr Reliability: fatigue **100%** rutting **100%** (85% recommended) 5,000 cycles

Project Information

District: Metro **County:** Hennepin **City:** Plymouth

Project No.: B2502053 **Route:** Holly Lane **Ref. Post:**

Letting Date: 5/27/2025

Designer: **Soils Engineer:** Braun Intertec

Climate Information

Seasons: 5 **Location:** 45° 2.49' Latitude, 93° 29' Longitude

Structural Information

Layer	Type	Subtype	Thickness, in.
1a	Hot-Mix Asphalt	C - PG58H-34, 5% Pb, Size A	1.50
1b		C - PG58H-34, 5% Pb, Size B	2.50
2	Aggregate Base	FDR	8.00
3	Engineered Soil	Clay Loam	0.00
4	Undisturbed Soil	Clay Loam	

Traffic Information

Forecast #:

Speed: 30 mph **Growth Rate:** 0.5% **Design Flexible ESALs:** 69,000

Notes

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DEPARTMENT OF TRANSPORTATION

Created 5/27/2025

MnPAVE 7.105 Design Summary — Hot-Mix Asphalt

MnPAVE File: MnPAVE - Vinewood Lane North Segment.mp7

	fatigue	rutting		
20-yr Reliability:	**100%**	**95.9%**	(85% recommended)	5,000 cycles

Project Information

District: Metro **County:** Hennepin **City:** Plymouth

Project No.: B2502053 **Route:** Vinewood Lane North Segment **Ref. Post:**

Letting Date: 5/27/2025

Designer: **Soils Engineer:** Braun Intertec

Climate Information

Seasons: 5 **Location:** 45° 2.49' Latitude, 93° 29' Longitude

Structural Information

Layer	Type	Subtype	Thickness, in.
1a	Hot-Mix Asphalt	C - PG58H-34, 5% Pb, Size A	2.00
1b		C - PG58H-34, 5% Pb, Size B	3.00
2	Aggregate Base	FDR	7.00
3	Aggregate Base	Class 5	0.00
4	Engineered Soil	Clay Loam	0.00
5	Undisturbed Soil	Clay Loam	

Traffic Information

Forecast #:

Speed: 30 mph **Growth Rate:** 0.66% **Design Flexible ESALs:** 395,000

Notes

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DEPARTMENT OF TRANSPORTATION

Created 5/27/2025

MnPAVE 7.105 Design Summary — Hot-Mix Asphalt

MnPAVE File: MnPAVE - Vinewood Lane South Segment.mp7

	fatigue	rutting		
20-yr Reliability:	**100%**	**90.1%**	(90% recommended)	5,000 cycles

Project Information

District: Metro **County:** Hennepin **City:** Plymouth

Project No.: B2502053 **Route:** Vinewood Lane South Segment **Ref Post:**

Letting Date: 5/27/2025

Designer: **Soils Engineer:** Braun Intertec

Climate Information

Seasons: 5 **Location:** 45° 2.49' Latitude, 93° 29' Longitude

Structural Information

Layer	Type	Subtype	Thickness, in.
1a	Hot-Mix Asphalt	C - PG58H-34, 5% Pb, Size A	4.00
1b		C - PG58H-34, 5% Pb, Size B	6.00
2	Aggregate Base	FDR	5.00
3	Aggregate Base	Class 5	0.00
4	Engineered Soil	Clay Loam	0.00
5	Undisturbed Soil	Clay Loam	

Traffic Information

Forecast #:

Speed: 30 mph **Growth Rate:** 0.66% **Design Flexible ESALs:** 1,972,000

Notes

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CITY OF PLYMOUTH

RESOLUTION NO. 2026-036

RESOLUTION ORDERING PRELIMINARY ENGINEERING REPORT FOR THE 2026 STREET REHABILITATION PROJECT (ST269002)

Whereas, the 2025-2034 Capital Improvement Plan made recommendations for the 2026 Street Rehabilitation Project; and

WHEREAS, it is necessary to undertake a Preliminary Engineering Report to determine the work required on each street recommended to be considered for the 2026 Street Rehabilitation Project (ST269002); and

WHEREAS, the recommended project area includes Zachary Lane between 36th Avenue and Rockford Road, Holly Lane between Old Rockford Road and 160 feet north of 46th Avenue, and the streets south of Schmidt Lake Road, west of Minnesota Lane, north of 44th Avenue, east of Vicksburg Lane, but excluding Niagara Lane.

NOW, THEREFORE, BE IT HEREBY RESOLVED BY THE CITY COUNCIL OF THE CITY OF PLYMOUTH, MINNESOTA that the City Engineer is instructed to prepare a Preliminary Engineering Report with all convenient speed by advising the City Council, in a preliminary way, as to whether the proposed improvements are feasible and as to whether it should best be made as proposed or in conjunction with some other improvement and the estimated cost of the improvements as recommended.

APPROVED by the City Council on this 27th day of January, 2026.

CITY OF PLYMOUTH

RESOLUTION NO. 2026-037

RESOLUTION RECEIVING PRELIMINARY ENGINEERING REPORT, ORDERING PREPARATION OF PLANS AND SPECIFICATIONS, AND CALLING FOR A PUBLIC HEARING FOR THE 2026 STREET REHABILITATION PROJECT (ST269002)

WHEREAS, pursuant to a resolution of the City Council adopted January 27, 2026, a report has been prepared with reference to the recommended project area including Zachary Lane between 36th Avenue and Rockford Road, Holly Lane between Old Rockford Road and 160 feet north of 46th Avenue, and the streets south of Schmidt Lake Road, west of Minnesota Lane, north of 44th Avenue, east of Vicksburg Lane, but excluding Niagara Lane; and

WHEREAS, the proposed improvement include pavement reclamation, pavement mill and overlay, utility repair and improvements, traffic signal improvements, trail replacement, and all necessary appurtenances; and

WHEREAS, said report is being received by the City Council on January 27, 2026; and

WHEREAS, the report provides information regarding whether the proposed project is necessary, cost effective, and feasible; whether it should best be made as proposed or in connection with some other improvement; the estimated cost of the improvements as recommended; and a description of the methodology used to calculate individual assessments for affected parcels.

NOW, THEREFORE, BE IT HEREBY RESOLVED BY THE CITY COUNCIL OF THE CITY OF PLYMOUTH, MINNESOTA:

1. The City Council will consider the improvement of such streets in accordance with the report and the assessment of abutting and adjacent property within the designated 2026 Street Rehabilitation Project, City Project No. ST269002, for all or a portion of the cost of the improvement pursuant to Minnesota Statutes 429.011 to 429.111 (Laws 1953, Chapter 398, as amended) at an estimated total cost of the improvement of $4,335,000.

2. A public hearing shall be held on such proposed improvement on the 24th day of March, 2026, in the Council Chambers of the Plymouth City Center at 3400 Plymouth Boulevard at 7:00 p.m., and the City Clerk shall give mailed and published notice of such hearing and improvements as required by law.

3. Alliant has previously been designated as engineer for the improvement. They shall prepare plans and specifications for the making of such improvement.

APPROVED by the City Council on this 27th day of January, 2026.

CITY OF PLYMOUTH

RESOLUTION NO. 2026-038

RESOLUTION APPROVING PLANS AND SPECIFICATIONS AND ORDERING ADVERTISEMENT FOR BIDS FOR THE 2026 STREET REHABILITATION PROJECT (ST269002)

WHEREAS, pursuant to a resolution of the City Council adopted January 27, 2026, the City Engineer has prepared plans and specifications for improvement No. ST269002. The improvement of the 2026 Street Rehabilitation Project includes Zachary Lane between 36th Avenue and Rockford Road, Holly Lane between Old Rockford Road and 160 feet north of 46th Avenue, and the streets south of Schmidt Lake Road, west of Minnesota Lane, north of 44th Avenue, east of Vicksburg Lane, but excluding Niagara Lane.

NOW, THEREFORE, BE IT HEREBY RESOLVED BY THE CITY COUNCIL OF THE CITY OF PLYMOUTH, MINNESOTA:

1. Such plans and specifications, a copy of which is made a part hereof, are hereby approved.

2. The City Clerk shall prepare and cause to be inserted in the official paper and on Quest CDN an advertisement for bids upon the making of such improvement under such approved plans and specifications. The advertisement shall be published two times, shall specify the work to be done, shall state that bids will be received online by QuestCDN until 10:00 a.m. on February 20, 2026 at which time they will be publicly displayed in the City Council Chambers of the Plymouth City Hall building at 3400 Plymouth Boulevard, Plymouth, Minnesota, by the City Engineer and City Clerk. The bids will be tabulated and considered by the council at 7:00 p.m. on March 24, 2026, in the Council Chambers. Any bidder whose responsibility is questioned during consideration of the bid will be given an opportunity to address the City Council on the issue of responsibility. No bids will be considered unless submitted online via the QuestCDN bidding site and accompanied by a cash deposit, cashier's check, bid bond or certified check payable to the City Clerk for five percent of the amount of such bid.

APPROVED by the City Council on this 27th day of January, 2026.

CITY OF PLYMOUTH

RESOLUTION NO. 2026-039

RESOLUTION DECLARING COST TO BE ASSESSED, AND ORDERING PREPARATION OF PROPOSED ASSESSMENT FOR THE 2026 STREET REHABILITATION PROJECT (ST269002)

WHEREAS, estimated costs have been calculated for the 2026 Street Rehabilitation Project, City Project No. ST269002 including Zachary Lane between 36th Avenue and Rockford Road, Holly Lane between Old Rockford Road and 160 feet north of 46th Avenue, and the streets south of Schmidt Lake Road, west of Minnesota Lane, north of 44th Avenue, east of Vicksburg Lane, but excluding Niagara Lane. The estimated cost for such improvement is $3,457,000, and the expenses incurred or to be incurred in the making of such improvement amount to $878,000 so that the total cost of the improvement will be $4,335,000.

NOW, THEREFORE, BE IT HEREBY RESOLVED BY THE CITY COUNCIL OF THE CITY OF PLYMOUTH, MINNESOTA:

1. The portion of the cost of such improvement to be paid by the City of Plymouth is declared to be $3,769,000 and the portion of the cost to be assessed against benefited property owners is declared to be $566,000.

2. Assessments shall be payable in equal annual installments extending over a period of either 5 years, 10 years, or 15 years with the first of the installments to be payable on or before the first Monday in January, 2027, and shall bear the interest rate of 3.0% percent for a 5 year term, 3.0% for a 10 year term, or 3.0% for a 15 year term per annum from the date of the adoption of the assessment resolution.

3. The City Clerk, with the assistance of the City Engineer, shall calculate the proper amount to be specially assessed for such improvement against every assessable lot or piece or parcel of land within the district affected, without regard to cash valuation, as provided by the law, and shall file a copy of such proposed assessment in the office for public inspection.

4. The City Clerk shall upon completion of such proposed assessment notify the City Council thereof.

APPROVED by the City Council on this 27th day of January, 2026.

CITY OF PLYMOUTH

RESOLUTION NO. 2026-040

RESOLUTION CALLING FOR HEARING ON PROPOSED ASSESSMENT FOR THE 2026 STREET REHABILITATION PROJECT (ST269002)

WHEREAS, by a resolution passed by the Council on January 27, 2026, the City Clerk was directed to prepare a proposed assessment of the cost for the improvements to the project area including Zachary Lane between 36th Avenue and Rockford Road, Holly Lane between Old Rockford Road and 160 feet north of 46th Avenue, and the streets south of Schmidt Lake Road, west of Minnesota Lane, north of 44th Avenue, east of Vicksburg Lane, but excluding Niagara Lane. The proposed work will include pavement reclamation, pavement mill and overlay, utility repair and improvements, trail replacement, and all necessary appurtenances; and

WHEREAS, the City Clerk has notified the City Council that such proposed assessment has been completed and filed in the office of the City Clerk for public inspection.

NOW, THEREFORE, BE IT HEREBY RESOLVED BY THE CITY COUNCIL OF THE CITY OF PLYMOUTH, MINNESOTA:

1. A hearing shall be held on the 24th day of March, 2026, in the City Council Chambers of the Plymouth City Hall, 3400 Plymouth Boulevard, Plymouth, Minnesota at 7:00 p.m. to pass upon such proposed assessment. All persons owning property affected by such improvement will be given an opportunity to be heard with reference to such assessment.

2. The City Clerk is directed to cause a notice of the hearing on the proposed assessment to be published once in the official newspaper at least two weeks prior to the hearing and shall state in the notice the total cost of the improvement. The City Clerk shall also cause mailed notice to be given to the owner of each parcel described in the assessment roll not less than two weeks prior to the hearing.

APPROVED by the City Council on this 27th day of January, 2026.

Regular City Council
January 27, 2026
Agenda Number: 6.7

To:	Dave Callister, City Manager
Prepared by:	Lori Sommers, Planning Manager
Reviewed by:	Grant Fernelius, CED Director
Item:	**Approve a Final Plat for "Plymouth Plaza Phase 1" located within the Wayzata School District (2025077 -- Marco McLane Development)**

1. Action Requested:

Adopt the attached resolution approving a final plat for "Plymouth Plaza Phase 1" located at 1455 County Road 101 (2025077).

2. Background:

On December 8, 2025, the City Council approved a land use guide plan amendment, rezoning, PUD general plan, and preliminary plat for Plymouth Plaza redevelopment to allow the demolition of a portion of the existing building, a new commercial building, and a 195-unit apartment building.

At this time, the applicant is requesting final plat approval for phase 1: new commercial building of the project. The requested final plat is consistent with the approved preliminary plat.

3. Budget Impact:

N/A

4. Attachments:

1. Final Plat
2. Narrative
3. Aerial Map
4. Site Plan
5. Preliminary Plat

6. City Council Resolution 2026-041

SCHIEBE'S OAKWOOD SECOND

C.R. DOC. NO. _____

KNOW ALL PERSONS BY THESE PRESENTS: That Plymouth Plaza LLC, a Minnesota limited liability company, fee owner of the following described property:

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

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

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

Has caused the same to be surveyed and platted as SCHIEBE'S OAKWOOD SECOND and does hereby dedicate to the public for the public way and the drainage and utility easements as created by this plat.

In witness whereof said Plymouth Plaza LLC, a Minnesota limited liability company, has caused these presents to be signed by its proper officer this _____ day of _____, 20_____.

Signed: Plymouth Plaza LLC

By: _____, as _____.

STATE OF MINNESOTA
COUNTY OF _____

This instrument was acknowledged before me on this _____ day of _____, 20_____, by _____ as _____, for Plymouth Plaza LLC, a Minnesota limited liability company, on behalf of the company.

_____ _____
Notary Public, _____ County, Minnesota Notary Printed Name
My Commission Expires _____

I Glen A. Mullenbach do hereby certify that this plat was prepared by me or under my direct supervision; that I am a duly Licensed Land Surveyor in the State of Minnesota; that this plat is a correct representation of the boundary survey; that all mathematical data and labels are correctly designated on this plat; that all monuments depicted on this plat have been, or will be correctly set within one year; that all water boundaries and wet lands, as defined in Minnesota Statutes, Section 505.01, Subd. 3, as of the date of this certificate are shown and labeled on this plat; and all public ways are shown and labeled on this plat.

Dated this _____day of _____, 20____.

_____
Glen A. Mullenbach, Licensed Land Surveyor,
Minnesota License No. 47470

STATE OF MINNESOTA
COUNTY OF _____

This instrument was acknowledged before me this _____ day of _____, 20_____, by Glen A. Mullenbach.

_____ _____
Notary Public, _____ County, Minnesota Notary Printed Name
My Commission Expires _____

CITY COUNCIL, CITY OF PLYMOUTH, MINNESOTA

This plat of SCHIEBE'S OAKWOOD SECOND was approved and accepted by the City Council of the City of Plymouth, Minnesota at a regular meeting thereof held this _____ day of _____, 20_____, and said plat is in compliance with the provisions of Minnesota Statutes, Section 505.03, Subd. 2.

City Council, City of Plymouth, Minnesota

By: _____ Mayor By: _____ Clerk

COUNTY AUDITOR, Hennepin County, Minnesota

I hereby certify that taxes payable in 20_____ and prior years have been paid for land described on this plat, dated this _____ day of _____, 20_____.

Daniel Rogan, County Auditor By: _____ Deputy

SURVEY DIVISION, Hennepin County, Minnesota

Pursuant to Minnesota Statutes Section 383B.565 (1969), this plat has been approved this _____ day of _____, 20_____.

Chris F. Mavis , County Surveyor By: _____

COUNTY RECORDER, Hennepin County, Minnesota

I hereby certify that the within plat of SCHIEBE'S OAKWOOD SECOND was recorded in this office this _____ day of _____, 20_____, at _____ o'clock ____.M.

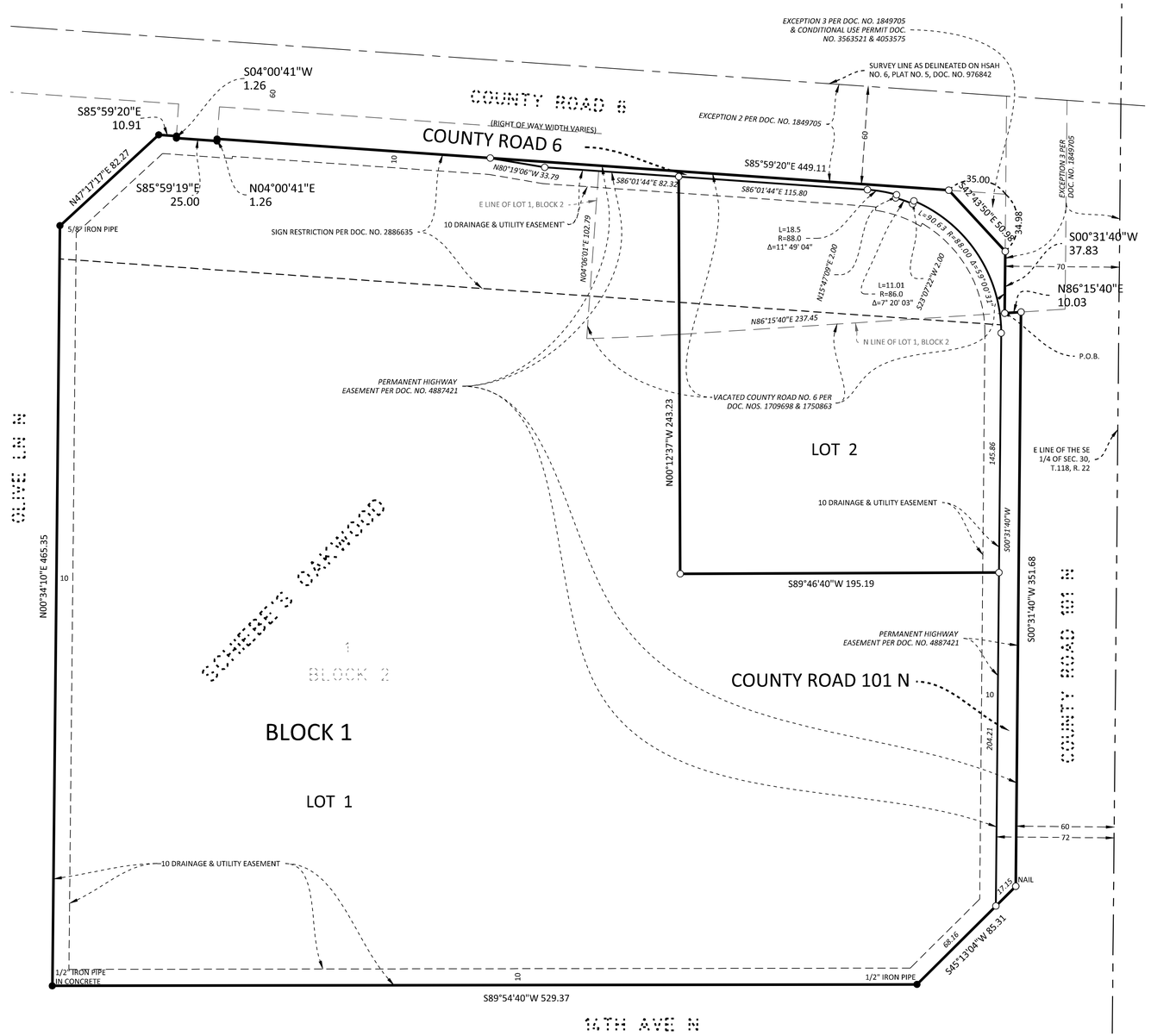
Amber Bougie, County Recorder By: _____ Deputy

○ DENOTES 5/8 INCH BY 24 INCH REBAR MONUMENT SET AND MARKED BY LICENSE NO. 53642. (UNLESS OTHERWISE NOTED)

● DENOTES 1/2 INCH IRON PIPE MONUMENT FOUND (CAP #47476 UNLESS OTHERWISE NOTED)

THE BEARING SYSTEM IS BASED ON THE NORTH LINE OF LOT 1, BLOCK 2, FOX MEADOWS FIRST ADDITION, HAVING AN ASSUMED BEARING OF S89°28'27E

NORTH
0 40 80
SCALE IN FEET



SAMBATEK, INC.
ENGINEERING, PLANNING AND LAND SURVEYING

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

PUD GENERAL PLAN APPLICATION NARRATIVE
December 10, 2025

Project Team:

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

Project Location

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

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

Project Vision and Phasing

The proposed development will occur in two phases. The first phase will include the construction of a 14,366 sf single story commercial building at the northeast corner of the project site. Construction of the new commercial building will include site improvements around the existing multi-tenant commercial building. Upon completion of phase 1 construction, tenants located within the existing commercial building along Olive Lane N will relocate to the new commercial building. Those tenants that occupy the southeast quadrant of the existing building will remain, and operate, in their current location.

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

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

Project Alignment with City Council's Strategic Priorities

A Connected and Thriving Community

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

Environmental Stewardship

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

Economic Stability and Vitality

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

City Center

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

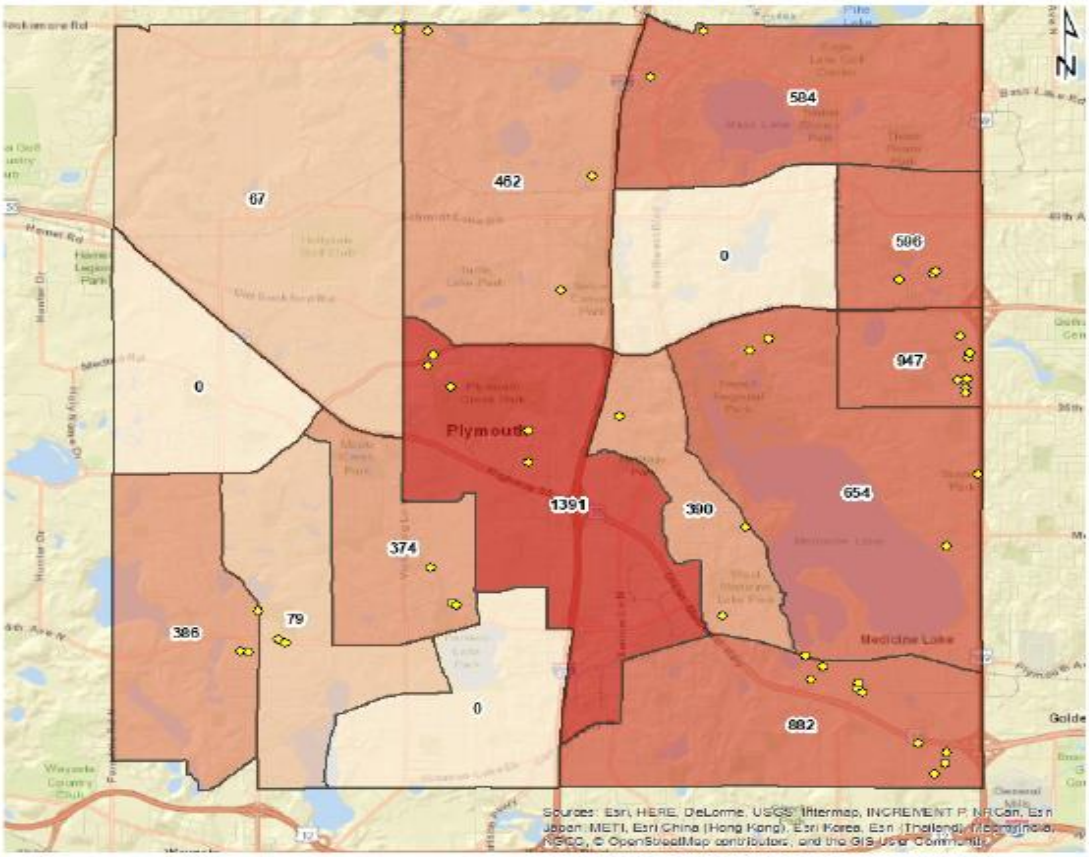
Market Served - Density and Demand

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

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

Multifamily Density Per Census Tract

General Occupancy Multifamily Rental Housing Units by Census Tract - 2017



Multifamily Development Node Density

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

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

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

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

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

PUD Scoring

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

PLYMOUTH PLAZA PUD SCORING MATRIX

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

Zoning

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

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

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

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

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

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

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

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

Conclusion:

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

2025077
1455 Cnty Rd 101
Request for Final Plat

City of Plymouth

COUNTY ROAD 6
(PUBLIC ROAD)

PAVEMENT RECONSTRUCTION
(SEE DETAIL STRT-14, C9.04)
REPLACE PAVEMENT STRIPING IN KIND
REPLACE CURB AND GUTTER IN KIND
REPLACE SIDEWALK IN-KIND

WOODEN RETAINING WALL
(REPLACED IN-KIND)

HIGHWAY EASEMENT

10' D&U EASEMENT

REINSTALL SALVAGED SIGNAGE

REINSTALL SALVAGED SIGNAGE

PROPOSED BUILDING
FFE=994.00

LOT 3

CONTRACTOR TO REPAIR ANY DAMAGED CITY SIDEWALK THAT OCCURS DURING CONSTRUCTION (TYP).

TRASH/UTILITY ROOM

FFE=992.00

5 CONCRETE STEPS W/ 6" RISE & 11" TREAD

RELOCATE EXISTING LIGHT

SCHIEBEL'S OAKWOOD

EXISTING BUILDING
74,742 SF

BLOCK 2

COUNTY ROAD 101 N
(PUBLIC ROAD)

NORTH
0 20 40
SCALE IN FEET

LEGEND

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

(##) PARKING STALL COUNT

(1) KEY NOTE

LIGHT POLE (BY OTHERS)

ADA ACCESS ROUTE

STANDARD DUTY ASPHALT PAVING

HEAVY DUTY ASPHALT PAVING

4" CONCRETE PAVING

CONCRETE SIDEWALK

PAVEMENT BY OTHERS (SEE ARCHITECTURAL PLANS)

DEVELOPMENT SUMMARY — COMMERCIAL

AREA		
TOTAL SITE AREA	14,238 SF	0.327 AC
PROPOSED IMPERVIOUS AREA		
PROPOSED PERVIOUS AREA		

PARKING SUMMARY	
TOTAL EXISTING SITE BUILDING FLOOR AREA	88,980 SF
REQUIRED PARKING STALLS (1 STALL/200 SF)	445 STALLS
EXISTING PARKING PROVIDED	375 STALLS
PROPOSED PARKING PROVIDED	249 STALLS
REQUIRED ADA PARKING (2% OF TOTAL)	5 STALLS
PROPOSED ADA PARKING	21 STALLS

SETBACKS	
FRONT YARD	35 FT
REAR YARD	15 FT
SIDE YARD	15 FT

ZONING	
EXISTING ZONING	C-2
PROPOSED ZONING	PUD

KEY NOTES

A. BUILDING, STOOPS, STAIRS (SEE ARCHITECTURAL PLANS)
B. B-612 CONCRETE CURB AND GUTTER (SEE DETAIL 02, SHEET C9.01)
C. FLAT CURB SECTION (SEE DETAIL 03, SHEET C9.01)
D. CURB TRANSITION (SEE DETAIL 04, SHEET C9.01)
E. B-812 CONCRETE CURB AND GUTTER (SEE DETAIL 10, SHEET C9.01)
F. CONCRETE SIDEWALK (SEE DETAIL 09, SHEET C9.01)
G. ADA PARKING/ACCESS RAMP (SEE DETAIL 05, SHEET C9.01, & SHEETS C9.04-C9.05)
H. ACCESSIBLE STALL STRIPING (SEE DETAIL 07, SHEET C9.01)
I. ACCESSIBLE PARKING SIGN (SEE DETAIL 06, SHEET C9.01)
J. PEDESTRIAN CURB RAMP (SEE DETAIL 08, SHEET C9.01, & SHEETS C9.04-C9.05)
K. TRANSFORMER
L. FENCE (SEE ARCHITECTURAL PLANS)
M. SIDEWALK DRAIN (SEE DETAIL 06, SHEET C9.02)
N. RETAINING WALL

CITY PROJECT NO. 2025042

NO	DATE	BY	CKD	APPR	COMMENT

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

Print Name: MARK ANDERSON

Date 12/04/25 License # 23450

NOT FOR CONSTRUCTION

DATE ISSUED
12/04/2025
DESIGN REVIEW
PERMIT SUBMITTAL
CONSTRUCTION DOCUMENTS

DRAWN BY
EJC
DESIGNED BY
EJC/TAC
CHECKED BY
MCA
PROJECT NO.
53814

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Engineering | Surveying | Planning | Environmental

SITE PLAN

MITHUN ENTERPRISES
PLYMOUTH PLAZA - PHASE 1
CONSTRUCTION PLANS
PLYMOUTH, MN

SHEET
C3.01
6 OF 27
REV.

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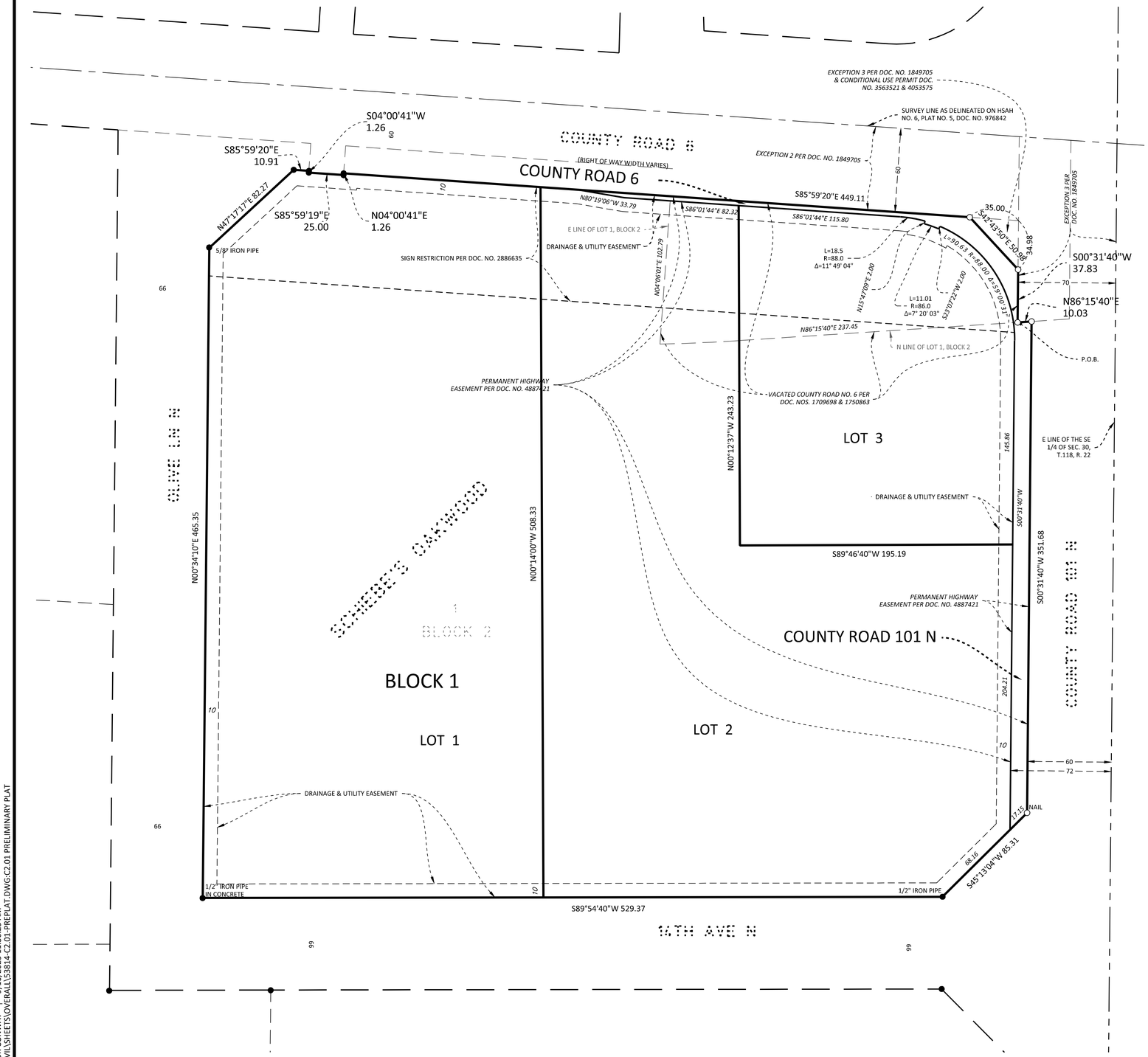

EXISTING PROPERTY DESCRIPTION

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

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

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

PROPERTY SUMMARY

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

ZONING INFORMATION

ZONING	
EXISTING ZONING	C-2
PROPOSED ZONING	PUD

DEVELOPMENT NOTES

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

PROPOSED DESCRIPTION

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

NORTH

0 40 80
SCALE IN FEET

CITY PROJECT NO. 2025042

NO	DATE	BY	CKD	APPR	COMMENT

© 2021 Sambatek

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

Print Name: Mark Sambatek

Date 07/01/2025 License # 43933

NOT FOR CONSTRUCTION

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

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PRELIMINARY PLAT

MITHUM ENTERPRISES
PLYMOUTH PLAZA
PUD GENERAL PLAN
PLYMOUTH, MN

SHEET
C2.01
3 OF 20
REV.

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CITY OF PLYMOUTH

RESOLUTION NO. 2026-041

RESOLUTION APPROVING FINAL PLAT FOR "SCHIEBE'S OAKWOOD SECOND" TO BE ADDRESSED 1485 COUNTY ROAD 101 (2025077)

WHEREAS, Marco McLane Development has requested approval of a final plat for "Schiebe's Oakwood Second" for the development of the Plymouth Plaza – Phase 1 a new commercial building with associated parking for property to be addressed 1485 County Road 101; and

WHEREAS, the property is presently legally described as follows:

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

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

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

WHEREAS, city staff has prepared a site improvement performance agreement covering the improvements related to said plat.

NOW, THEREFORE, BE IT HEREBY RESOLVED BY THE CITY COUNCIL OF THE CITY OF PLYMOUTH, MINNESOTA, that the request by Marco McLane Development for a final plat for Schiebe's Oakwood Second is approved; and

FURTHER, that the development contract for said plat be approved, and that upon prior execution of the development contract by the Developer, the Mayor and City Manager be authorized to execute the development contract, stormwater agreement, and encroachment agreement on behalf of the City; and

FURTHER, that the following conditions apply to said plat:

1. The final plat for Schiebe's Oakwood Second is approved in accordance with the plans dated December 11, 2025, except as amended by this resolution.

2. Prior to commencement of grading operations or other site preparation work, the Developer shall:
   a. Install and request inspection of silt fencing and shall obtain and comply with the required Construction Stormwater Permit, watershed approval/permit, and city grading permit.
   b. Install and request inspection of all required pre-disturbance erosion control best management practices including, but not limited to, perimeter controls, rock construction entrances, and inlet protection.
   b. Provide documentation that all Wetland Conservation Act approvals and environmental-related permits have been received including, but not limited to, those from Watershed, Minnesota Department of Natural Resources (MN DNR), Minnesota Pollution Control Agency, and Army Corps of Engineers.

3. Prior to recording of the final plat, the Developer shall:
   a. Execute the site improvement performance agreement and provide the related financial guarantees and fees.
   b. Pay tree restitution fees.
   c. Execute the Storm Water Maintenance and Chloride Management Agreements.
   d. Execute Cross-Access/Parking/Trash Agreements.
   e. Compliance with all fire codes, including those for hydrant location and fire lane signage.

4. Building code related items will be address upon submittal of a building permit application. A sewer availability charge (SAC) determination letter from the Metropolitan Council is required in conjunction with submission of the building permit application.

5. Separate building permits are required prior to commencement of the project.

6. Prior to issuance of a building permit, the Developer shall:
   a. Provide proof of recording for the final plat and all easements and agreements.
   b. Obtain city approval of the PUD Final plans.
   c. Submit a city approved Construction Phasing plan.
   f. Submit a city approved snow storage/snow removal plan for the site.
   g. Obtain all Hennepin County approvals and permits.
   h. Obtain city approval of final construction plans.
   i. Obtain city approval of final Fire Department plans (including approved fire access routes and hydrant coverage).
   j. Obtain all applicable agency permits or approvals that are required including, but not limited to, those from MnDOT, County, watershed districts, Metropolitan Council Environmental Services, Minnesota Pollution Control Agency, Minnesota Department of Health, as well as the NPDES permit.

7. Prior to occupancy of any proposed buildings on the site, the following items shall be addressed:
   a. Construction of all proposed trails, sidewalks, and cross walks.
   b. Construction of the ponding and drainage system shall be completed.

8. Park dedication fees in lieu of land dedication shall be paid with the apartment building phase.

9. Developer required to repair trails or sidewalks that connect to the Plymouth Parks and Trails System.

10. Construction parking for the development shall be either on the site or at a location approved by the city. In no case shall parking be allowed in the residential neighborhoods surrounding the development.

11. Standard Conditions:
    a. No building permits shall be issued until the final plat is recorded and the City Engineer approves plans.
    b. Signage shall comply with an approved master sign plan and shall require a separate sign permit, as required.
    c. Any visible rooftop or ground-mounted mechanical equipment shall be painted or screened to match the building.
    d. Compliance with the city's lighting regulations.
    e. Compliance with the city's tree preservation regulations.
    f. Compliance with the city's landscape regulations.
    g. Compliance with all building and fire code requirements.
    h. Compliance with all city and watershed regulations regarding drainage, runoff, water quality, and erosion control.
    i. Building permits are required for retaining walls that exceed four feet in height. Additionally, a safety fence shall be installed at the top of retaining walls that exceed four feet in height.
    j. Hours of operation for site preparation work including building demolition, utility installation, foundation piling installation, and grading shall be limited as follows: Monday through Friday 7 a.m. to dusk; Saturdays 8 a.m. to 6 p.m.; Sundays and Holidays no work allowed. Hours of operation for site development work including building construction shall be limited as follows: Monday through Friday 7 a.m. to 10 p.m.; Saturdays, Sundays, and Holidays 8 a.m. to 9 p.m.
    k. Any diseased or hazardous trees must be removed from the property at the owner's expense.
    l. Compliance with city's noise regulations for generators.
    m. Any rooftop or ground-mounted mechanical equipment shall be screened consistent with the requirements of the zoning ordinance to match the building.
    n. Trash and recyclables generated by buildings shall be stored inside the buildings. Dumpsters shall be located such that they prevent illicit discharge into the storm sewer system.
    o. Any subsequent phases or expansions are subject to required reviews and approvals per ordinance provisions.
    p. Construction parking for this development shall occur on the site, or pursuant to a construction parking plan approved by the city and shall not block or impede emergency access routes.
    q. This approval shall expire two years after the date of approval, unless the property owner or applicant has recorded the final plat, or unless the applicant, with the consent of the property owner, has received prior approval from the city to extend the expiration date for up to one additional year, as regulated under section 512 of City Code.

APPROVED by the City Council this 27th day of January, 2026.

STATE OF MINNESOTA)
COUNTY OF HENNEPIN) SS.

The undersigned, being the duly qualified and appointed City Clerk of the City of Plymouth, Minnesota, certifies that I compared the foregoing resolution adopted at a meeting of the Plymouth City Council on January 27, 2026, with the original thereof on file in my office, and the same is a correct transcription thereof.

WITNESS my hand officially as such City Clerk and the Corporate seal of the City this _____ day of _____,_____.

_____
City Clerk

Regular City Council
January 27, 2026
Agenda Number: 6.8

To: Dave Callister, City Manager

Prepared by: Abbie Browen, Public Works Operations Manager

Reviewed by: Michael Thompson, Public Works Director

Item: **Approve water treatment chemical prices for 2026**

---

1. Action Requested:

Adopt attached resolution approving water treatment chemical prices for 2026.

2. Background:

The city purchases chemicals for use in water treatment at both the Central and Zachary Water Treatment Plants, as well as the Vicksburg Reservoir. Bids were publicly opened on January 8, 2026. Two bids were received, and staff recommends approval of all prices submitted by Hawkins, Inc. and Shannon Chemical Corporation. While chemicals will generally be purchased from the lowest-priced supplier, approving both bids will ensure the city has an alternative supply source in case of long wait times or if the quality or quantity of a chemical is not available from the company with the lowest price.

Bids received this year for fluoride increased by 22%, while chlorine, orthophosphate, and permanganate costs per gallon decreased by 2-3%. The higher fluoride prices compared to previous years are due to conditions specific to this chemical, including limited producers, higher transportation and handling costs, and reduced competition among bidders. Chlorine prices reached a peak in 2023 due to post-pandemic supply chain issues and have stabilized with price reductions annually since 2024.

3. Budget Impact:

The total cost for water treatment chemicals throughout a given year varies based on demand (including residential use, process water, and irrigation) but is largely influenced by precipitation. During dry years, the total expenditures go up due to irrigation demand; however, this is offset by revenues. The 2026 Water Fund budget includes $482,040 for chemicals, which is projected to be adequate based on a typical

year of production.

4. Attachments:

1. Bid Tabulation
2. City Council Resolution 2026-042

BID TABULATION
2026 Water Treatment Chemicals
City Project #WA26002

	ITEM		HAWKINS, INC		SHANNON CORP.
1	Sodium Hypochlorite, 12.5%, Bulk Gallons	$	2.06		No Bid
2	Zinc Orthophosphate, mini-bulk	$	12.37	$	23.17
3	Hydrofluosilicic Acid, 23-25%, mini-bulk	$	6.60		No Bid
4	Sodium Permanganate, 20%, NSF 60 Cert., mini-bulk	$	17.38	$	27.17

CITY OF PLYMOUTH

RESOLUTION NO. 2026-042

RESOLUTION APPROVING WATER TREATMENT CHEMICAL PRICES FOR 2026

WHEREAS, the city has prepared specifications, advertised, received bids, and opened bids on January 8, 2026; and

WHEREAS, the following bids were received:

Item	Hawkins, Inc.	Shannon Corp.
Sodium Hypochlorite, 12.5%, bulk gallons	$2.06	No Bid
Zinc Orthophosphate, mini-bulk	$12.37	$23.17
Hydrofluosilicic Acid, 23-25%, mini-bulk	$6.60	No Bid
Sodium Permanganate, 20%, NSF 60 cert., mini-bulk	$17.38	$27.17

WHEREAS, Hawkins, Inc. and Shannon Chemical Corporation provided bids complying with the minimum qualifications; and

WHEREAS, chemicals are typically purchased through the company with the lowest bid price, but instances may come up where the city needs to purchase from another bidder; and

WHEREAS, the City Engineer recommends approving bids from both companies.

NOW, THEREFORE, BE IT HEREBY RESOLVED BY THE CITY COUNCIL OF THE CITY OF PLYMOUTH, MINNESOTA, that the bids submitted by Hawkins, Inc. of Roseville, Minnesota, and Shannon Chemical Corp. of Malvern, Pennsylvania are accepted.

BE IT FURTHER RESOLVED that funding shall be from the Water Fund in the amount of $482,040.

APPROVED by the City Council on this 27th day of January, 2026.

Regular City Council
January 27, 2026
Agenda Number: 6.9

To:	Dave Callister, City Manager
Prepared by:	Robert Glisky, Graduate Engineer
Reviewed by:	Michael Thompson, Public Works Director
Item:	**Approve residential waste reduction and recycling grant agreement**

1. Action Requested:

Adopt attached resolution approving the 2026-2028 Residential Waste Reduction and Recycling grant agreement with Hennepin County.

2. Background:

The Hennepin County Residential Recycling Funding Policy distributes State of Minnesota SCORE (Select Committee on Recycling and the Environment) funds to cities for recycling, organics and solid waste programs. Funding allocations are based on each city's organics collection method and the percentage of households participating in recycling and organics services. The Hennepin County Board adopted Resolution No. 25-0414, approving the funding policy contract for the period of January 1, 2026, through December 31, 2028. These funds support the city's waste reduction and recycling initiatives, including curbside organics collection, the organics drop-off site and multifamily waste reduction and education programs.

3. Budget Impact:

The county estimates the city will receive $425,000 in SCORE funds for 2026. Expenditures for waste reduction and recycling will be from the Solid Waste Fund and are partially reimbursed through the grant.

4. Attachments:

1. Agreement
2. City Council Resolution 2026-043

RESIDENTIAL WASTE REDUCTION AND RECYCLING GRANT AGREEMENT

This Grant Agreement is between the COUNTY OF HENNEPIN, STATE OF MINNESOTA, A-2300 Government Center, Minneapolis, Minnesota 55487, on behalf of the Hennepin County Environment and Energy Department, 300 South Sixth Street, MC 679, Minneapolis, Minnesota 55487 ("COUNTY"), and CITY OF PLYMOUTH, 3400 Plymouth Boulevard, Plymouth, Minnesota, 55447 ("GRANTEE"), a Minnesota government entity.

The parties agree as follows:

1. TERM AND AMOUNT OF GRANT

This Agreement shall commence following execution by all parties. GRANTEE shall complete all Grant Requirements, as defined below, and submit all required documentation on or before December 31, 2028, unless this Agreement is terminated earlier in accordance with the provisions herein.

Annual grant payments ("Grant Funds") shall be calculated as set forth in Section 3.

2. GRANT REQUIREMENTS

GRANTEE shall apply for annual grant funds and operate its Waste Reduction and Recycling Programs as more fully described in Attachment A, the Residential Waste Reduction and Recycling Funding Policy.

In addition to any other reporting requirements contained in this Agreement, including in any attachments, within thirty (30) days after COUNTY's request, GRANTEE shall submit grant progress reports to the COUNTY in the manner directed by COUNTY and which may include summarizing activities and outcomes for the given period, goals, objectives, activities, outcomes, challenges, lessons learned, financial information, and/or administrative/programmatic monitoring descriptions.

3. GRANT FUNDS DISBURSEMENT

The COUNTY will distribute SCORE funds that the COUNTY receives from the state to Hennepin County municipalities. SCORE funds will be dedicated to the following different purposes: 1) general funding for waste reduction and recycling programs, 2) curbside organics recycling programs, 3) organics drop-off sites, 4) multifamily waste reduction and recycling.

SCORE funds are based on revenue received by the State of Minnesota from the solid waste management tax (SWMT) on garbage services and are subject to change based on the SWMT revenue received by the state and funds allocated by the legislature. Funds

distributed to municipalities for the current calendar year will be based on SCORE funds received by the COUNTY in the state's corresponding fiscal year.

The COUNTY will make two payments to the GRANTEE, according to the provisions set forth below. Those two payments will provide the sum of each city's total grant amount for general waste reduction and recycling programs, curbside organics recycling programs, organics drop-off sites, and multifamily waste reduction and recycling. One payment will be made after COUNTY receives the applications for funding from GRANTEE. A second payment will be made after basic program requirements, education and outreach requirements, and performance have been confirmed and approved. If GRANTEE meets the requirements, both payments will be made during the same calendar year.

A. Waste reduction and recycling programs

COUNTY will dedicate 40% of SCORE funds to provide funding for city waste reduction and recycling programs. The following formula will be used to calculate GRANTEE's waste reduction and recycling grant amount.

$$\frac{\text{Number of eligible households with curbside recycling in city}}{\text{Total number of eligible households with curbside recycling in county}} \times \text{40\% of SCORE funds available} = \text{Waste reduction and recycling grant amount available to the city}$$

Eligible households are defined as households in single-family through fourplex residential buildings or other residential buildings where each household has its own recycling collection container to set out for curbside collection and receives recycling collection service through the city. In cities with open recycling collection, eligible households are defined as households in single-family through fourplex residential buildings where each household has its own recycling collection container to set out for curbside collection. The number of eligible households will be determined by counting the number of eligible households on January 1 of each funding year. GRANTEE will report the number to COUNTY in its annual application for funding.

B. Curbside organics recycling programs

COUNTY will dedicate 50% of SCORE funds to provide funding for curbside organics recycling programs. Funds will be allocated using participation targets for each eligible city. Funding is not contingent upon meeting the participation target. The following formula will be used to calculate GRANTEE's curbside organics recycling grant amount.

Target number of households with curbside organics recycling in city --- Total number of households with curbside organics recycling in county	x	50% of SCORE funds available	=	Curbside organics recycling grant amount available to the city

Initial participation targets (as a percent of households with curbside recycling service):

- 60% for cities that contract for organics recycling service
- 30% for cities that require haulers to offer organics recycling service

COUNTY will provide a minimum grant of $3,300 per city for curbside organics recycling programs.

C. Organics drop-off sites

COUNTY will dedicate up to $3,300 per eligible city to provide funding for organics drop-off site expenses. Cities with a population of less than 10,000 are eligible.

D. Multifamily waste reduction and recycling

COUNTY will take 10% of SCORE funds, subtract the amount allocated to organics drop-off sites, and dedicate the remainder to provide funding for multifamily waste reduction and recycling programs. For the purposes of this policy, city multifamily waste reduction and recycling programs include organics recycling. Funds will be allocated based on the number of multifamily households. The following formula will be used to calculate GRANTEE's multifamily waste reduction and recycling grant amount.

Number of multifamily households in city --- Total number of multifamily households in county	x	10% of SCORE funds available minus organics drop-off funds	=	Multifamily waste reduction and recycling grant amount available to the city

If cities do not apply for available multifamily grant funds, the unclaimed funds will be re-allocated to the cities that applied in proportion to the number of multifamily households in those cities.

Multifamily households in cities with organized recycling collection are defined as 1) households in buildings where each household does not have its own recycling collection container to set out for curbside collection, or 2) households in buildings that do not receive recycling collection service through the city,

including apartment buildings, condominiums, townhomes, and cooperative housing units where a property manager or association coordinates collection service. Multifamily households in cities with open recycling collection are defined as households in residential buildings larger than a fourplex.

E. Cities of the first class

Cities of the first class must comply with COUNTY's measurable performance standards and report recycling rates and compliance rates to the COUNTY semi-annually beginning February 15, 2026, and every August 15 and February 15 thereafter during the term of this Agreement. Cities of the first class must also report semi-annually beginning February 15, 2026, and every August 15 and February 15 thereafter, on specific steps for implementation that address the COUNTY's priorities identified Board Action 25-0296 R2. COUNTY will determine annually whether the cities have implemented and satisfied performance standards. If the COUNTY finds that the cities have not implemented or satisfied the performance standards, the city must submit a waste reduction and recycling improvement plan to COUNTY within 60 days of being notified by COUNTY. The improvement plan must specify the efforts the city will take to implement and satisfy the performance standards identified by the COUNTY. The improvement plan must be negotiated with COUNTY and approved by COUNTY. If COUNTY does not approve the improvement plan, then it will withhold SCORE funding.

4. PARTY RELATIONSHIP

A. GRANTEE shall select the means, method, and manner of performing Grant Requirements. Nothing is intended nor should be construed as creating or establishing any relationship, besides that of grantor and grantee, between the parties. GRANTEE is not COUNTY's vendor, contractor, agent, representative, or employee for any purpose. GRANTEE shall secure at its own expense all personnel and resources required in completing Grant Requirements under this Agreement. GRANTEE's personnel and/or subcontractors engaged to perform any activities under this Agreement will have no contractual relationship with COUNTY and will not be considered employees of COUNTY.

B. If GRANTEE enters into any agreement with any entity to provide goods or services related to GRANTEE's performance of the Grant Requirements, GRANTEE shall memorialize that relationship with a written and duly executed agreement with said entity. That agreement will include, at minimum, the following provisions:

(i) Neither GRANTEE nor the engaged entity is acting as agent(s) for the County of Hennepin, State of Minnesota;
(ii) The parties expressly agree that the County of Hennepin, State of Minnesota, is not a party to their agreement; and

(iii) The County of Hennepin, State of Minnesota is not responsible or liable for any duty or obligation under their agreement, including but not limited to paying any amount whatsoever under the agreement.

5. NON-DISCRIMINATION

In accordance with COUNTY's policies against discrimination, GRANTEE shall not exclude any person nor prohibit their participation in or the benefits of any program, service or activity related to this Agreement on the grounds of any protected status or class, including but not limited to race, color, creed, religion, national origin, sex, gender expression, gender identity, age, disability, marital status, sexual orientation, or public assistance status. No person who is protected by applicable law against discrimination shall be subjected to discrimination.

6. INDEMNIFICATION

GRANTEE shall defend, indemnify, and hold harmless COUNTY, its present and former officials, officers, agents, volunteers and employees from any liability, claims, causes of action, judgments, damages, losses, costs, or expenses, including attorney's fees, resulting directly or indirectly from any act or omission of GRANTEE, a subcontractor, anyone directly or indirectly employed by them, and/or anyone for whose acts and/or omissions they may be liable in the performance of the Grant Requirements in this Agreement, and against all loss by reason of the failure of GRANTEE to perform any obligation under this Agreement. For clarification and not limitation, this obligation to defend, indemnify and hold harmless includes but is not limited to any liability, claims or actions resulting directly or indirectly from alleged infringement of any copyright or any property right of another, the employment or alleged employment of GRANTEE personnel, the unlawful disclosure and/or use of protected data, or other noncompliance with the requirements of these provisions.

7. INSURANCE

Each party warrants that it has purchased insurance or a self-insurance program sufficient to meet its liability obligations and, at a minimum, to meet the maximum liability limits of Minnesota Statutes Chapter 466. This provision shall not be construed as a waiver of any immunity from liability under Chapter 466 or any other applicable law.

8. DUTY TO NOTIFY

GRANTEE shall promptly notify COUNTY of any demand, claim, action, cause of action or litigation brought against GRANTEE, its employees, officers, agents or subcontractors, which arises out of this Agreement. GRANTEE shall also notify COUNTY whenever GRANTEE has a reasonable basis for believing that GRANTEE and/or its employees, officers, agents or subcontractors, and/or COUNTY, might become the subject of a demand, claim, action, cause of action, administrative action, criminal arrest, criminal charge or litigation arising out of this Agreement.

9. DATA, SYSTEMS, AND INTELLECTUAL PROPERTY

A. GRANTEE, its officers, agents, owners, partners, employees, volunteers and subcontractors shall, to the extent applicable, abide by the provisions of the Minnesota Government Data Practices Act, Minnesota Statutes, chapter 13 (MGDPA) and all other applicable law, rules, regulations and orders relating to data or the privacy, confidentiality or security of data. For clarification and not limitation, COUNTY hereby notifies GRANTEE that the requirements of Minnesota Statutes section 13.05, subd. 11, apply to this Agreement. GRANTEE shall promptly notify COUNTY if GRANTEE becomes aware of any potential claims, or facts giving rise to such claims, under the MGDPA or other data, data security, privacy or confidentiality laws, and shall also comply with the other requirements of this Section.

Classification of data, including trade secret data, will be determined pursuant to applicable law and, accordingly, merely labeling data as "trade secret" by GRANTEE does not necessarily make the data protected as such under any applicable law.

B. In addition to the foregoing MGDPA and other applicable law obligations, GRANTEE shall comply with the following duties and obligations regarding County Data and County Systems (as each term is defined herein). As used herein, "County Data" means any data or information, and any copies thereof, created by GRANTEE or acquired by GRANTEE from or through COUNTY pursuant to this Agreement, including but not limited to handwriting, typewriting, printing, photocopying, photographing, facsimile transmitting, and every other means of recording any form of communication or representation, including electronic media, email, letters, works, pictures, drawings, sounds, videos, or symbols, or combinations thereof.

If GRANTEE has access to or possession/control of County Data, GRANTEE shall safeguard and protect the County Data in accordance with generally accepted industry standards, all laws, and all then applicable COUNTY policies, procedures, rules and directions. To the extent of any inconsistency between accepted industry standards and such COUNTY policies, procedures, rules and directions, GRANTEE shall notify COUNTY of the inconsistency and follow COUNTY direction. GRANTEE shall immediately notify COUNTY of any known or suspected security breach or unauthorized access to County Data, then comply with all responsive directions provided by COUNTY. The foregoing shall not be construed as eliminating, limiting or otherwise modifying GRANTEE's indemnification obligations herein.

C. INTENTIONALLY OMITTED.

D. Upon expiration or termination of this Agreement:

(1) At the discretion of COUNTY and as specified in writing by the Grant Manager, GRANTEE shall deliver to the Grant Manager all County Data so specified by COUNTY.

(2) COUNTY shall have full ownership and control of all such County Data. If COUNTY permits GRANTEE to retain copies of the County Data, GRANTEE shall not, without the prior written consent of COUNTY or unless required by law, use any of the County Data for any purpose or in any manner whatsoever; shall not assign, license, loan, sell, copyright, patent and/or transfer any or all of such County Data; and shall not do anything which in the opinion of COUNTY would affect COUNTY's ownership and/or control of such County Data.

(3) Except to the extent required by law or as agreed to by COUNTY, GRANTEE shall not retain any County Data that are confidential, protected, privileged, not public, nonpublic, or private, as those classifications are determined pursuant to applicable law. In addition, GRANTEE shall, upon COUNTY's request, certify destruction of any County Data so specified by COUNTY.

10. RECORDS – AVAILABILITY/ACCESS

Subject to the requirements of Minnesota Statutes section 6.551, the State Auditor, or any of their authorized representatives, at any time during normal business hours, and as often as they may reasonably deem necessary, shall have access to and the right to examine, audit, excerpt, and transcribe any books, documents, papers, records, etc., which are pertinent to the accounting practices and procedures of GRANTEE and involve transactions relating to this Agreement. GRANTEE shall maintain these materials and allow access during the period of this Agreement and for six (6) years after its expiration or termination.

11. SUCCESSORS, SUBCONTRACTING AND ASSIGNMENTS

A. GRANTEE binds itself, its partners, successors, assigns and legal representatives to COUNTY for all covenants, agreements and obligations herein.

B. GRANTEE shall not assign, transfer or pledge this Agreement and/or the performance of the Grant Requirements, whether in whole or in part, nor assign any monies due or to become due to it without the prior written consent of COUNTY. A consent to assign shall be subject to such conditions and provisions as COUNTY may deem necessary, accomplished by execution of a form prepared by COUNTY and signed by GRANTEE, the assignee and COUNTY. Permission to assign, however,

shall under no circumstances relieve GRANTEE of its liabilities and obligations under the Agreement.

C. GRANTEE shall not subcontract this Agreement whether in whole or in part, without the prior written consent of COUNTY. Permission to subcontract, however, shall under no circumstances relieve GRANTEE of its liabilities and obligations under the Agreement. Further, GRANTEE shall be fully responsible for the acts, omissions, and failure of its subcontractors in the performance of any specified contractual services, and of person(s) directly or indirectly employed by subcontractors. Contracts between GRANTEE and each subcontractor shall require that the subcontractor's services be performed in accordance with this Agreement. GRANTEE shall make contracts between GRANTEE and subcontractors available upon request. For clarification and not limitation of the provisions herein, none of the following constitutes assent by COUNTY to a contract between GRANTEE and a subcontractor, or a waiver or release by COUNTY of GRANTEE's full compliance with the requirements of this Section: (1) COUNTY's request or lack of request for contracts between GRANTEE and subcontractors; (2) COUNTY's review, extent of review or lack of review of any such contracts; or (3) COUNTY's statements or actions or omissions regarding such contracts.

D. As required by Minnesota Statutes section 471.425, subd. 4a, GRANTEE shall pay any subcontractor within ten (10) days of GRANTEE's receipt of payment from COUNTY for undisputed services provided by the subcontractor, and GRANTEE shall comply with all other provisions of that statute.

12. MERGER, MODIFICATION AND SEVERABILITY

A. The entire Agreement between the parties is contained herein and supersedes all oral agreements and negotiations between the parties relating to the subject matter. All items that are referenced or that are attached are incorporated and made a part of this Agreement. If there is any conflict between the terms of this Agreement and referenced or attached items, the terms of this Agreement shall prevail.

GRANTEE and/or COUNTY are each bound by its own electronic signature(s) on this Agreement, and each agrees and accepts the electronic signature of the other party.

B. Any alterations, variations or modifications of the provisions of this Agreement shall only be valid when they have been reduced to writing as an amendment to this Agreement signed by the parties. Except as expressly provided, the substantive legal terms contained in this Agreement, including but not limited to Indemnification, Insurance, Merger, Modification and Severability, Default and Termination, or Minnesota Law Governs may not be altered, varied, modified or waived by any change in project scope, specifications, or other document.

C. If any provision of this Agreement is held invalid, illegal or unenforceable, the remaining provisions will not be affected.

13. DEFAULT AND TERMINATION

A. This Agreement may be terminated with or without cause by COUNTY upon thirty (30) days' written notice, including but not limited to failure of the GRANTEE to perform Grant Requirements or failure of the Grant Requirements to promote a public purpose. Additionally, failure to comply with the terms of this Agreement shall be just cause for COUNTY to delay payment of Grant Funds until GRANTEE's compliance. In the event of a decision to withhold Grant Funds, COUNTY shall furnish prior written notice to GRANTEE.

B. COUNTY may immediately terminate this Agreement if GRANTEE, or any GRANTEE directors, employees, or other personnel are convicted of a criminal offense relating to any COUNTY, State of Minnesota, or federal grant.

C. Notwithstanding any provision of this Agreement to the contrary, GRANTEE shall remain liable to COUNTY for damages sustained by COUNTY by virtue of any breach of this Agreement by GRANTEE.

D. The above remedies shall be in addition to any other right or remedy available to COUNTY under this Agreement, law, statute, rule, and/or equity.

E. COUNTY's failure to insist upon strict performance of any provision or to exercise any right under this Agreement shall not be deemed a relinquishment or waiver of the same, unless consented to in writing. Such consent shall not constitute a general waiver or relinquishment throughout the entire term of the Agreement.

F. If this Agreement expires or is terminated, with or without cause, by either party, at any time, GRANTEE shall not be entitled to any Grant Funds except for reimbursements duly invoiced for completed Grant Requirements pursuant to this Agreement.

G. Upon written notice, COUNTY may immediately suspend or terminate this Agreement in the event any of the following occur: (i) COUNTY does not obtain anticipated funding from an outside source for this project; (ii) funding for this project from an outside source is withdrawn, frozen, shut down, is otherwise made unavailable or COUNTY loses the outside funding for any other reason; or (iii) COUNTY determines, in its sole discretion, that funding is, or has become, insufficient. COUNTY is not obligated to pay for any Grant Funds related to the performance of any Grant Requirements occurring after the notice and effective date of the suspension or termination. In the event COUNTY suspends or terminates this Agreement pursuant to this paragraph, COUNTY shall pay any Grant Funds already invoiced by GRANTEE prior to the notice of suspension or

termination, if those costs and supporting documentation are validated by COUNTY, except that COUNTY shall not be obligated to pay any Grant Funds as or for penalties, early termination fees, charges, time and materials for Grant Requirements not already invoiced.

H. GRANTEE has an affirmative obligation, upon written notice by COUNTY that this Agreement may be suspended or terminated, to follow reasonable directions by COUNTY, or absent directions by COUNTY, to exercise a fiduciary obligation to COUNTY, before incurring or making further costs, expenses, obligations or encumbrances arising out of or related to this Agreement.

14. SURVIVAL OF PROVISIONS

Provisions that by their nature are intended to survive the term or termination of this Agreement do survive such term or termination. Such provisions include but are not limited to: PARTY RELATIONSHIP; INDEMNIFICATION; INSURANCE; DUTY TO NOTIFY; DATA, SYSTEMS, AND INTELLECTUAL PROPERTY; RECORDS-AVAILABILITY/ACCESS; DEFAULT AND TERMINATION; MEDIA OUTREACH; and MINNESOTA LAW GOVERNS.

15. GRANT MANAGER

Kirsten Wahlberg, or successor, ("Grant Manager"), shall manage this Agreement on behalf of COUNTY and serve as liaison between COUNTY and GRANTEE.

Chris McKenzie, cmckenzie@plymouthmn.gov, 763-509-5513 shall manage the Agreement on behalf of GRANTEE. GRANTEE may replace such person but shall immediately give written notice to COUNTY of the name, phone number and email (if available) of such substitute person and of any other subsequent substitute person.

16. COMPLIANCE AND NON-DEBARMENT CERTIFICATION

A. GRANTEE shall comply with all applicable law, funding sources, regulations, rules and ordinances currently in force or later enacted.

B. GRANTEE certifies that it is not prohibited from doing business with either the federal government or the state of Minnesota as a result of debarment or suspension proceedings. GRANTEE shall immediately notify COUNTY if GRANTEE is debarred or suspended during the term of this Agreement.

17. RECYCLING

COUNTY encourages GRANTEE to establish a recycling program for at least three materials, such as newsprint, office paper, glass, plastic, and metal.

18. NOTICES

Unless the parties otherwise agree in writing, any notice or demand which must be given or made by a party under this Agreement or any statute or ordinance shall be in writing and shall be sent registered or certified mail. Notices to COUNTY shall be sent to the Grant Administrator with a copy to the originating COUNTY department at the addresses given in the opening paragraph of this Agreement. Notice to GRANTEE shall be sent to the address stated in the opening paragraph of this Agreement or to the address stated in GRANTEE's Form W-9 provided to COUNTY.

19. CONFLICT OF INTEREST

GRANTEE affirms that to the best of GRANTEE's knowledge, GRANTEE's involvement in this Agreement does not result in a conflict or potential conflict of interest with any party or entity which may be affected by the terms of this Agreement. Should any conflict or potential conflict of interest become known to GRANTEE, GRANTEE shall immediately notify COUNTY of the conflict or potential conflict, specifying the part of this Agreement giving rise to the conflict or potential conflict, and advise COUNTY whether GRANTEE will or will not resign from the other engagement or representation. A conflict or potential conflict may, in COUNTY's discretion, be cause for termination of this Agreement.

20. MEDIA OUTREACH

GRANTEE shall notify COUNTY, prior to publication, release or occurrence of any Outreach (as defined below). The parties shall coordinate to produce collaborative and mutually acceptable Outreach. For clarification and not limitation, all Outreach shall be approved by COUNTY, by and through the Grant Administrator or his/her designee(s), prior to publication or release. As used herein, the term "Outreach" shall mean all media, social media, news releases, external facing communications, advertising, marketing, promotions, client lists, civic/community events or opportunities and/or other forms of outreach created by, or on behalf of, GRANTEE (i) that reference or otherwise use the term "Hennepin County," or any derivative thereof; or (ii) that directly or indirectly relate to, reference or concern the County of Hennepin, this Agreement, the Grant Requirements performed hereunder or COUNTY personnel, including but not limited to COUNTY employees and elected officials.

21. MINNESOTA LAWS GOVERN

The laws of the state of Minnesota shall govern all questions and interpretations concerning the validity and construction of this Agreement and the legal relations between the parties. The appropriate venue and jurisdiction for any litigation will be those courts located within the County of Hennepin, state of Minnesota. Litigation, however, in the federal courts involving the parties will be in the appropriate federal court within the state of Minnesota.

22. PERSONAL PROPERTY TAX, PROPERTY TAX, AND INCOME TAX

A. GRANTEE affirms that it and its officers have paid all Hennepin County personal property taxes and property taxes due on all of its Hennepin County properties for taxes owed on or before the date of the execution of this Agreement. If COUNTY finds that property taxes have not been paid by GRANTEE, GRANTEE's owner and GRANTEE's board of directors (if any), COUNTY may refuse to disburse Grant Funds or require the return of all or part of the Grant Funds already disbursed.

B. GRANTEE acknowledges that Grant Funds may be subject to federal and/or state or local taxes. Except as part of a tax-specific outreach program, COUNTY cannot provide tax advice and encourages GRANTEE to consult with a professional tax advisor.

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COUNTY BOARD AUTHORIZATION

Reviewed for COUNTY by
the County Attorney's Office:

Brittany McCormick
E-signed 2026-01-07 08:51AM CST
brittany.mccormick@hennepin.us
Hennepin County
Assistant County Attorney

COUNTY OF HENNEPIN
STATE OF MINNESOTA
By:

Irene Fernando
E-signed 2026-01-08 09:03AM CST
Irene.Fernando@hennepin.us
Hennepin County
Chair, Board of Commissioners

Reviewed for COUNTY by:

Grace Helgerson (Jan 7, 2026 15:37:58 CST)

Grace Helgerson
E-signed 2026-01-07 03:37PM CST
Grace.Helgerson@hennepin.us
Hennepin County
County Administration Clerk

ATTEST:

Sheri Selton
E-signed 2026-01-08 01:50PM CST
Sheri.Selton@hennepin.us
Hennepin County
County Administration Clerk

Board Resolution No:
25-0414 R1

By:

Jodi Wentland
E-signed 2026-01-07 05:01PM CST
Jodi.Wentland@hennepin.us
Hennepin County
County Administrator

Document Assembled by:

Kirsten Wahlberg (Jan 6, 2026 15:04:02 CST)

Kirsten Wahlberg
E-signed 2026-01-06 03:04PM CST
Kirsten.Wahlberg@hennepin.us
Hennepin County

Attachments

GRANTEE

GRANTEE warrants that the person who executed this Agreement is authorized to do so on behalf of GRANTEE as required by applicable articles, bylaws, resolutions or ordinances.*

By:

Jeffry Wosje

Jeffry Wosje (Jan 6, 2026 15:23:18 CST)

Jeffry Wosje
E-signed 2026-01-06 03:23PM CST
jwosje@plymouthmn.gov
Mayor

By:

Dave Callister

Dave Callister
E-signed 2026-01-06 10:14PM CST
dcallister@plymouthmn.gov
City of Plymouth
City Manager

*GRANTEE represents and warrants that it has submitted to COUNTY all applicable documentation (articles, bylaws, resolutions or ordinances) that confirms the signatory's delegation of authority. Documentation is not required for a sole proprietorship.

HENNEPIN COUNTY
MINNESOTA

Residential Waste Reduction and Recycling Funding Policy

January 1, 2026 – December 31, 2028

I. Policy Overview

A. Background

The Hennepin County Board of Commissioners has determined that residential waste reduction and recycling programs support county goals to make progress toward zero waste, reduce greenhouse gas emissions, and eliminate disparities associated with waste disposal. The county has adopted the goals established in State Statute and by the Minnesota Pollution Control Agency (MPCA) in its Metropolitan Solid Waste Management Policy Plan and developed a Residential Waste Reduction and Recycling Funding Policy to help reach a 75% recycling rate by 2030.

B. SCORE funds

The county receives funding from the state's Select Committee on Recycling and the Environment (SCORE) for the development and implementation of waste reduction and recycling programs. SCORE funds are based on revenue received by the State of Minnesota from the solid waste management tax (SWMT) on garbage services and are subject to change based on the SWMT revenue received by the state and funds allocated by the legislature.

C. Support for city programs

City recycling programs play an important role in the county's integrated solid waste management system. The county has funded city recycling programs for over 30 years and will use this policy to make available all SCORE funds to cities for residential waste reduction and recycling programs. SCORE funds will be dedicated to four different purposes: 1) general funding for waste reduction and recycling programs, 2) curbside organics recycling programs, 3) organics drop-off sites, and 4) multifamily waste reduction and recycling. Funds distributed to cities for a calendar year will be based on SCORE funds received by the county in the state's corresponding fiscal year.

D. Term of the policy

Hennepin County is committed to implementing this policy from January 1, 2026, through December 31, 2028. The county may revise this policy to align with strategic priorities developed in the zero-waste plan or solid waste management plan. In addition, the county may revise this policy, if it determines changes are needed to assure compliance with state law and MPCA goals established for metropolitan counties. If SCORE funds are eliminated from the state budget or significantly reduced, the county will consult with cities at that time and develop a recommendation to the board on future funding for residential waste reduction and recycling programs.

E. Grant agreements

Each city seeking funding under the terms of the Residential Waste Reduction and Recycling Funding Policy must enter into a grant agreement with the county for a term concurrent with the expiration of this policy, December 31, 2028. The grant agreement must be accompanied by a resolution authorizing the city to enter into such an agreement. If cities form a joint powers organization responsible for waste reduction and recycling programs, the county will enter into a grant agreement with that entity and distribute funds to that organization.

II. Allocation of Funds

SCORE funds will be dedicated to the following purposes:

- General funding for waste reduction and recycling programs
- Curbside organics recycling programs
- Organics drop-off sites
- Multifamily waste reduction and recycling

A. Waste reduction and recycling programs

The county will dedicate 40% of SCORE funds to provide funding for city waste reduction and recycling programs. For the purposes of this policy, city waste reduction and recycling programs include organics recycling. Funds will be allocated based on number of eligible households with curbside recycling service. The following formula will be used to calculate a city's grant amount.

$$\frac{\text{Number of eligible households with curbside recycling in city}}{\text{Total number of eligible households with curbside recycling in county}} \times \text{40\% of SCORE funds available} = \text{Waste reduction and recycling grant amount available to the city}$$

Eligible households are defined as households in single family through fourplex residential buildings or other residential buildings where each household has its own recycling collection container to set out for curbside collection. The number of eligible households will be determined by counting the number of eligible households on January 1 of each funding year. The city will report the number in its application for funding.

B. Curbside organics recycling programs

The county will dedicate 50% of SCORE funds to provide funding for curbside organics recycling programs. Funds will be allocated using participation targets for each city. Funding is not contingent upon meeting the participation target. The following formula will be used to calculate a city's grant amount.

Target number of households with curbside organics recycling in city --- Total target number of households with curbside organics recycling in county	x	50% of SCORE funds available	=	Curbside organics recycling grant amount available to the city

The county will provide a minimum grant of $3,300 per city for curbside organics recycling programs.

Participation targets (as a percent of households with curbside recycling service):

- 60% for cities that contract for organics recycling service
- 30% for cities that require haulers to offer organics recycling service

C. Organics drop-off sites

The county will dedicate $3,300 per eligible city to provide funding for organics drop-off site expenses. Cities with an organics drop-off and a population of less than 10,000 are eligible.

E. Multifamily waste reduction and recycling

The county will take 10% of SCORE funds, subtract the amount allocated to organics drop-off sites, and dedicate the remainder to provide funding for multifamily waste reduction and recycling programs. For the purposes of this policy, city waste reduction and recycling programs include organics recycling. Funds will be allocated based on the number of multifamily households. The following formula will be used to calculate a city's grant amount.

Number of multifamily households in city --- Total number of multifamily households in county	x	10% of SCORE funds available minus organics drop-off funds	=	Multifamily waste reduction and recycling grant amount available to the city

If cities do not apply for available multifamily grant funds, the unclaimed funds will be re-allocated to the cities that applied in proportion to the number of multifamily households in those cities.

Multifamily households in cities with organized recycling collection are defined as 1) households in buildings where each household does not have its own recycling collection container to set out for curbside collection, or 2) households in buildings that do not receive recycling collection service through the city, including apartment buildings, condominiums, townhomes, and cooperative housing units where a property manager or association coordinates collection service. Multifamily households in cities with open recycling collection are defined as households in residential buildings larger than a fourplex.

III. Application for Funding

A. General program and curbside organics application

To receive funding for waste reduction and recycling programs and curbside organics recycling, each city must complete an annual grant application by February 15 of that year. The application consists of a web-based report that requests the following: contract, program, tonnage, and financial information. The participation rate for the curbside recycling program must also be included in the web-based report. The city must calculate its participation rate during the month of October. The methodology for measuring participation must be provided to the county upon request. The county may request additional information, such as a planning document with a description of activities the city will implement to increase recycling and make progress toward county objectives.

B. Organics drop-off sites and multifamily supplementary application

To receive funding for organics drop-off sites and multifamily waste reduction and recycling, a city must submit a supplementary grant application form annually. The county will provide this form by February 15, and the city must complete it by March 15 of that year.

IV. Use of Funds

A. Conditions applying to all funds

The following requirements apply to the use of all funds:

1. Funds must be expended on eligible activities per Minnesota Statutes §115A.557.

2. All grant funds accepted from the county must be used in the year granted unless the county agrees to an exception. The county will not provide any funds in excess of actual expenses. Funds not spent must be returned to the county.

3. A city or joint powers organization may not charge its residents through property tax, utility fees, waste fees, environmental fees, or any other method for the portion of its waste reduction and recycling program costs that are funded by county grant funds.

4. Cities must track expenditures for waste reduction and recycling programs, curbside organics recycling, organics drop-off sites, and multifamily waste reduction and recycling and establish accounting mechanisms to provide the information requested in the financial section of the annual grant application.

5. Waste reduction and recycling activities, revenues, and expenditures are subject to audit.

B. Curbside organics use of funds

Curbside organics grant funds may be used for program expenses, including the following:

- Incentives for participation (service discounts, countertop pails, compostable bags)
- City contract costs
- Education and outreach
- Carts
- Other expenses approved by the county

Yard waste expenses are not eligible. If organics are co-collected with other waste, the organics expenses must be tracked separately. If a city passes funds through to a hauler, 100% of those funds must be credited to residents' bills.

C. Organics drop-off sites use of funds

Organics drop-off site grant funds may be used for program expenses, including the following:

- Hauling and disposal
- Dumpsters or carts
- Site construction
- Education and outreach
- Incentives for participation (countertop pails, compostable bags)
- Other expenses approved by the county

D. Multifamily waste reduction and recycling use of funds

Cities that choose to apply for multifamily waste reduction and recycling funding will work with

the county to identify eligible activities that are customized to the city's goals and needs. These activities will be determined through the supplementary grant application process.

Multifamily resources provided by the county, including reusable tote bags/baskets and multifamily specific signs and labels, are not eligible expenses.

V. City Requirements

A. Materials accepted

A city's curbside collection program must accept a list of mixed recyclables as selected by the county in consultation with haulers, local material recovery facilities, and end markets. The county will update the list of materials as needed, distribute the list to city recycling coordinators, and post the list on the county's website.

B. Education and outreach

The partnership between the county and cities has been highly effective in educating residents and motivating behavior change. To continue this partnership and increase these efforts, city waste reduction, recycling and organics recycling activities must be coordinated with county and regional efforts. Municipalities must adhere to the following requirements:

1. Use county terminology on promotional and educational materials when describing recycling and organics recycling guidelines, including the description of materials accepted and not accepted, as well as when describing preparation guidelines.

2. Use images approved by the county if using images of mixed recyclables and organic materials.

3. Provide the following information on the city's website:

    - Recycling and organics recycling materials accepted and not accepted
    - Curbside collection calendar
    - Contact information for the city's recycling coordinator
    - Links to city recycling resources and programs
    - Organics drop-off site(s) information
    - Links to county recycling resources and programs

4. Provide a guide on recycling and organics recycling to residents each year. The guide shall contain information on curbside collection, materials accepted and not accepted, organics drop off site information (if applicable), and a curbside collection calendar.

5. Complete two or more waste reduction, recycling and organics recycling educational activities annually that include the promotion of curbside collection. The county will provide a list of activities to city recycling coordinators. These activities are in addition to the provision of an annual guide.

6. If a city develops its own educational materials, does not use a template produced by the county, does not utilize design services offered by the county, or relies on a hauler to provide an annual guide, then the city must submit the materials to the county for approval.

C. Waste reduction and recycling performance

On an annual basis, cities must demonstrate that a reasonable effort has been made to improve waste reduction and recycling programs. If a city does not demonstrate measurable progress, a waste reduction and recycling improvement plan must be submitted by the city within 90 days of being notified by the county. The waste reduction and recycling improvement plan must be negotiated with the county and specify the efforts that will be undertaken by the city to improve its program to yield the results necessary to achieve county objectives. In cooperation with the county, the city may be required to participate in waste sorts and community engagement to identify strategies to improve waste reduction and recycling outcomes.

D. Cities of the first class

Cities of the first class must comply with the county's measurable performance standards and report recycling rates and compliance rates to the county annually by February 15 and semi-annually thereafter. Cities of the first class must also report bi-annually on specific steps for implementation that address the county's priorities.

The county will determine annually whether the cities have implemented and satisfied performance standards. If the cities do not implement and satisfy the performance standards, a waste reduction and recycling improvement plan must be submitted by the city within 60 days of being notified by the county. The improvement plan must specify the efforts the city will take to implement and satisfy the performance standards identified by the county. The improvement plan must be negotiated with the county and approved by the county. If the county does not approve the improvement plan, then SCORE funding will be withheld.

VI. Grant Payments

The county will make two payments to cities each year. Those two payments will provide the sum of each city's total grant amount for general waste reduction and recycling programs, curbside organics recycling programs, organics drop-off sites, and multifamily waste reduction and recycling. One payment will be made after the county receives the applications for funding. A second payment will be made after basic program requirements, education and outreach

requirements, and performance have been confirmed and approved. If the city meets the county requirements, both payments will be made during the same calendar year.

Cities are expected to fulfill the conditions of this policy and the requirements of the county's Ordinance 13. It is the responsibility of each city to meet the requirements of Ordinance 13. The implementation of the county requirements for cities shall be the responsibility of each respective city. If any city fails to establish or implement any or all of the city requirements in Ordinance 13, all SCORE funding will be withheld until the city meets the requirements or a waste reduction and recycling improvement plan is negotiated with the county.

CITY OF PLYMOUTH

RESOLUTION NO. 2026-043

RESOLUTION TO APPROVE THE 2026-2028 RESIDENTIAL WASTE REDUCTION AND RECYCLING GRANT AGREEMENT WITH HENNEPIN COUNTY

WHEREAS, pursuant to Minnesota Statutes, Chapter 115A.552, Counties shall ensure that residents have an opportunity to recycle; and

WHEREAS, Hennepin County Ordinance 13 requires that each city implement and maintain a recycling and organics recycling program; and

WHEREAS, the Hennepin County Board, at its October 14, 2025 meeting, adopted a funding policy to continue to fund cities within Hennepin County for the contract period of January 1, 2026 through December 31, 2028; and

WHEREAS, the City wishes to receive these grant funds each year to offset costs associated with managing the curbside single sort recycling program, recycling drop-off site, and residential organics program/education.

NOW, THEREFORE, BE IT HEREBY RESOLVED BY THE CITY COUNCIL OF THE CITY OF PLYMOUTH, MINNESOTA, that:

1. The grant agreement from Hennepin County is approved.

2. The City Council authorizes the Mayor, City Manager or his designee to execute such Residential Waste Reduction and Recycling Grant Agreement with the County.

APPROVED by the City Council on this 27th day of January, 2026.

Regular City Council
January 27, 2026
Agenda Number: 6.10

To:	Planning Commission
Prepared by:	Geoff Solomonson, Associate Planner
Reviewed by:	Grant Fernelius, CED Director Lori Sommers, Planning Manager
Item:	**Approve conditional use permit to allow a 'sports and fitness club' use within an existing industrial building, for property located at 13800 24th Ave North (Thorney Training LLC -- 2025074)**

1. Action Requested:

Adopt attached resolution approving a conditional use permit for Thorney Training, LLC to allow a youth baseball training facility within an existing industrial building, for property located at 13800 24th Ave North.

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

2. Background:

The Planning Commission met and reviewed the proposal on January 7, 2026, conducted the required public hearing, and subsequently voted unanimously to recommend approval. Other than the applicant, no one from the public wished to speak on the matter. The Planning Commission report is attached.

3. Budget Impact:

N/A

4. Attachments:

1. Planning Report
2. Planning Commission Minutes 01-07-2026
3. Zoning Map
4. CUP Reponses
5. Site Plan
6. Survey

7. City Council Resolution 2026-044

To: Plymouth Planning Commission

From: Geoff Solomonson, Associate Planner (763-509-5455)
Community and Economic Development Department

Subject: Thorney Training LLC – Conditional use permit to allow a 'sports and fitness club' use in the I-2 district, for property located at 13800 24th Avenue North, Suite 350
File No. 2025-074

Ward: 3

Deadline: April 11, 2026

Summary

The applicant is requesting approval of a conditional use permit to allow for the establishment of a sports and fitness club use in the I-2 (general industrial) zoning district, within the existing multitenant building located at 13800 24th Avenue North. Under the proposed plan, a portion of the existing building interior would be remodeled into an indoor youth baseball training facility. The application is for:

1) Conditional use permit – sports and fitness club use in the I-2 (general industrial) district.

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

Recommended Action

Community and Economic Development Department staff is recommending approval of a conditional use permit (CUP) to allow for a sports and fitness club use in the I-2 (general industrial) district.

Site Information

Zoning and Land Use

The property is zoned I-2 (general industrial) and guided IND (industrial). The surrounding properties to the east, west, and south are also all zoned I-2 and guided IND. The property to the north is zoned C-3 and guided MXD-R.

	Zoning	Land Use Designation (2040 Comprehensive Plan)
Subject Property	I-2	IND
East, South, West	I-2	IND
North	C-3	MXD-R

School District

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

Natural Characteristics of Site

The site contains roughly 7.9 acres. The site lies in the Bassett Creek watershed district. The site is not located within the flood plain or shoreland overlay district. The site does not contain any wetlands.

Previous City Actions Affecting Site

- The buildings were constructed circa 1974.
- In 2019, a minor site plan modification was administratively approved to allow the addition of two loading ramps near the rear of the building at 13810 24th Avenue.
- In 2021, a minor site plan modification was administratively approved to increase the loading door height to the rear of the building at 13810 24th Avenue.

Analysis of Request

The applicant is requesting approval of a conditional use permit to allow the operation of a sports and fitness club. The applicant is proposing to construct a youth baseball training facility. The use would be confined to an approximately 8,170 square foot most northern tenant space of the approximately 21,782 square foot building; no exterior alterations are proposed.

The applicant has specified that the proposed facility would be offered mainly for youth baseball players, ages 8-18, but also for amateur adult players and teams.

The facility would consist of a lobby, offices, weight room, and training/practice area consisting of four batting cages, pitching machines, sensor equipment to monitor ball flight, hitting and pitching metrics, and video analysis software.

The facility would offer different programs including facility access membership and performance training through coded entry and advanced online booking, individual and advanced individual training on peak hours (evenings and weekends) as well as during the day,

and small group training during evenings and weekends. The application also includes the facility as a possible location for camps and clinics, facility rentals, and as an organization location for youth leagues or tournaments.

The applicant estimates having 1 employee/coach per 8 players with a maximum of 24 players and 3-4 employees/coaches.

Parking

Parking is generally the main item that is reviewed for this type of conditional use application. The minimum parking requirements for the uses within the subject building are listed in the table below.

	Floor Area	Parking Ratio	Required Parking Spaces
Building A	**17,760 sf**		
Showroom/Retail	13,313 sf	1:500 sf	27
Warehouse	4,447 sf	1:2 employees or 1:2,000 sf, whichever is greater	2
Building B	**21,782 sf**		
Warehouse	13,612 sf	1:2 employees or 1:2,000 sf, whichever is greater	7
Subject Property (Sports and fitness)	8,170 sf	1:300 sf	27
Building C	28,146 sf		
Showroom/Retail	13,137 sf	1:500 sf	26
Warehouse	15,009 sf	1:2 employees or 1:2,000 sf, whichever is greater	8
Building D	28,166 sf		
Office	10,747 sf	1:250 sf	43
Showroom/Retail	2,809 sf	1:500 sf	4
Warehouse	15,320 sf	1:2 employees or 1:2,000 sf, whichever is greater	7
Total Buildings	95,844 sf	-	151

The parking requirement for a sports and fitness club use is one parking space for every 300 square feet of floor area. The proposed facility is 8,170 square feet and would use a less intense use for parking (sports and fitness club) than an office use, but more intense than a warehousing or showroom/retail use. Consequently, city regulations require 27 spaces for this use, unless the applicant demonstrates that their parking needs are lower.

A site plan of the subject property shows a total of 171 existing parking spaces for the entire property, including 95,844 total square feet between the existing four buildings. Previous tenant floor plans and city approvals indicate that 151 stalls are required by the applicant's proposed use and the other tenants of the building. The proposed use complies with the parking requirements of the zoning ordinance.

Conditional Use Permit

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

1. Would the conditional use permit (CUP), and its resulting construction or project, be in harmony with the general purposes and intent of the Zoning Ordinance and be consistent with the comprehensive plan?
   Finding: Staff finds that the request is in harmony with the I-2 Zoning Ordinance, where sports and fitness clubs are an allowed conditional use, and consistent with the IND guiding.

2. Would the conditional use permit (CUP), and its resulting construction or project, promote and enhance the general public welfare and not be detrimental to or endanger the public health, safety, morals or comfort?
   Finding: Staff finds that the request would not be detrimental to, or endanger, public health, safety, morals or comfort and would promote and enhance the general public welfare by providing fitness-oriented childhood development services.

3. Would the conditional use permit (CUP), and its resulting construction or project, be injurious to the use and enjoyment of other property in the immediate vicinity for the purposes already permitted, or substantially diminish and impair property values within the neighborhood?
   Finding: Staff finds that the request would not be injurious to the use and enjoyment of other properties in the immediate vicinity, nor will it diminish or impair property values within the neighborhood. The anticipated hours of operation would be offset from surrounding industrial users.

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

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

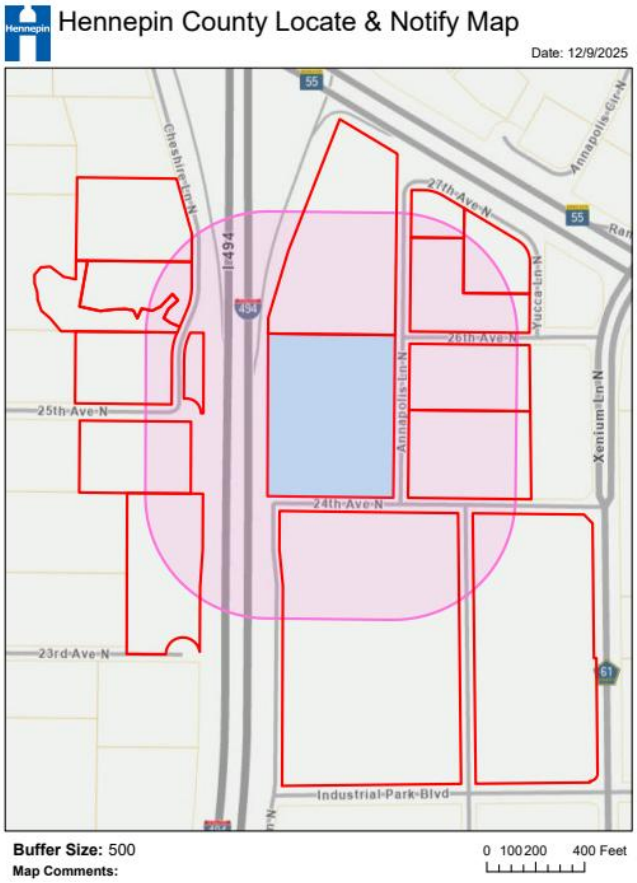
Finding: Staff finds that the request has taken into consideration the parking needs and traffic flow of the proposed use and of the existing users within the building, and that the request satisfies the parking requirements.

6. Would the conditional use permit (CUP), and its resulting construction or project, conform to the applicable regulations of the district in which it is located?
   Finding: Staff finds that the request would conform to the regulations of the I-2 zoning district, where sports and fitness clubs are an allowed conditional use.

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

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

Public Notice
Notice of the public hearing was published in the city's official newspaper and mailed to all property owners within 500 feet of the site.



Proposed Minutes
Planning Commission Meeting
January 7, 2026

Chair Boo called a Meeting of the Plymouth Planning Commission to order at 7:00 p.m. in the Council Chambers of City Hall, 3400 Plymouth Boulevard, on January 7, 2026.

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

COMMISSIONERS ABSENT: Jim Willis and Bill Wixon

STAFF PRESENT: Planning Manager Lori Sommers, Engineering Services Manager Chris McKenzie, Associate Planner Geoff Solomonson, Senior Planner Shawn Drill, and Community and Economic Development Director Grant Fernelius

Chair Boo led the Pledge of Allegiance.

Call to Order

Public Forum

Approval of Agenda

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

Consent Agenda

(4.1) Planning Commission minutes from special meeting held on November 19, 2025.

(4.2) Planning Commission minutes from regular meeting held on November 19, 2025.

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

Public Hearing

(5.1) Conditional use permit to allow a "sports and fitness club" use within an existing industrial building, for property located at 13800 24th Avenue North (Thorney Training LLC – 2025074)

Associate Planner Solomonson presented the staff report.

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

Commissioner Anderson asked if this would be only baseball or whether there would be softball as well.

Mr. Thorney stated that they planned to begin with baseball and offer softball training later.

Commissioner Markanda asked for information about the hours of operation.

Mr. Thorney replied that Monday through Friday they would have staffed hours from 4 to 9 p.m. and from 9 a.m. to 5 p.m. on the weekends. He explained that they would have a coded entry for the facility, which would allow access to children with parents at other times.

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

Mr. Thorney replied that during training times, they would have three to four staff members. He explained that the scheduling system would allow up to eight kids to sign up with one instructor. He explained that the instructors would be split between pitching, hitting, and the weight room.

Chair Boo opened the public hearing.

No comments.

Chair Boo closed the public hearing.

Commissioner Anderson commented that it is nice to have sports facilities in Plymouth, and this will continue to expand that offering.

Motion was made by Anderson, and seconded by Commissioner Markanda, to recommend approval of a conditional use permit to allow for a sports and fitness club use in the I-2 (general industrial district) for the property at 13800 24th Avenue North, Suite 350, subject to the conditions within the draft resolution. With all Commissioners voting in favor, the motion carried.

New Business

(6.1) Pre-application sketch review for potential subdivision of 5600 Vagabond Lane (Twin Cities Land Development – 2025063)

Senior Planner Drill presented the staff report.

Commissioner Anderson asked for more information on the accessibility of utilities.

Senior Planner Drill identified a potential stormwater pond and where utilities could be pulled from. He confirmed that the properties would be connected to city water and sewer.

Chair Boo referenced the 660-foot spacing guideline and asked for more information.

Engineering Services Manager McKenzie replied that the spacing is based on the road classification, with the intent of limiting the number of accesses onto Troy Lane, in order to not impede the function of that roadway.

Chair Boo asked what zoning would be appropriate.

Senior Planner Drill stated that the developer has specified they would request RSF-3 zoning and that all lots, as preliminarily designed, would exceed those standards. He noted that the adjacent developments are also zoned RSF-3.

Chair Boo introduced Ben Schmidt of Twin Cities Land Development, the developer, who stated that he agrees with the staff that it would be nice to have more land with a master plan. He explained that they have been working on this for a number of years and previously had several of the properties under contract, but because of the private streets, they were unable to develop a plan that would work. He explained that unless every person in that area were ready to sell at the same time, that would not happen. He stated that while they would not be able to meet the 660-foot spacing, the other developments in this area also do not meet that guideline. He recognized the odd shape of lot seven, which addresses the private road easement. He noted that there would be a potential for double fronted lots if the public road were to be developed in the future. He did not anticipate a way in which the area could develop at once, but noted that this would still provide better access if that were to happen. He recognized that this is not an ideal situation, but it is a reasonable way to develop this, given the restraints and similar to other parcels that have been developed in the area.

Commissioner Anderson asked if the applicant had master planned how roads may flow through and how the private drive may change.

Mr. Schmidt stated that they have probably about 20 different sketches of how things could develop with a number of parcels developing at once or in a more piecemeal phased method. He believed that this could be done more piecemeal and still plan for that and end up with a good overall development.

Commissioner Anderson asked if they had considered a plan in which the road is on the other side and this is closed off in a cul-de-sac around lot 14 to meet the 660 feet guideline. He stated that sometimes development is done with a stub street that is then connected to a future development, where this seems to be on its own.

Mr. Schmidt stated that, given the size and linear nature of the parcel, it is challenging to do too much differently, but they do envision that this could be accessed from either side.

Chair Boo recognized that, ideally, Troy Lane would be extended southerly to connect to future 54th Avenue with a series of feeder roads. He asked if 56th Avenue would be a feeder road into Troy Lane at some point in the future.

Senior Planner Drill replied that if and when the adjacent Baer property to the east is developed, the streets (56th Avenue and Ranier Lane) running through that property could be vacated. If the private road was also vacated, the property to the south could be developed with lots backing up to the lots on 5600 Vagabond Lane rather than having a series of single rows of homes on through lots.

Mr. Schmidt commented that if Ranier Lane is vacated, then most likely 56th would not have a purpose going east, and therefore, that is not a magical spot that would be likely to flow to the west for a street.

Commissioner Olson recognized the challenges of infill development and asked for more information on the property product to be built.

Mr. Schmidt replied that it would be similar to Carlson Ridge, with two-story homes in the $700,000 to $800,000 range for purchase.

Chair Boo introduced Deb Larson, property owner, who stated that a few years ago her neighbor sold and developed their property as Carlson Ridge. She noted that her property was originally sold and included within the developer's preliminary concept plan for Carlson Ridge, but the city denied the inclusion of her property within that development, as the city had future plans to curve Troy Lane slightly into her property in the future. She stated that when she and her husband met with city staff, there was no mention of the street layout spacing guideline. She stated that they did discuss the Saddle Club development off Chankahda Trail, and noted that street system will create a hazard and is an example of premature development. She commented that multiple lots within Carlson Ridge also have double frontage lots, which is no different than the proposed development of her property. She stated that the city is asserting domain over her property, but did not assert that same domain over her neighbor's property when he developed Carlson Ridge. She asked that the commission be supportive of this development, as it has supported other similar developments in the past.

Chair Boo introduced Rena Sugarbaker, Ward 1, who stated that her family lives across from the subject property. She referenced the comments that the proposed public roadway connection would not meet the roadway spacing guidelines and provided additional comments related to roadway safety concerns for vehicles and pedestrians on Troy Lane. She asked that the commission consider the risks for the city to accept an exception to the roadway standards and the potential safety hazard that it could create.

Chair Boo introduced Faisale Boukari, Ward 1, who lives within Troy Ridge and stated that he supports the request. He recognized that the neighborhood is unique, with 15 homes, each having roughly five acres. He stated that while he values the character of the neighborhood, they are also surrounded by urban development without the benefits, noting that they have septic systems and do not even have access to high-speed internet or natural gas service. He commented that thoughtful redevelopment would be a positive thing, not just for the property owner but for the neighborhood, as it would provide an opportunity for modern utilities.

Chair Boo introduced Paul Schoolmeesters, Ward 1, who stated that he purchased the original home within the Carlson Ridge development. He shared the concern with the intersection spacing and roadway safety. He commented that there is a lengthy history related to the private road easement, which involved a lawsuit and provided additional information on that process. He noted that the legal action commented that private roadway would need to steer clear of the private roadway easement, and the only way for the easement to go away is through a unanimous vote of the 15 property owners. He stated that if this does proceed, there should be documentation related to the private easement responsibility that would be intended to pass to Lot 7 rather than be split across the 14 properties on the overall parcel.

Chair Boo commented that this is a difficult issue, noting that the city wants to plan for effective use of properties through development, and additional residential development is identified for this area of the community, and the conflict with property rights.

Commissioner Markanda asked if there were documented incidents related to traffic and safety on Troy Lane.

Engineering Services Manager McKenzie replied that he did not have that information.

Commissioner Markanda referenced the proposed intersection spacing and asked for a comparison to Carlson Ridge.

Senior Planner Drill provided the intersection distances for Carlson Ridge, noting that even though the 660 feet was not met, it was closer to meeting the guidelines than the proposed sketch concept.

Commissioner Markanda recognized that the city says that ideally 660 feet of spacing is desired, but asked if there is also a range in which staff is comfortable with under that threshold.

Engineering Services Manager McKenzie replied that the spacing guidelines are based on optimal transportation principles, and they would adhere strictly to them if this were a new development. He recognized that there are challenges with infill development and therefore there is a balance between providing safe access and allowing development of the property.

Commissioner Anderson stated that in 1980, a developer took 75 acres of property and developed 15 five-acre lots, which were sold and developed on a private drive and easement. He stated that 45 years later, different configurations of property are desired, which creates this challenge. He commented that those 15 property owners without public right-of-way have a say on the private easement in terms of development. He stated that the sketch seems to be a creative attempt to open an area for development, putting Lot 7 off Vagabond Lane and giving it the easement rights is a creative solution. He stated that the cul-de-sac could be the front door, and the right-of-way to Troy Lane could be cut off at some point. He believed that this could be one step by step development of properties, as they have seen throughout the city. He did not consider this to be premature. He commented that he prefers a curve in the road rather than a straight road.

Commissioner Fowler asked if this would require a traffic study.

Senior Planner Drill replied that he did not believe that a traffic study would be required and provided a summary of the anticipated daily traffic count from this size of development.

Engineering Services Manager McKenzie replied that this has also been accounted for within the comprehensive plan traffic study and counts. He stated that he did look up the crash history for the intersection, noting two crashes on Troy Lane at 56th Avenue in the last five years, which were both rear-end collisions due to the curve.

Commissioner Fowler asked about the portion of the subdivision that staff is using to deem this as premature development.

Engineer Services Manager McKenzie replied that it could be argued that both A and B would apply, as the access spacing would create the hazard.

Commissioner Fowler asked if there is a way this site could be redeveloped in any fashion that would require a connection to Troy Lane that would meet that standard.

Engineering Services Manager McKenzie replied that is the push and pull between the access spacing guidelines and allowable access to the property.

Commissioner Fowler asked if the private easement prohibits additional development from connecting to the private road.

Senior Planner Drill replied that his understanding is that the existing private easement cannot be impacted in any way.

Commissioner Fowler commented that he tends to think of this in the view of a variance, where this situation was created outside the control of the landowner, and therefore, he would not deem this as a premature subdivision. He stated that if they could package a few lots together with a larger development, that would be better, but they have to analyze the development in front of them rather than the development they would like to see. He believed that this could move forward, making as many accommodations as possible to reduce the traffic hazard to the extent possible.

Commissioner Olson agreed with the previous comments and did not believe this to be premature development. She commented that this person wants to sell their property and has a developer who is willing to work with them through these challenges.

Chair Boo stated that he leans the other way, but not with deep conviction. He considered that there were 15 parcels that created a separate roadway designed to preserve this area in this manner, with restrictions to protect it. He recognized that it is not likely that all 15 property owners would vote to change that. He stated that the city needs to determine if this development is in the best interest of the city.

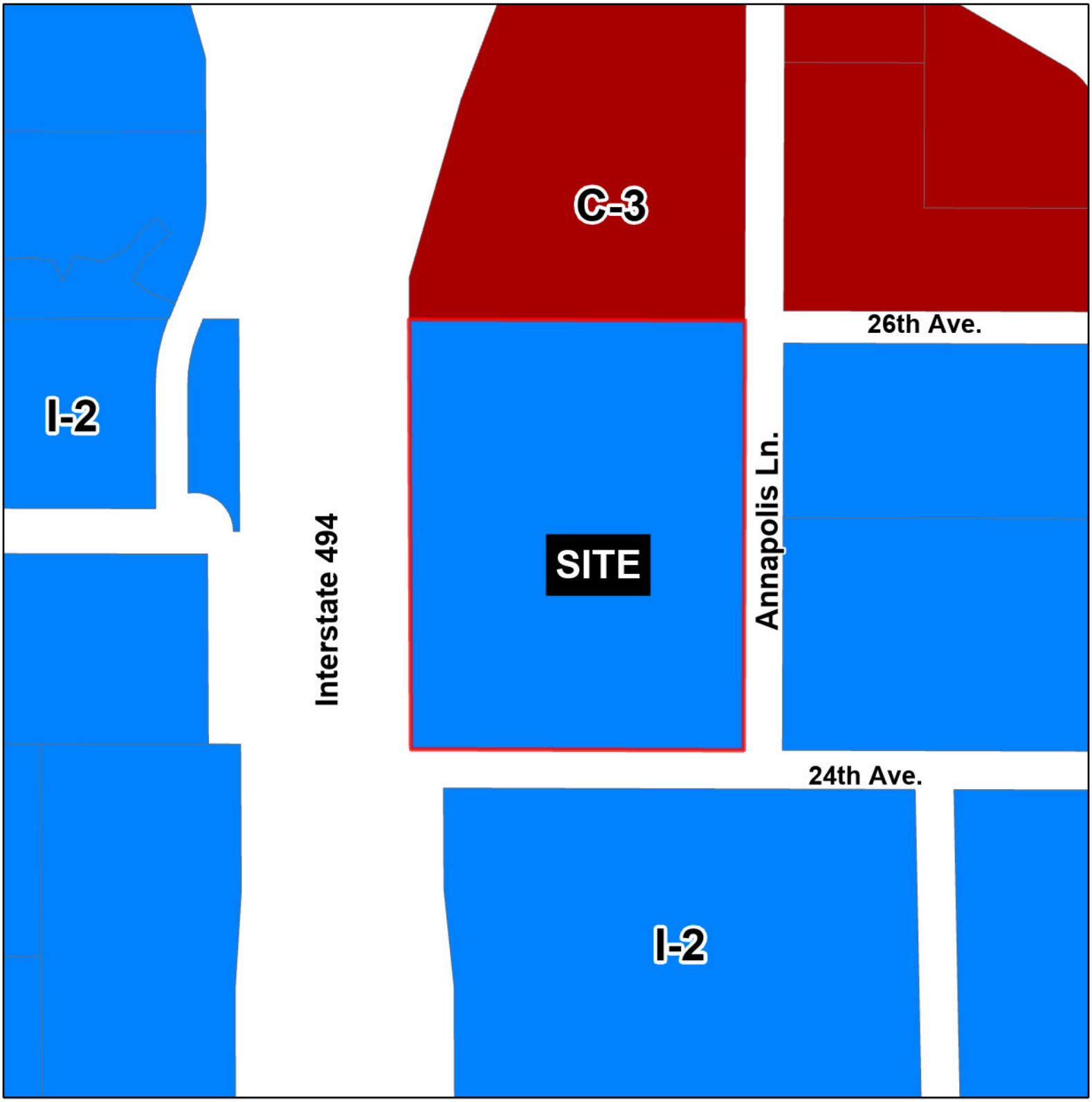
Commissioner Markanda commented that there are mechanisms that could be put into place between the builder and parcel owners to determine what could be put into place to ensure all

voices are being heard and reflected. She believed that they should continue to see what could be done in terms of accommodations.

Commissioner Fowler stated that in looking at the lots and where they connect to current city roads, it appears that there would be two or three lots that could be developed in the future without changes to the existing roadway structure or access easement and therefore he did not believe they would see five lots in a row connecting to Troy, as there would need to be an agreement in order to secure additional land for the extension of Troy Lane.

Adjournment

Chair Boo adjourned the meeting at 8:19 p.m.



2025074
13800 24th Avenue
Request for CUP

City of Plymouth

Legend

- FRD, Future Restricted Development
- RSF-R, Single Family Detached Rural to Urban Transition
- RSF-1, Single Family Detached 1
- RSF-2, Single Family Detached 2
- RSF-3, Single Family Detached 3
- RSF-4, Single and Two Family
- RMF-1, Multiple Family 1
- RMF-2, Multiple Family 2
- RMF-3, Multiple Family 3
- RMF-4, Multiple Family 4
- O, Office
- C-1, Convenience Commercial
- C-2, Neighborhood Commercial
- C-3, Highway Commercial
- C-4, Community Commercial
- CC, City Center
- C-5, Commercial/Industrial
- B-C, Business Campus
- I-1, Light Industrial
- I-2, General Industrial
- I-3, Heavy Industrial
- P-I, Public/Institutional
- PUD, Planned Unit Development

City of Plymouth

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

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

Thorney Training LLC is a baseball training facility that specializes in small group training in different areas of the game. We gear to the 10-18 year old ages and specialize in hitting, pitching, catching and strength training. We have rented out cages & turf at other facilitiies in the west metro in the past but are currently seeking our own space. We would like to make the property located at 13800 24 th Ave N, Plymouth, MN 55441 our new home.

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

There shouldn't be any negative effect on the Plymouth Comprehensive Plan. Sport specific training facilities already exist in the area and we've been told that this already deemed a permitted use within the current zoning ordinance with a CUP.

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

Making the city of Plymouth our home will bring more athletes & families to the area, This will help surrounding businesses and local economy. Our business has families from all over the west metro (Maple Grove, Minnetonka, Rogers, Edina, Eden Prairie, Hopkins and Chanhassen). We also have a good chunk of athletes that are current Plymouth residents. This will provide another venue for kids to participate in athletics and improve their health community participation.

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

Our proposed use of the facility had already been deemed a permitted use with a conditional use permite. There are similar business in close proxmity with similar models to ours that have already received a CUP and are currently operational. We will occupy an 8,170 square foot portion of the warehouse space while updating the space.

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

The area is already pretty well established. Our business will only have positive impacts on surrounding busiensses and propertities. If anything, I think families that might not normally be in the area will start to give some of their business to surroundi Again, there are already sports & strength facilities in close proximity that have been doing this for awhile now.

City of Plymouth

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

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

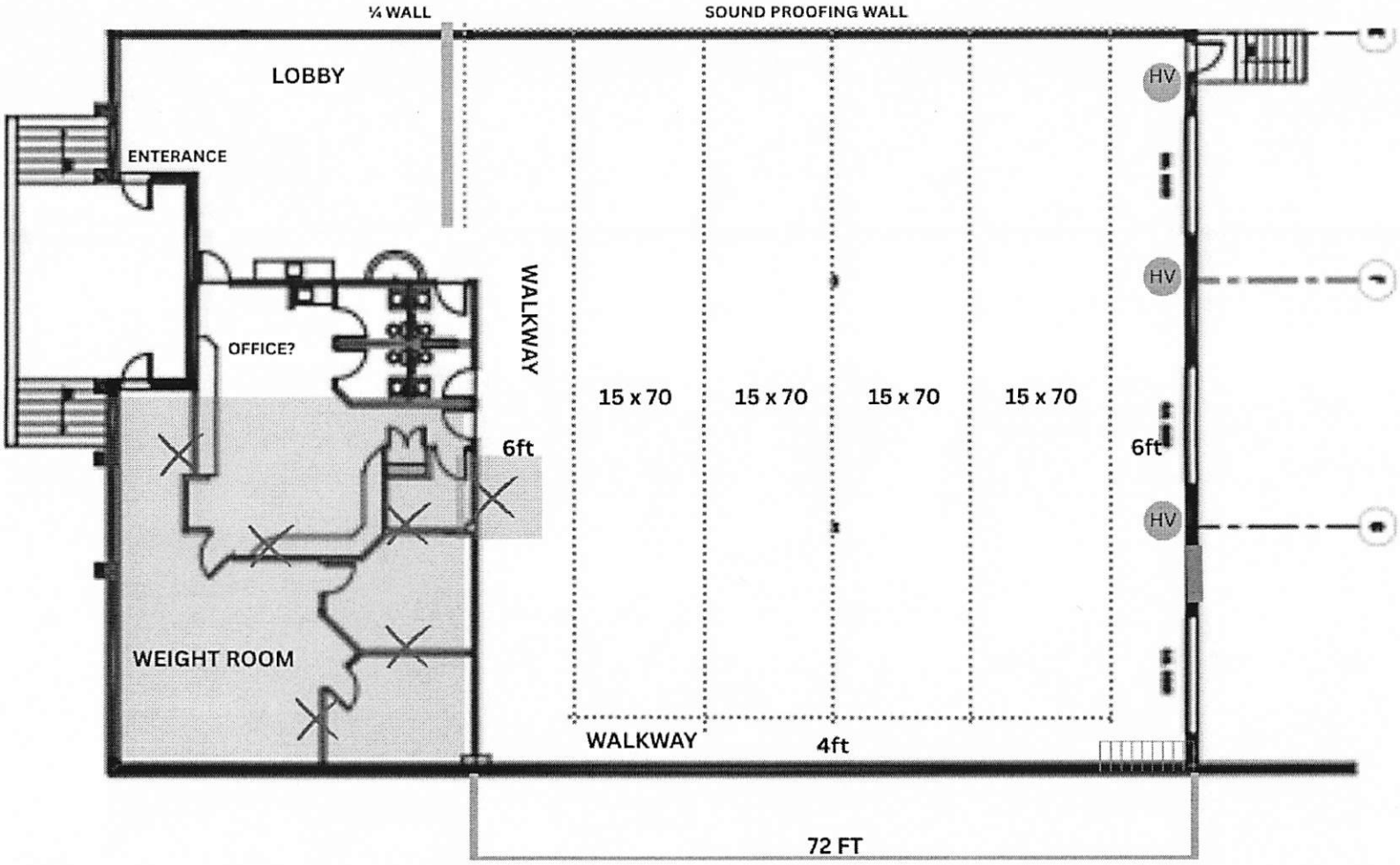
The current property setup is more than adequate to our business needs at this site. We are a small private facility. We are not a facility that bring in as many athletes as possible. We operate with small groups and structured times to help organize traffic at the facility. Our operational hours also tend to be offset other surrounding businesses. Many businesses are wrapping up as we are getting our day started. Most parents also tend to drop off their athletes and go run errands or go home further minimizing congestion.

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

Yes, we will comply to all regulations with a conditional use permit.

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

Yes - after review. Our use should comply with section 21015 and Plymouth Zoning Ordinance.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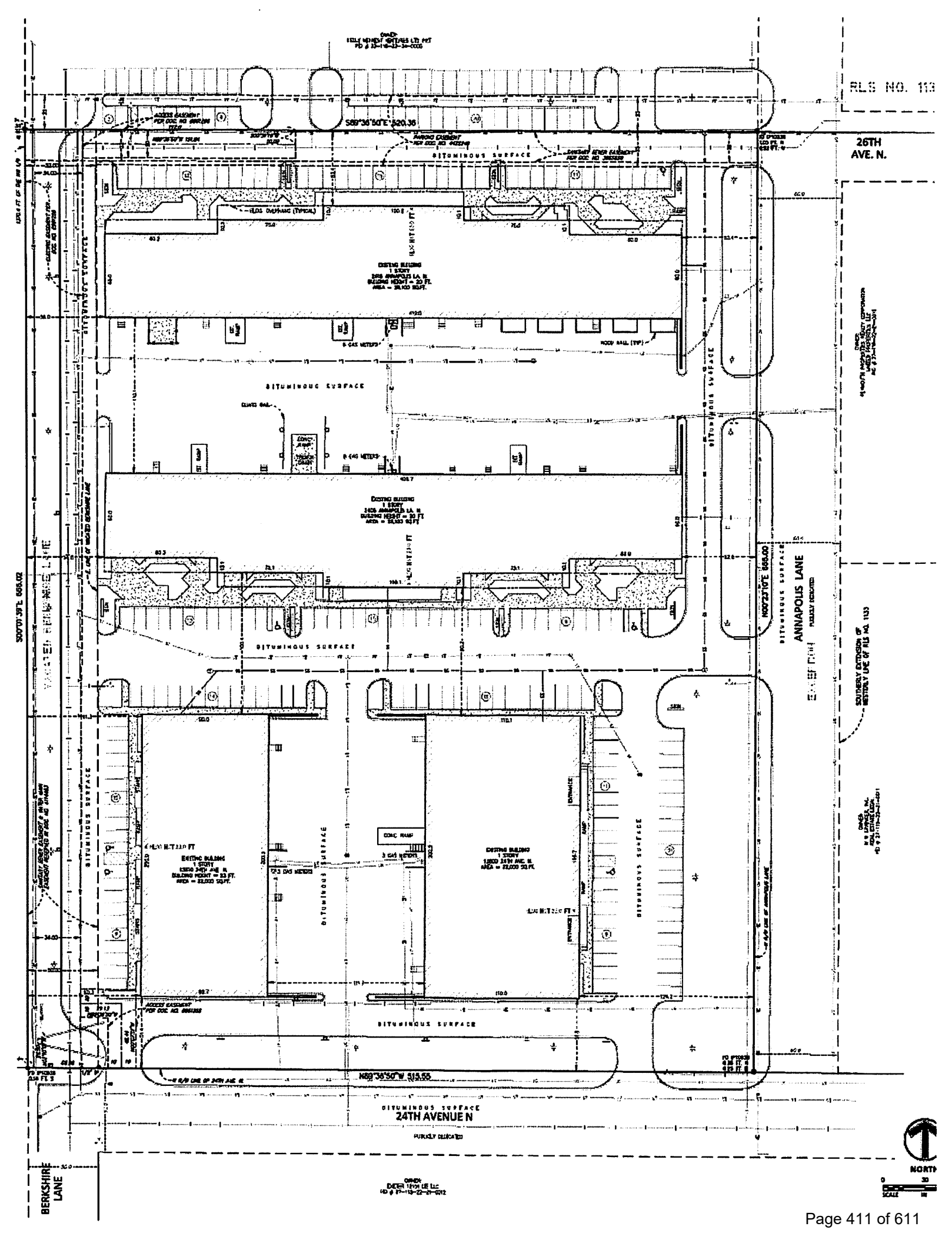
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EXISTING BUILDING
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NORTH

CITY OF PLYMOUTH

RESOLUTION NO. 2026-044

RESOLUTION APPROVING CONDITIONAL USE PERMIT FOR THORNEY TRAINING LLC TO ALLOW A SPORTS AND FITNESS USE IN AN INDUSTRIAL DISTRICT, FOR PROPERTY LOCATED AT 13800 24TH AVENUE NORTH (2025074)

WHEREAS, Thorney Training LLC has requested approval of a conditional use permit to allow a sports and fitness club use within an existing building in the I-2 (general industrial) zoning district; and

WHEREAS, the property is legally described as:

Lot 1, Block 1, Minneapolis Industrial Park 2nd Addition, Hennepin County, Minnesota.

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

NOW, THEREFORE, BE IT HEREBY RESOLVED BY THE CITY COUNCIL OF THE CITY OF PLYMOUTH, MINNESOTA, that it should and hereby does approve the request by Thorney Training LLC for a conditional use permit to allow a sports and fitness club use within an existing building in the I-2 (general industrial) zoning district for property located at 13800 24th Avenue North, subject to the following conditions:

1. A conditional use permit is approved to allow a roughly 8,170 square foot lease space within the building to be used for youth baseball training and instruction, in accordance with the application and plans received by the city on November 26, 2025, except as may be amended by this resolution.

2. The requested conditional use permit is approved with the findings that all applicable conditional use permit standards would be met, as outlined in the Plymouth Zoning Ordinance.

3. **A separate building permit is required prior to the commencement of the project.**
   a. Building code-related items will be addressed under the building permit.
   b. A Minnesota licensed architect will need to prepare the plans, building code analysis, and specifications for building permit application submittal.
   c. Mechanical ventilation system will need verified and updated for the proposed tenant space.
   d. A sewer availability charge (SAC) determination letter will be required. Contact Metropolitan Council at: sacprogram@metc.state.mn.us
   e. If any food or beverage is being provided, a health department letter of approval is required for any commercial kitchen and food service. Contact Hennepin County Human Services Department, Public Health Protection, Epidemiology, and Environmental Health 612-543-5200.

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

b. The conditional use permit shall expire one year after the date of approval, unless the property owner or applicant has started the project, or unless the applicant, with the consent of the property owner, has received prior approval from the city to extend the expiration date for up to one additional year, as regulated under Section 21015.07 of the Zoning Ordinance.

APPROVED by the City Council on this 27th day of January, 2026.

STATE OF MINNESOTA)
COUNTY OF HENNEPIN) SS

The undersigned, being the duly qualified and appointed City Clerk of the City of Plymouth, Minnesota, certifies that I compared the foregoing resolution adopted at a meeting of the Plymouth City Council on January 27, 2026, with the original thereof on file in my office, and the same is a correct transcription thereof.

WITNESS my hand officially as such City Clerk and the corporate seal of the city this _____ day of _____, _____.

_____
City Clerk

Regular City Council
January 27, 2026
Agenda Number: 6.11

To:	Dave Callister, City Manager
Prepared by:	Abbie Browen, Public Works Operations Manager
Reviewed by:	Michael Thompson, Public Works Director
Item:	**Approve purchase of road salt through State of Minnesota Cooperative Purchasing Venture (CPV)**

1. Action Requested:

Adopt attached resolution approving purchase of road salt through the CPV administered by the Minnesota Office of State Procurement.

2. Background:

The Minnesota Office of State Procurement solicits bids for road salt on behalf of governmental agencies participating in the State Cooperative Purchasing Venture (CPV). This program allows participating agencies to secure fixed-price rock salt and benefit from advantageous pricing through large-quantity cooperative purchasing. The city responded to the state with its committed quantities at the fixed-price contract to participate in the program.

Fixed pricing is an alternative to buying solely at the spot price, which can fluctuate throughout the year with the volatility of markets. The contract release number that the city participates in is S-763(5) titled Crushed Rock Salt (Sodium Chloride) Regular and Treated - For Road Use. The city seeks to purchase 2,000 tons of road salt at a fixed price before May 31, 2026.

3. Budget Impact:

The Street Maintenance budget for 2026 includes $300,000 for snow and ice control chemicals. The cost to purchase 2,000 tons of salt through this venture is $213,200.

4. Attachments:

1. Resolution

CITY OF PLYMOUTH

RESOLUTION NO. 2026-045

RESOLUTION APPROVING ROCK SALT PURCHASES THROUGH THE STATE OF MINNESOTA COOPERATIVE PURCHASING VENTURE

WHEREAS, the Minnesota Office of State Procurement offers an annual winter season rock salt program through the Cooperative Purchase Venture; and

WHEREAS, the current contract term is from June 15, 2023, through May 31, 2026; and

WHEREAS, the City of Plymouth commits to purchasing 2,000 tons of untreated rock salt for the 2025-2026 winter season at a fixed price; and

WHEREAS, the cost to purchase 2,000 tons of rock salt is $213,200; and

WHEREAS, the purchase of rock salt is included in the 2026 Street Maintenance budget.

NOW, THEREFORE, BE IT HEREBY RESOLVED BY THE CITY COUNCIL OF THE CITY OF PLYMOUTH, MINNESOTA that the purchase of rock salt through the Cooperative Purchasing Venture, administered by the Minnesota Office of State Procurement, for the subject contract term is approved.

BE IT FURTHER RESOLVED, that funding for these purchases shall be from the Street Maintenance budget in an amount up to $213,200.

APPROVED by the City Council on this 27th day of January, 2026.

Regular City Council
January 27, 2026
Agenda Number: 6.12

To: Dave Callister, City Manager

Prepared by: Trevor Quast, Senior Engineering Technician

Reviewed by: Michael Thompson, Public Works Director

Item: **Accept streets for continual maintenance in Vicksburg Ridge 2nd Addition (2022046) and accept utilities for continual maintenance in Sunset Bluff (2025033)**

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1. Action Requested:

Adopt resolutions accepting streets in Vicksburg Ridge 2nd Addition (2022046) and utilities in Sunset Bluff (2025033).

2. Background:

Staff received requests to accept the streets in Vicksburg Ridge 2nd Addition (2022046) and the utilities in Sunset Bluff (2025033), reflecting completion of the associated development work. Staff inspected the completed work and determined that it is acceptable. The city will retain funds to cover the required one-year warranty period for the streets and the two-year warranty period for the utilities.

3. Budget Impact:

N/A

4. Attachments:

1. Location Map - Vicksburg Ridge 2nd Addition
2. Location Map - Sunset Bluff
3. City Council Resolution 2026-046
4. City Council Resolution 2026-047

January 2026

City of Plymouth

Location Map
Vicksburg Ridge 2nd

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THIS REPRESENTS A COMPILATION OF INFORMATION AND DATA FROM CITY, COUNTY, STATE AND OTHER SOURCES THAT HAS NOT BEEN FIELD VERIFIED. INFORMATION SHOULD BE FIELD VERIFIED AND COMPARED WITH ORIGINAL SOURCE DOCUMENTS.

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Sunset Bluff Location Map

City of Plymouth

THIS REPRESENTS A COMPILATION OF INFORMATION AND DATA FROM CITY, COUNTY, STATE AND OTHER SOURCES THAT HAS NOT BEEN FIELD VERIFIED. INFORMATION SHOULD BE FIELD VERIFIED AND COMPARED WITH ORIGINAL SOURCE DOCUMENTS.

CITY OF PLYMOUTH

RESOLUTION NO. 2026-046

RESOLUTION ACCEPTING STREETS FOR CONTINUAL MAINTENANCE FOR VICKSBURG 2ND ADDITION (2022046)

WHEREAS, in accordance with the development contract dated August 16, 2022, 4430 Vicksburg Lane, LLC, developer of Vicksburg Ridge 2nd Addition (2022046), has agreed to install certain improvements for said development; and

WHEREAS, the developer has completed portions of the street, utility and site grading as noted below; and

WHEREAS, the developer has requested a reduction of the required financial guarantee to reflect the completed work.

NOW, THEREFORE, BE IT HEREBY RESOLVED BY THE CITY COUNCIL OF THE CITY OF PLYMOUTH, MINNESOTA that the financial guarantee requirements are reduced as follows below and that the required guarantee and Letter of Credit No. 1394 for the items be reduced from $405,108 to $90,323:

Item	Original Amount	Current Amount	New Amount	% of Original Amount
Street Construction:	$204,026	$122,416	51,007	25%
Sanitary Sewer System:	$133,233	$33,308	0	0%
Watermain System:	$133,748	$33,437	0	0%
Storm Sewer System:	$223,371	$55,843	0	0%
Boulevard and Drainage Swale Sod:	$8,400	$8,400	0	0%
Retaining Walls:	$46,497	$46,497	0	0%
Filtration Basin:	$18,771	$18,771	9,386	50%
Street and Traffic Control Signs:	$1,250	$0	0	0%
Buffer/Park Posts & Signs:	$1,000	$1,000	0	0%
Sidewalk Improvements:	$23,494	$23,494	5,874	25%
Private Trailway Improvements:	$8,150	$4,890	0	0%
Removal/Restoration of Temp. Cul-De-Sac:	$2,500	$0	0	0%
Street Lighting:	$1,000	$1,000	0	0%
Erosion Control:	$6,505	$4,879	0	0%
Site Grading & Drainage Improvements:	$69,461	$17,365	17,365	25%
Setting Iron Monuments:	$3,800	$3,800	0	0%
Subtotal	**$885,206**	**$375,100**	**$83,632**	**9%**
Design, Admin, Insp, As-Builts (8%)	$70,816	$30,008	$6,691	
Total	**$956,022**	**$405,108**	**$90,323**	**9%**

BE IT FURTHER RESOLVED that the streets are accepted for continuous maintenance as of January 27, 2026, subject to the one-year guarantee by the Developer per Letter of Credit No. 1394

APPROVED by the City Council on this 27th day of January, 2026.

STATE OF MINNESOTA)
COUNTY OF HENNEPIN) SS.

The undersigned, being the duly qualified and appointed City Clerk of the City of Plymouth, Minnesota, certifies that I compared the foregoing resolution adopted at a meeting of the Plymouth City Council on January 27, 2026, with the original thereof on file in my office, and the same is a correct transcription thereof.

WITNESS my hand officially as such City Clerk and the Corporate seal of the City this _____day of _____, _____.

_____
City Clerk

CITY OF PLYMOUTH

RESOLUTION NO. 2026-047

RESOLUTION ACCEPTING UTILITIES FOR CONTINUAL MAINTENANCE FOR SUNSET BLUFF (2025033)

WHEREAS, in accordance with the development contract dated July 18, 2025, R.E.C., Inc., developer of Sunset Bluff (2025033), has agreed to install certain improvements for said development; and

WHEREAS, the developer has completed portions of the street, utility and site grading as noted below; and

WHEREAS, the developer has requested a reduction of the required financial guarantee to reflect the completed work.

NOW, THEREFORE, BE IT HEREBY RESOLVED BY THE CITY COUNCIL OF THE CITY OF PLYMOUTH, MINNESOTA that the financial guarantee requirements are reduced as follows below and that the required guarantee and Letter of Credit No. S120011407 for the items be reduced from $2,719,903 to $1,465,317:

Item	Original Amount	New Amount	% of Original Amount
Street Construction	$300,709	$180,425	60%
Turn Lane Construction	$5,750	$5,750	100%
Sanitary Sewer System	$205,095	$51,274	25%
Watermain System	$208,760	$52,190	25%
Storm Sewer System	$285,537	$71,384	25%
Boulevard and Drainage Swale Sod	$23,125	$23,125	100%
Pond Construction	$19,805	$14,854	75%
Filtration Basin	$164,250	$123,188	75%
Retaining Walls	$265,356	$0	0%
Buffer/Park Posts & Signs *($100 per buffer post)*	$1,400	$0	0%
Sidewalk Improvements - *Public*	$44,550	$44,550	100%
Trail Improvements	$54,670	$32,802	60%
Landscaping	$97,621	$97,621	100%
Street Lighting	$16,680	$0	0%
Erosion control *(includes Tree Preservation)*	$27,700	$20,775	75%
Site Grading & Drainage Improvements	$792,921	$634,337	80%
Setting Iron Monuments *($100 per iron)*	$4,500	$4,500	100%
Sub-Total	**$2,518,428**	**$1,356,775**	**54%**
Design, Admin. Insp, As-builts (8%)	$201,474	$108,542	
TOTAL	**$2,719,903**	**$1,465,317**	**54%**

BE IT FURTHER RESOLVED that the utilities are accepted for continuous maintenance as of January 27, 2026, subject to the two-year guarantee by the Developer per Letter of Credit No. S120011407.

APPROVED by the City Council on this 27th day of January, 2026.

STATE OF MINNESOTA)
COUNTY OF HENNEPIN) SS.

The undersigned, being the duly qualified and appointed City Clerk of the City of Plymouth, Minnesota, certifies that I compared the foregoing resolution adopted at a meeting of the Plymouth City Council on January 27, 2026, with the original thereof on file in my office, and the same is a correct transcription thereof.

WITNESS my hand officially as such City Clerk and the Corporate seal of the City this _____day of _____, _____.

_____
City Clerk

Regular City Council
January 27, 2026
Agenda Number: 6.13

To: Dave Callister, City Manager

Prepared by: Erik Halverson, Ice Arena Manager

Reviewed by: Jennifer Tomlinson, Parks and Recreation Director

Item: **Approve final closeout for the Plymouth Ice Center Replacement of Rink A & B Dehumidification Units (SRP 202202)**

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1. Action Requested:

Adopt the attached resolution approving final closeout for the 2022 Plymouth Ice Center Replacement of Rink A & B Dehumidification Units (SRP 202202).

2. Background:

This project replaced original Dehumidification Units for the Plymouth Ice Center Rinks A & B installed in 1997 during initial construction of the building. The work has been completed and certified as meeting project specifications by the Ice Center Manager. Any warranty items that arise will be completed as necessary throughout the remainder of the two-year warranty period.

3. Budget Impact:

Council previously approved a budget of $450,762 for this project. At project completion, the total project cost was $461,391, which includes the change order through NAC to include it in our building automation ($10,629). The project is funded from surplus funds ($450,762), and the Ice Center Fund ($10,629).

4. Attachments:

1. City Council Resolution 2026-048

CITY OF PLYMOUTH

RESOLUTION NO. 2026-048

RESOLUTION APPROVING FINAL CLOSEOUT FOR THE PLYMOUTH ICE CENTER REPLACEMENT OF RINK A & B DEHUMIDIFICATION UNITS (SRP202202)

WHEREAS, the City of Plymouth as the owner, and Midwest Mechanical Solutions as the contractor, have entered into an agreement for the 2022 Replacement of the Plymouth Ice Center Rinks A & B Dehumidification Units using the State Cooperative agreement through T.I.P.S.; and

WHEREAS, the Ice Center Manager has certified his acceptance of the work and his approval of the request for final payment.

NOW, THEREFORE BE IT HEREBY RESOLVED BY THE CITY COUNCIL OF THE CITY OF PLYMOUTH, MINNESOTA:

1. That the original contract amount between owner and the contractor was $450,762 and the final contract amount is $461,391, or 2.3% over the contracted amount.

2. That the work performed by the contractor and subcontractor for the 2022 Plymouth Ice Center Replacement for Rink A & B Dehumidification Units and certified to the Ice Center Manger as acceptable, is released from the contract except as to conditions of the warranty, any and all legal right of the owner, required guarantees, and correction of faulty work after final payment.

3. The total project cost is $461,391, which includes work and equipment provided by Midwest Mechanical Solutions ($450,762), and work and equipment in change orders from NAC for building automation ($10,629).

BE IT FURTHER RESOLVED:

1. The original funding for this project was from surplus funds ($450,762), and the Ice Center Fund ($10,629).

2. That the funding for this project would be from surplus funds ($450,762), and the Ice Center Fund ($10,629).

APPROVED by the City Council on this 27th day of January, 2026.

Regular City Council
January 27, 2026
Agenda Number: 6.14

To:	Dave Callister, City Manager
Prepared by:	Jodi Gallup, City Clerk
Reviewed by:	Amanda Kaufman, Deputy City Manager
Item:	**Approve National League of Cities (NLC) conference travel request**

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1. Action Requested:

Approve request for Council Member Spoonheim to attend the National League of Cities (NLC) conference.

2. Background:

Per policy, the mayor and council members should have travel events approved in advance by a vote of the City Council at an open meeting including an estimated cost of the travel. Council Member Spoonheim requested to attend the National League of Cities (NLC) Congressional City Conference.

This conference brings together more than 2,000 elected and appointed city leaders to focus on the federal policy issues that are important to local governments. NLC is a bipartisan organization that advocates for cities in Washington, D.C. through full-time lobbying and grassroots campaigns.

The conference will be held March 16–18 in Washington, DC, which provides a unique opportunity for city leaders to share insights with members of Congress, the White House, and federal agency representatives and advocate on behalf of NLC's federal action priorities, which can specifically benefit potential Plymouth projects. The conference includes training sessions with similar communities to gather tangible takeaways on infrastructure, public safety, community resilience, and federal regulation to make our community stronger.

3. Budget Impact:

The breakdown of approximate conference costs per attendee:

- Conference registration: $880
- Hotel rates: 3 nights: $1,214
- Round trip airfare: $600
- Meals (Per Diem) total: $276

The total cost associated with attending this conference is approximately $2,970. The expenses will be paid for using the council training budget.

4. Attachments:

1. City Council Resolution 2026-049

CITY OF PLYMOUTH

RESOLUTION NO. 2026-049

RESOLUTION APPROVING NATIONAL LEAGUE OF CITIES CONFERENCE TRAVEL REQUEST

WHEREAS, per the Expense Reimbursement and Travel Policy, the mayor and council members should have out of area travel events approved by a vote of the City Council at an open meeting; and

WHEREAS, Council Member Spoonheim requested to attend the National League of Cities Congressional City Conference in Washington, D.C. from March 16-18; and

WHEREAS, this conference brings together more than 2,000 elected and appointed city leaders to focus on the federal policy issues that are important to local governments; and

WHEREAS, this conference includes training sessions with similar communities to gather tangible takeaways on infrastructure, public safety, community resilience, and federal regulation to make our community stronger; and

WHEREAS, the conference costs are budgeted for within the 2026 council training budget.

NOW, THEREFORE, BE IT HEREBY RESOLVED BY THE CITY COUNCIL OF THE CITY OF PLYMOUTH, MINNESOTA that the National League of Cities conference travel request is approved.

APPROVED by the City Council on this 27th day of January, 2026.

Regular City Council
January 27, 2026
Agenda Number: 8.1

To:	Dave Callister, City Manager
Prepared by:	Lori Sommers, Planning Manager
Reviewed by:	Grant Fernelius, CED Director
Item:	**Award contract for the 2050 Comprehensive Plan update to Houseal Lavigne Associates**

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1. Action Requested:

Adopt the attached resolution awarding the contract for the 2050 Comprehensive Plan update to Houseal Lavigne Associates.

2. Background:

The Metropolitan Council officially adopted Imagine 2050, the regional development guide for the seven-county Twin Cities metro area, setting the long-term vision for housing, transportation, water resources, and parks through the year 2050. This set into motion for the metropolitan cities to start the 2050 Comprehensive Plan update process.

A national Request for Proposal (RFP) for professional consulting services to support the 2050 Comprehensive Plan update was issued in September 2025. The solicitation generated strong interest, and a total of six proposals were received by the submission deadline. Following a thorough initial review process, the consultant selection team shortlisted three firms for in-person interviews.

Interviews were conducted during the week of November 24, 2025. The selection team—comprising representatives from the Planning, Economic Development, Engineering, Parks and Recreation, and Administration—evaluated each firm based on experience, technical approach, community engagement strategies, project management capacity, and overall alignment with the city's long-term planning goals.

After careful consideration, Houseal Lavigne Associates was selected as the preferred consultant to lead the 2050 Comprehensive Plan update. The team determined that

Houseal Lavigne's proposal demonstrated a strong understanding of the community's needs, an effective and innovative engagement strategy, and a clear methodology for delivering a comprehensive and actionable plan. The firm's proposal is attached for reference. The anticipated project timeline is approximately 12 to 18 months, which includes project initiation, public engagement, analysis, drafting, and final plan adoption.

To support the overall 2050 Comprehensive Plan update, several additional technical studies are proposed to supplement the plan. The Engineering Division is requesting analyses beyond those required by the Metropolitan Council to ensure a comprehensive and forward-looking evaluation of the city's public works systems. These studies and data models will provide a holistic understanding of existing and future infrastructure conditions, assess the implications of anticipated redevelopment, and identify system limitations as well as potential upgrade needs and associated costs. This enhanced technical foundation will better inform policy decisions and long-term capital planning as the community evolves. Additional information on these supplemental studies can be found in the attached Public Works Budget Considerations Memo. Contracting for these separate, supplemental studies will follow municipal contracting law as required.

3. Budget Impact:

The cost of $374,695 for the updated Comprehensive Plan will come from the planning resource and surplus funds. The supplemental studies for surface water resources ($300,000), water supply & distribution ($50,000), and sanitary sewer ($300,000) will come from their respective enterprise funds. The transportation study ($100,000) will come from the transit fund. Each of the funds can adequately cover anticipated costs. The total 2050 Comprehensive Plan, including supplemental studies, is anticipated to be $1,124,695.

4. Attachments:

1. Presentation
2. Houseal Lavigne Proposal
3. Contract
4. 2050 Comp Plan Public Works Budget Memo
5. City Council Resolution 2026-050

COMPREHENSIVE PLAN UPDATE

HOUSEAL LAVIGNE

Topics

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HOUSEAL LAVIGNE

PROJECT TEAM

HOUSEAL LAVIGNE

SRF

HOUSEAL LAVIGNE

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HL Founding Principles

Better Community Outreach.
Commitment to Creativity.
Graphic Communication.
Technology Integration.
Client Satisfaction.

Unmatched national experience.

PLANNING EXPERIENCE

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APA IA AWARD

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APA NC AWARD

APA TN AWARD

APA VA AWARD

APA WI AWARD

APA AL AWARD

APA County Planning AWARD

esri SPECIAL ACHIEVEMENT IN GIS AWARD

CNU Congress for the New Urbanism

APA NATIONAL EXCELLENCE AWARD

APA SMART CITIES AWARD Tech

A foundation of community stewardship.

Envision
Oak Park

Envision Oak Park

Plan Elements:

- Land Use and Built Environment
- Arts and Culture
- Parks, Open Space, and Environmental Features
- Neighborhoods, Housing, and Diversity
- Education
- Community Health and Safety
- Transportation and Infrastructure
- Community Life and Engagement
- Economic Health and Vitality
- Environmental Sustainability
- Governmental Excellence

What is Envision Oak Park?

Envision Oak Park is the name of the process, and ultimate product, to create a Comprehensive Plan for the Village of Oak Park. The Plan will address a wide number of issues related to local quality of life.

About the Planning Process

- 18-month process completed by the end of 2013
- To date, process has included:
  - ***Community workshops*** that engaged residents, business managers, students, elected and appointed officials, and others
  - ***One-on-one interviews*** with local not-for-profits, agencies, Village departments and other stakeholders
  - ***Interactive project website (envisionoakpark.com)***
  - ***Technical analysis*** of existing conditions
- The next few months will include a ***series of workshops*** designed to craft a vision, goals and objectives, and implementation plan for various plan elements.

How can I get involved?

- Village will be hosting a Work Group Series that will include three workshops
- The public is invited to participate in the workshops and offer input regarding any of the 11 plan elements
- All workshops will be held at Oak Park-River Forest High School, from 7:00-9:30 p.m., on the following dates:
  - ***April 23:*** Vision and "Importance and Understanding" Narrative
  - ***May 14:*** Goals and Objectives
  - ***June 5:*** Metrics and Benchmarks of Success

How can I stay informed?

- Check out ***envisionoakpark.com*** for ways you can stay informed, provide input, and review documents.
- Other inquiries can be made to ***Craig Failor, Village Planner***, at (708) 358-5418, or failor@oak-park.us.

Envision Oak Park is a community-based process and plan for the future of Oak Park. Get together with your neighbors. Let your voice be heard as we talk about issues important to you...neighborhoods, economy, environment, diversity, education, and so much more.

www.envisionoakpark.com

Envision Oak Park

Oak Park

AURORA
PLACES
planning tomorrow's city

WHAT'S YOUR VISION FOR AURORA?

ABOUT THE PLAN

Aurora Places will serve as the city's road map, describing how Aurora should look in 10 to 20 years and how the city will get there. It will touch on the places where we live, work and have fun, how we get from Point A to Point B and how we use our resources.

GET INVOLVED

The comprehensive planning process is designed to promote community involvement and encourage citizen participation. The success of this planning effort will depend on engaging our community.

Can't make it to one of the workshops? Go online and get involved!

Complete a survey and create your own map at **www.AuroraPlacesPlan.com**

Get some people together and do-it-yourself with the Workshop DIY Kit
Contact Parrish Gibson at
303.739.7194 or **auroraplaces@auroragov.org**

JOIN US!

Tuesday, Sept. 20
7 to 8:30 PM
North Middle School
12095 Montview Blvd.
Aurora, Colorado 80010
(Available in Spanish)

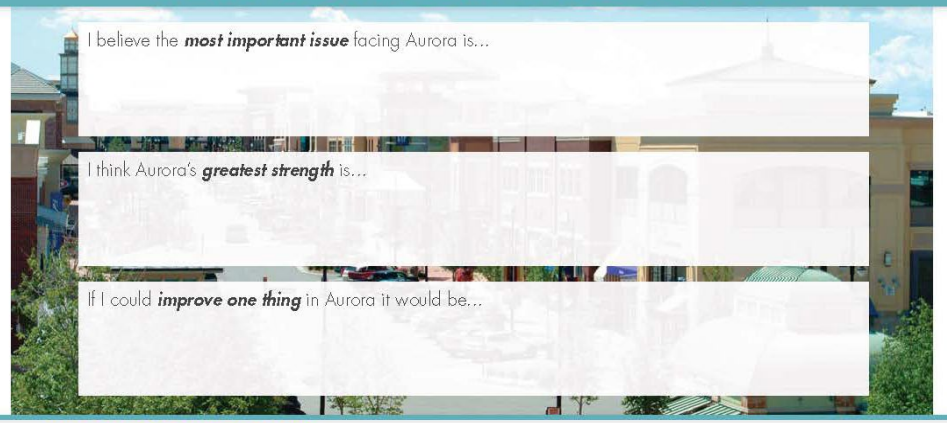
Thursday, Sept. 22
2 to 3:30 PM
Aurora Association of Realtors
14201 E. Evans Drive
Aurora, Colorado 80014
(Available in Amharic)

Thursday, Sept. 22
7 to 8:30 PM
Cherokee Trail High School
25901 E. Arapahoe Road
Aurora, Colorado 80016
(Available in Korean)

AURORA PLACES planning tomorrow's city

www.AuroraPlacesPlan.com | auroraplaces@auroragov.org | 303.739.7194

TELL US WHAT YOU THINK



I believe the ***most important issue*** facing Aurora is...

I think Aurora's ***greatest strength*** is...

If I could ***improve one thing*** in Aurora it would be...

HAVE MORE TO SAY?

Drop this postcard in person at the
Aurora Municipal Center
Access Aurora Information Desk
15151 E. Alameda Parkway
Aurora, Colorado 80012

Participate online at
www.AuroraPlacesPlan.com

Pick up at Workshop DIY Kit: **303.739.7194**
or **auroraplaces@auroragov.org**

AURORA PLACES planning tomorrow's city

Join the conversation: #auroraplaces

WHAT'S YOUR VISION FOR AURORA?

GET INVOLVED!

Aurora Places—the city's new comprehensive plan—will serve as the city's road map, describing how Aurora should look in 10 to 20 years and how the city will get there.

AURORA PLACES COMMUNITY WORKSHOPS

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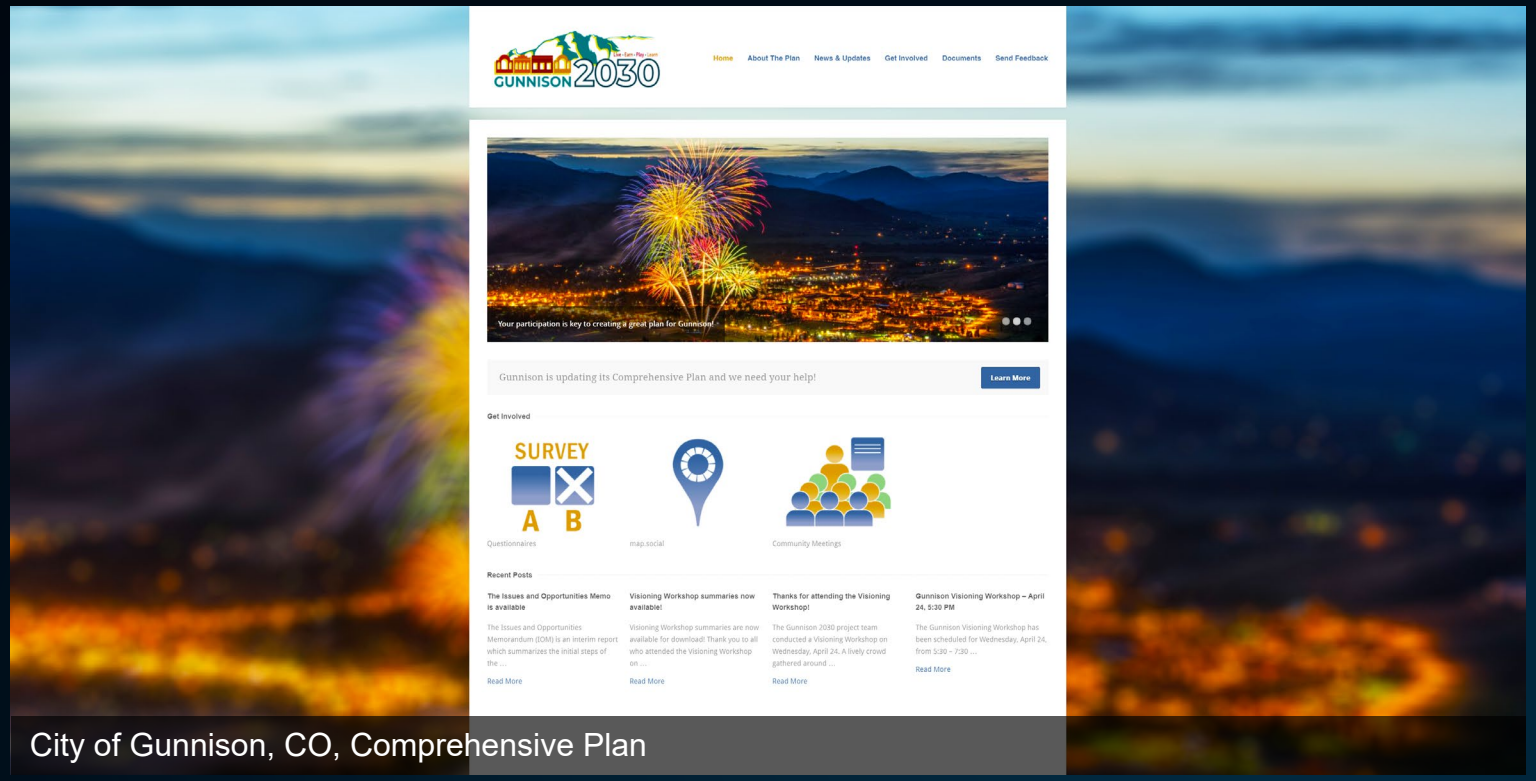
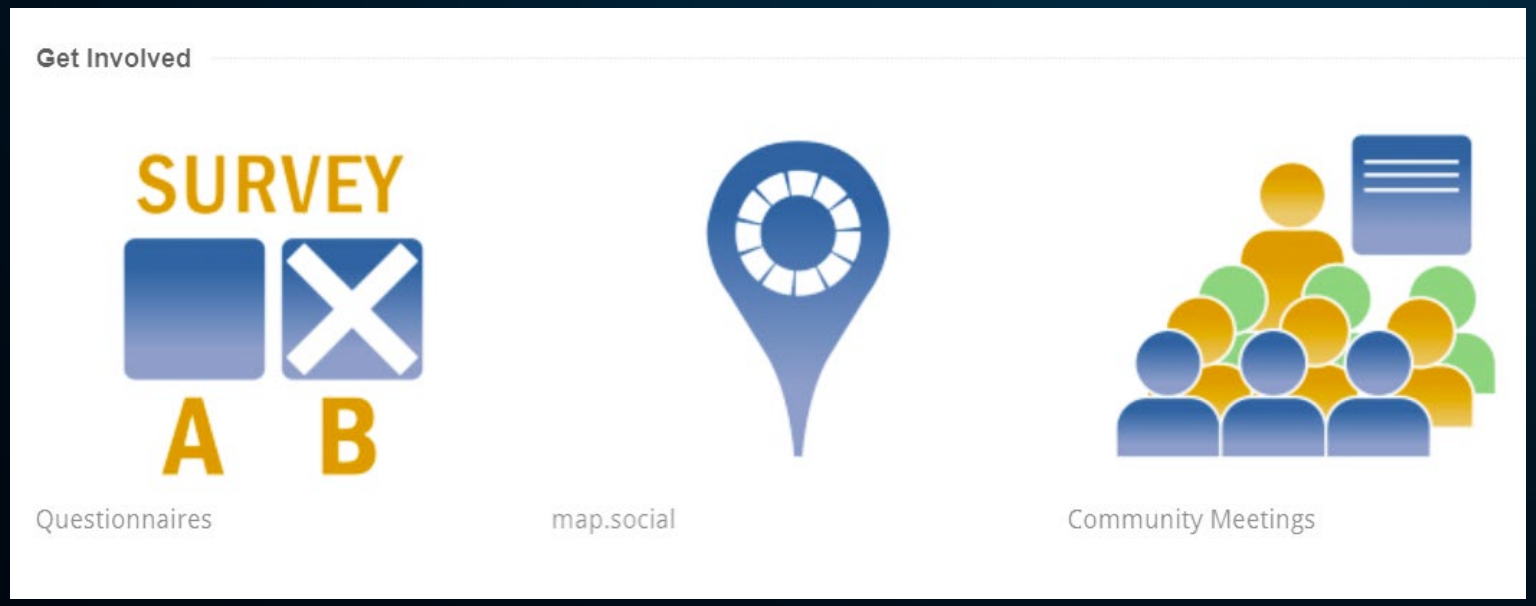
Join the conversation: #auroraplaces

AURORA PLACES planning tomorrow's city

Interactive Project Website



City of Gunnison, CO, Comprehensive Plan



EXPLORE FEATURES GALLERY PRICE CONTACT SANDBOX BETA PROJECT ADMIN

Explore below to see the maps of individual users

Shirlo's Champaign

These are some places in Champaign-Urbana that I think needs improvement and maintenance

by **SHIRLO**

CREATED 2018-01-30

MODIFIED 2018-02-09

10

Features

View Map

Litao's Map

My Public Safety Concerns

by **LITAO**

CREATED 2018-01-31

MODIFIED 2018-02-02

15

Features

View Map

Jonathan's Map

This map has two of my favorite places in Champaign, some public safety concerns and infrastructure and transportation development ideas

by **JONATHAN**

CREATED 2018-01-02

MODIFIED 2018-02-06

15

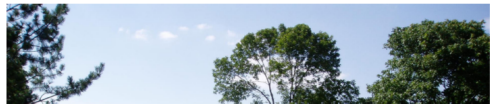
Features

View Map

My Favourite parks

My favourite parks in Champaign!

by **ZACK**



Mgilberto's Proposed Map

These are some places in CU that I have identified for poor appearances, undesirable use and important places that needs to have better access

by **MGILBERTO**

CREATED 2018-01-04

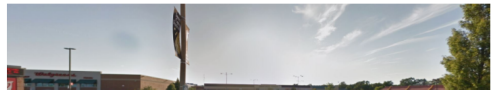
MODIFIED 2018-02-02

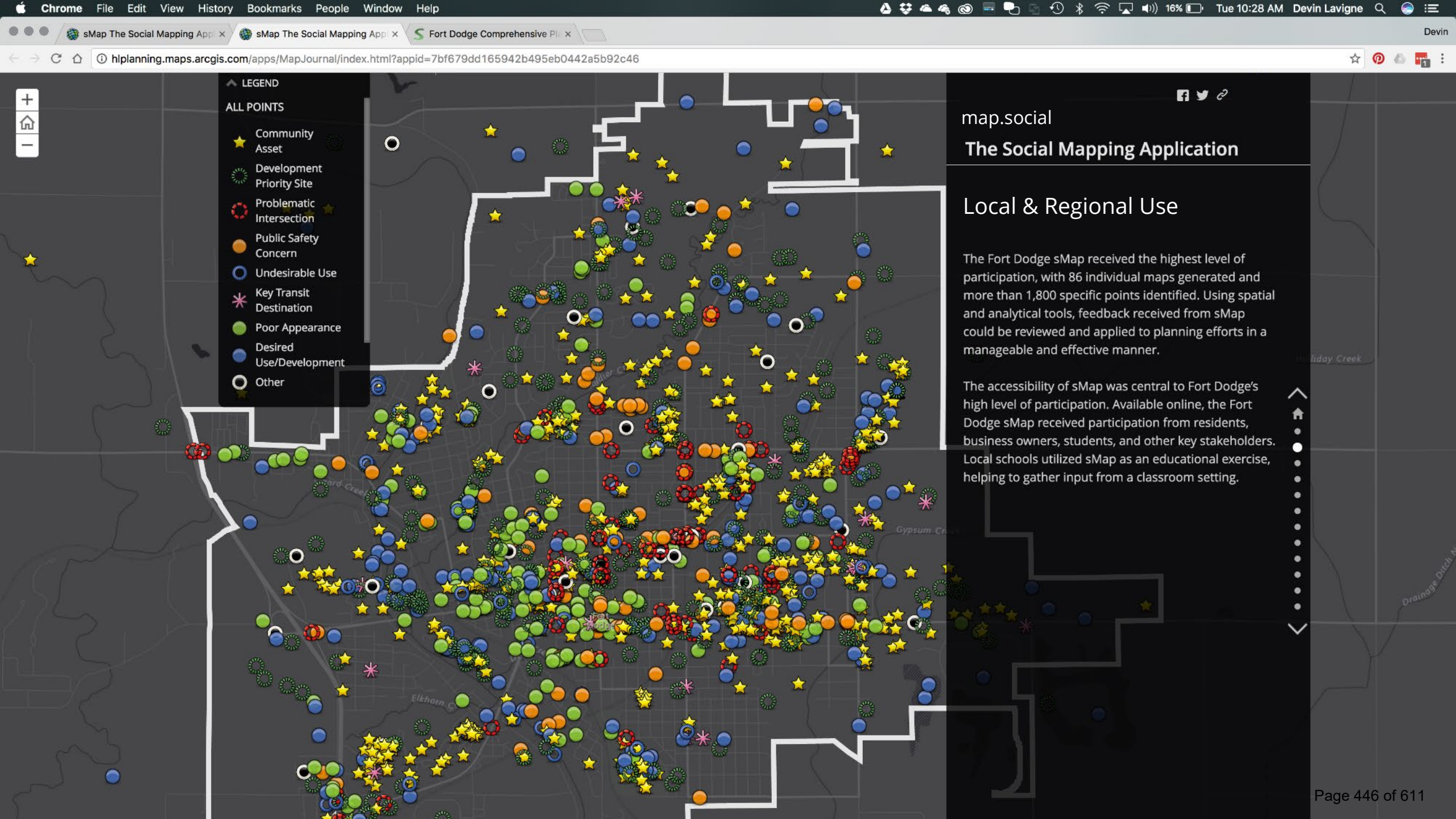
20

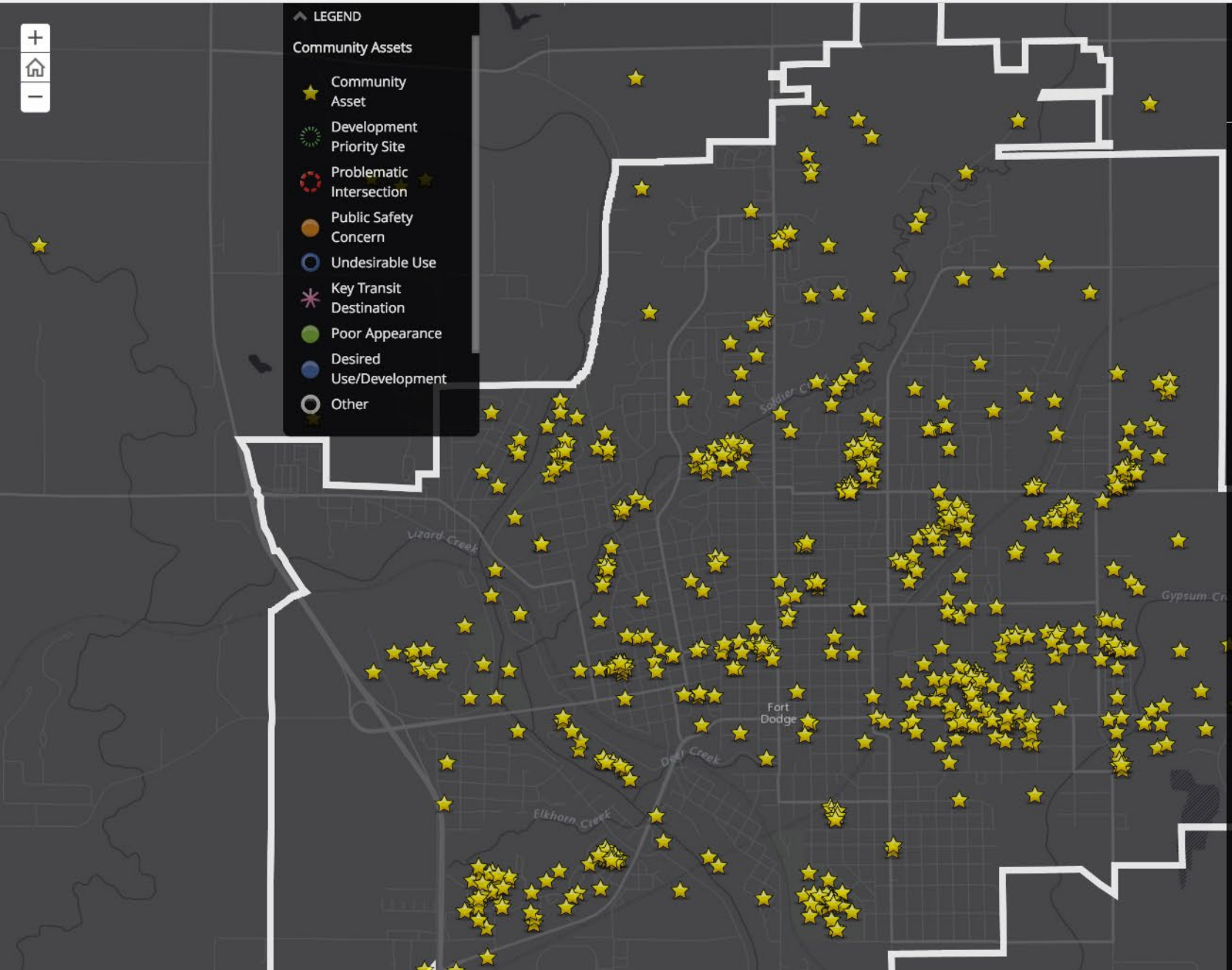
Heather's Map

I have mapped some of community assets that I think needs to be maintained, intersections I find uncomfortable getting around and few development ideas

by **HEATHER**




LEGEND
ALL POINTS
Community Asset
Development Priority Site
Problematic Intersection
Public Safety Concern
Undesirable Use
Key Transit Destination
Poor Appearance
Desired Use/Development
Other
map.social
The Social Mapping Application
Local & Regional Use
The Fort Dodge sMap received the highest level of participation, with 86 individual maps generated and more than 1,800 specific points identified. Using spatial and analytical tools, feedback received from sMap could be reviewed and applied to planning efforts in a manageable and effective manner.
The accessibility of sMap was central to Fort Dodge's high level of participation. Available online, the Fort Dodge sMap received participation from residents, business owners, students, and other key stakeholders. Local schools utilized sMap as an educational exercise, helping to gather input from a classroom setting.



map.social

The Social Mapping Application

Point-Specific Maps

With a high volume of points created, the Fort Dodge sMap includes an overwhelming amount of information. To better manage this level of input, individual points were displayed on separate maps, helping to identify areas of interest and common trends. For example, the individual map of Community Assets demonstrated that the majority of points were placed near or around key community destinations and cultural amenities. These were directly reflected in the goals and objectives of Re-Envision 2030 as assets to be preserved and enhanced.

Fort Dodge, Iowa: Point-Specific Maps

Community assets are clustered around the following amenities, among others:

Nature Trail

LEGEND

Development Priority Site - Heat

High

Low

Fort Dodge

Elkhorn Creek

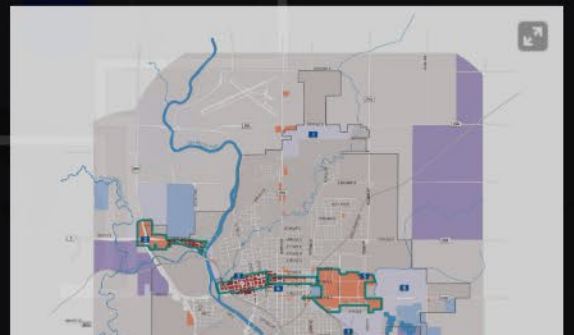
map.social

The Social Mapping Application

Heat Map

In addition to specific comments and ideas, sMap feedback provides a spatial analysis of how individuals view and understand their community. One tool used to help display this feedback is a "heat map" which visually displays the frequency of points generated within an area. This helps identify areas of concentration, where a high number of points represents a high level of community interest. Heat maps can be used to focus planning efforts and prioritize improvement projects. In addition, heat maps can be used to identify data anomalies.

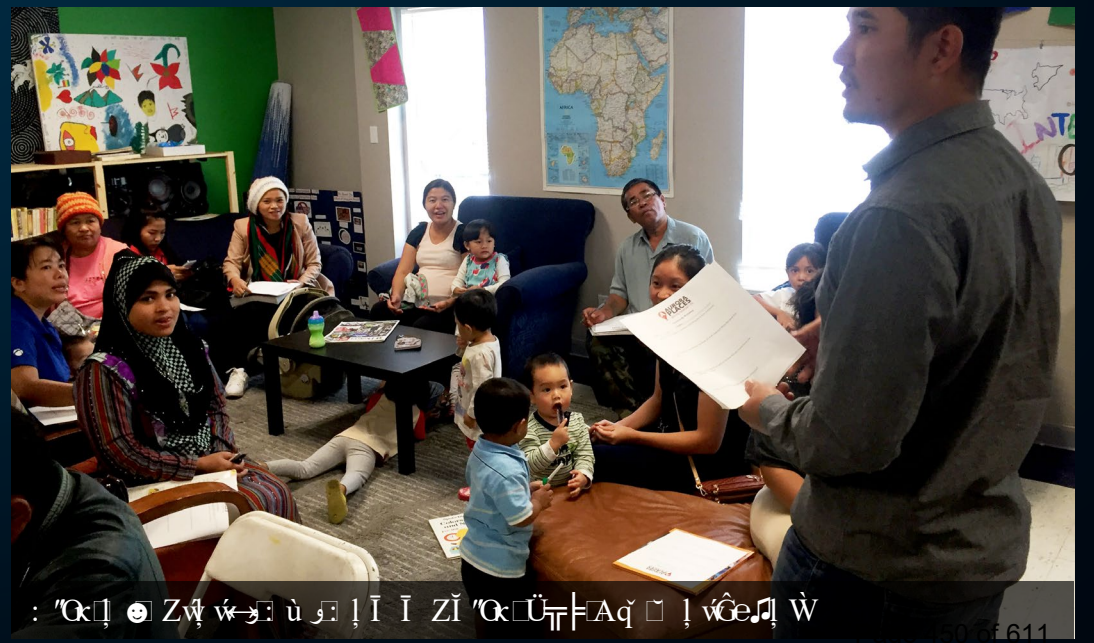
For example, the user data for priority development points were used to inform recommendations within a commercial framework plan. In addition to existing commercial areas and development opportunities, a cluster of points showed a "hot spot" at the City's northeast side. Review of data revealed duplicate points submitted by a single user.

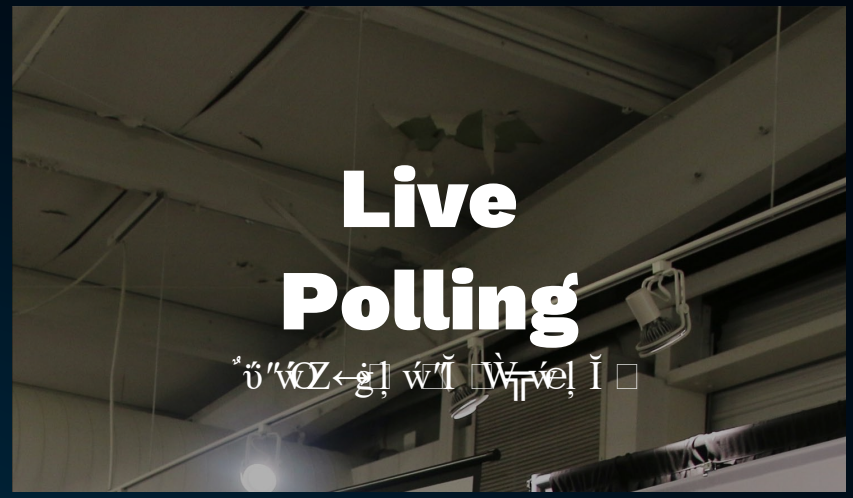


Heat maps visually display the frequency of points generated within an area.

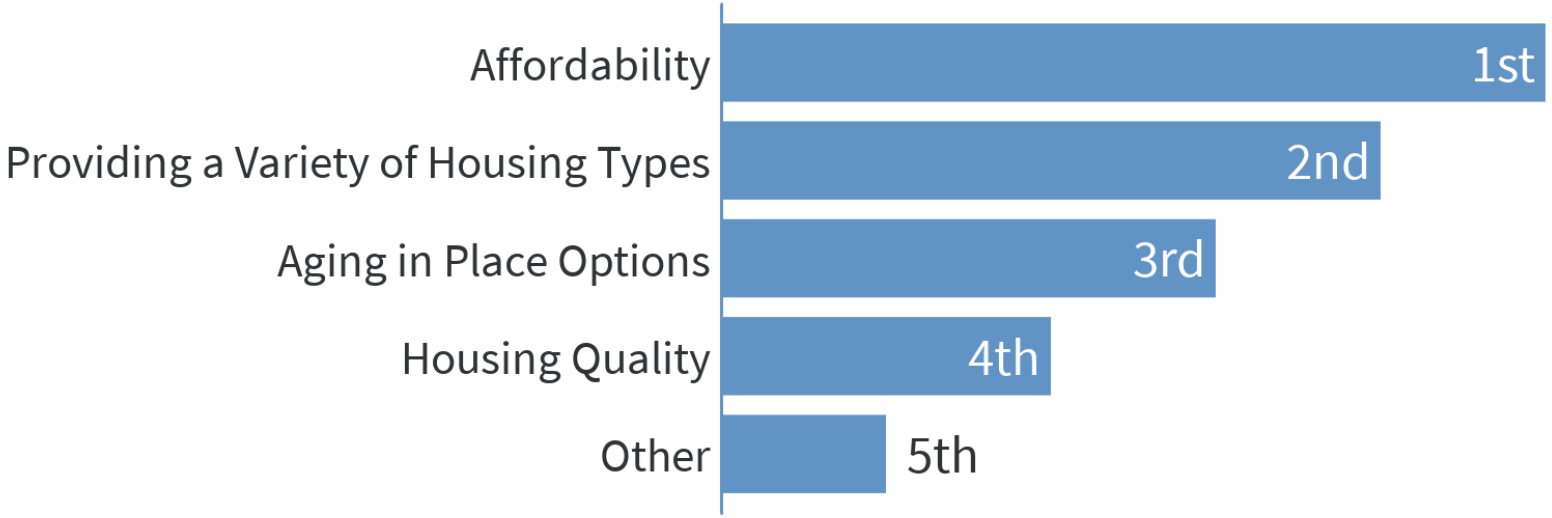
Community
Open Houses

Traditional Community Workshops





What are the most significant housing needs facing Fort Wayne and Allen County? (Ranking)



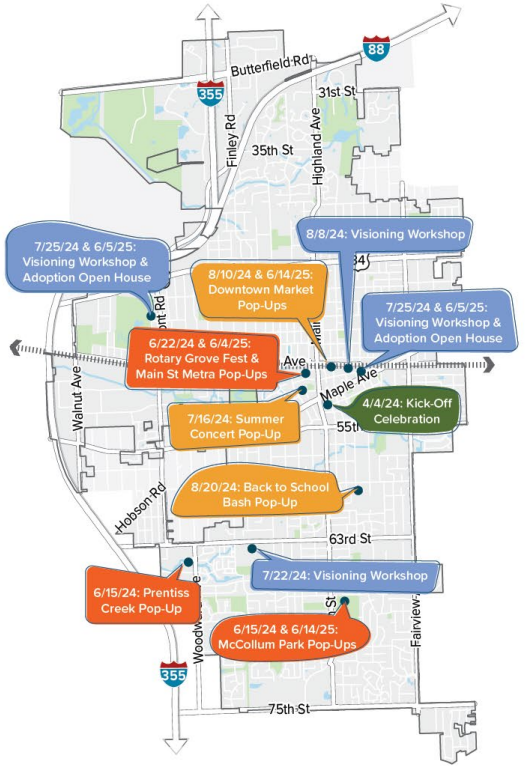
COMMUNITY ENGAGEMENT

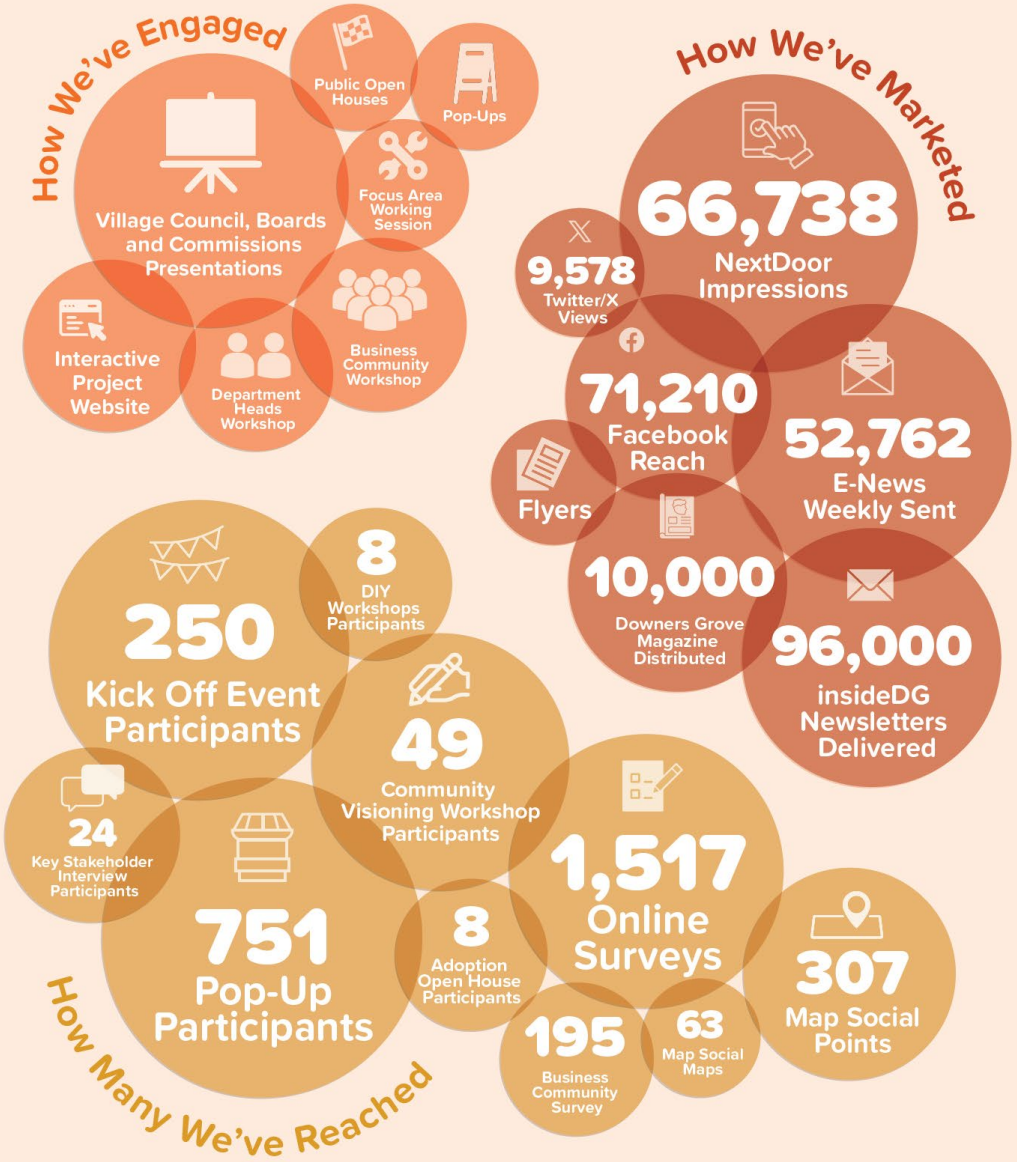
Informed by a planning process dedicated to engaging stakeholders, the Comprehensive Plan is responsive to the community and addresses the issues and opportunities most important to Downers Grove residents and stakeholders. Public engagement included both in-person and online outreach events.

OUTREACH CONDUCTED

The planning process engaged over 2,800 individuals through a combination of in-person and online community outreach tools and exercises including:

- ☐ Kick-Off Participants – 250
- ☐ Key Stakeholder Interviews – 24
- ☐ Online Community Survey Participants – 1,517
- ☐ Online Business Community Survey Participants – 195
- ☐ map.social maps – 63
- ☐ Community Visioning Workshop Participants – 49
- ☐ Pop-Up Participants – 751
- ☐ Business Workshop Participants – 9
- ☐ DIY Kit Workshop Participants – 8
- ☐ Adoption Open House Participants - 8





Data-driven decision making.

COMPLETE NEIGHBORHOODS

Foster Equitable, Complete Neighborhoods by Integrating Mixed-Use Development, Essential Amenities, and Community-Centered Spaces

A cornerstone of any TOD is its proximity to a transit station, enabling residents to travel without relying on personal vehicles. While access to transit is essential, true equitable development extends beyond transit and encompasses access to a broad array of commun
neighbor

Policy Considerations

By integrating equitable development policies and prior-
itizing co
lete neighborhoods, TOD areas can serve as
nclusive, sustainable, and community-centered
opment.

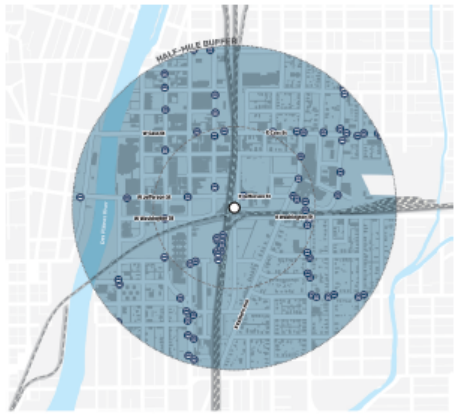
additional suitable locations for plazas, parks,
n spaces to encourage community interaction,
areas for relaxation, enhance vitality, and
the environmental quality of TOD areas.

state grants to fund acquisition of
suitable for parks, open space
tional facilities construction.

edestrians and cyclists infrastructure
ge bicycle and foot traffic between
ods and other parts of the Study Area.

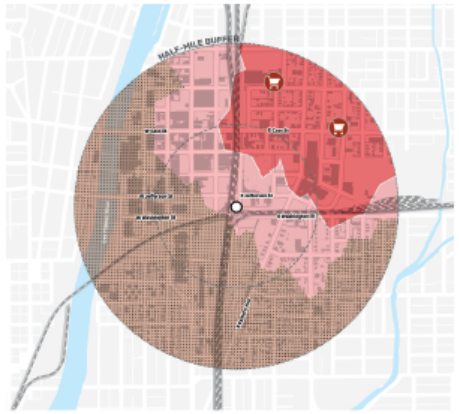
with developers and local businesses
ocery stores and other essential
nhance access to amenities in
areas south of the train tracks.

nt non-city owned parcels suitable
anent alternate uses such as
rdens or small parks, with the
alizing their use permanently.

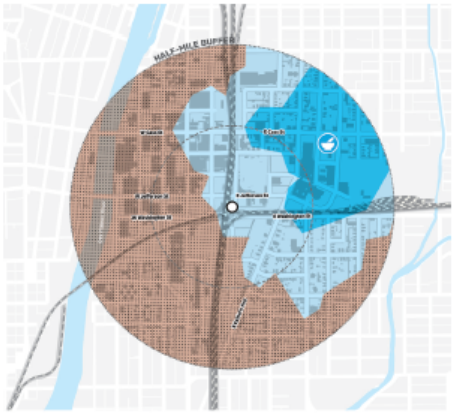


Proximity to Public Transit
- Amenity Points - Transit Stops
- Within 5-minute walk to a transit stop

Proximity to Parks
- Parks
- Within a 5-minute walk to a park
- Within a 10-minute walk to a park
- Underserved areas outside a 10-minute walk



Proximity to Grocery Stores
- Grocery
- Within a 5-minute walk to a grocery store
- Within a 10-minute walk to a grocery store
- Underserved areas outside a 10-minute walk



Proximity to Pharmacies
- Pharmacy
- Within a 5-minute walk to a pharmacy
- Within a 10-minute walk to a pharmacy
- Underserved areas outside a 10-minute walk

Complete Neighborhoods

The infrastructure needed for development is more than the pipes in the ground and pavement. While having housing with quality water, sewer, and roads should be considered a minimum requirement, achieving the quality of place that is increasingly valued by residents requires that

broader net
Allen Comp
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hoods" wher
amenities wi

Proximity to various neighborhood amenities was mapped and layered to create an index rating of community amenities and to assess how complete different areas of the region are. The Complete Neighborhoods Index is based on proximity to:

As shown in the adjacent map, the darker an area, the more amenity-rich that location is compared to other lighter-colored areas. In general, the core neighborhoods of Fort Wayne and the Downtown have the highest

s and resi-
redominantly

ally be built
things like
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already in

ALL IN ALLEN
Moving Forward Together
Fort Wayne-Allen County Comprehensive Plan

ALL IN ALLEN
COMPREHENSIVE PLAN

Effective March 13, 2023

Complete Neighborhood Index

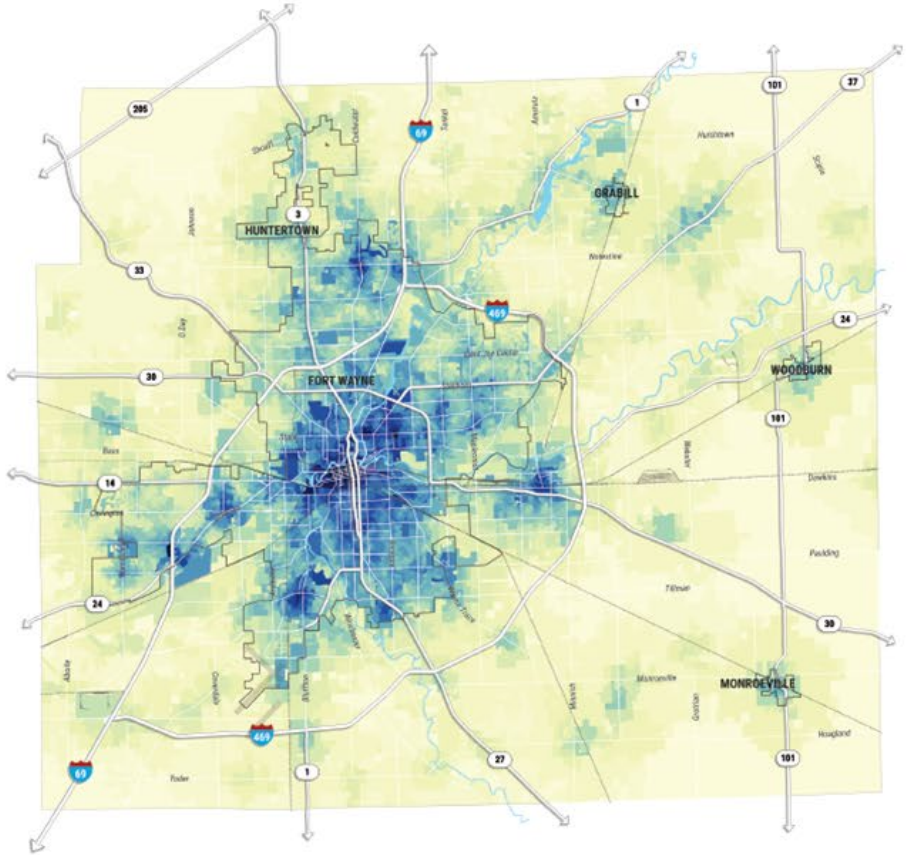
Neighborhoods with a mix of amenities and land uses are "complete". The index was created based on proximity to:

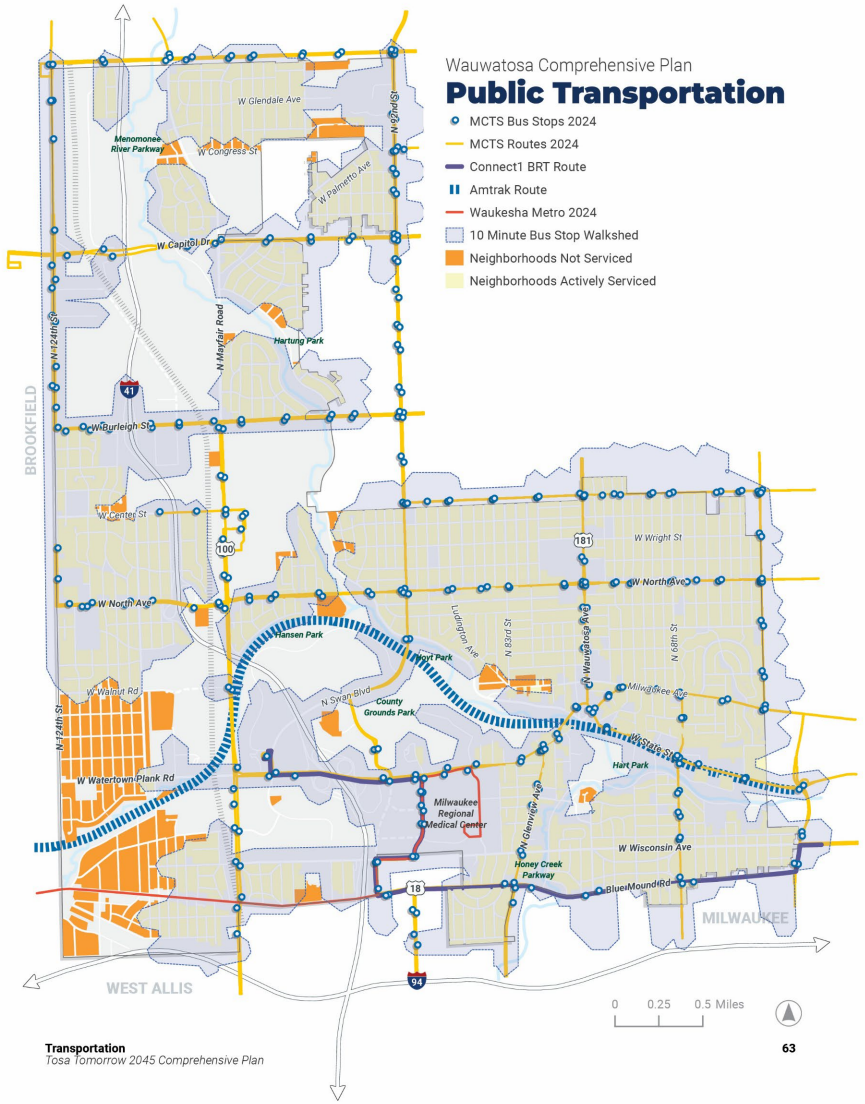
- Transit routes
- Places of Work
- Medical Facilities
- Park and Rec Facilities
- Law and Safety
- Education Facilities
- Cultural Facilities

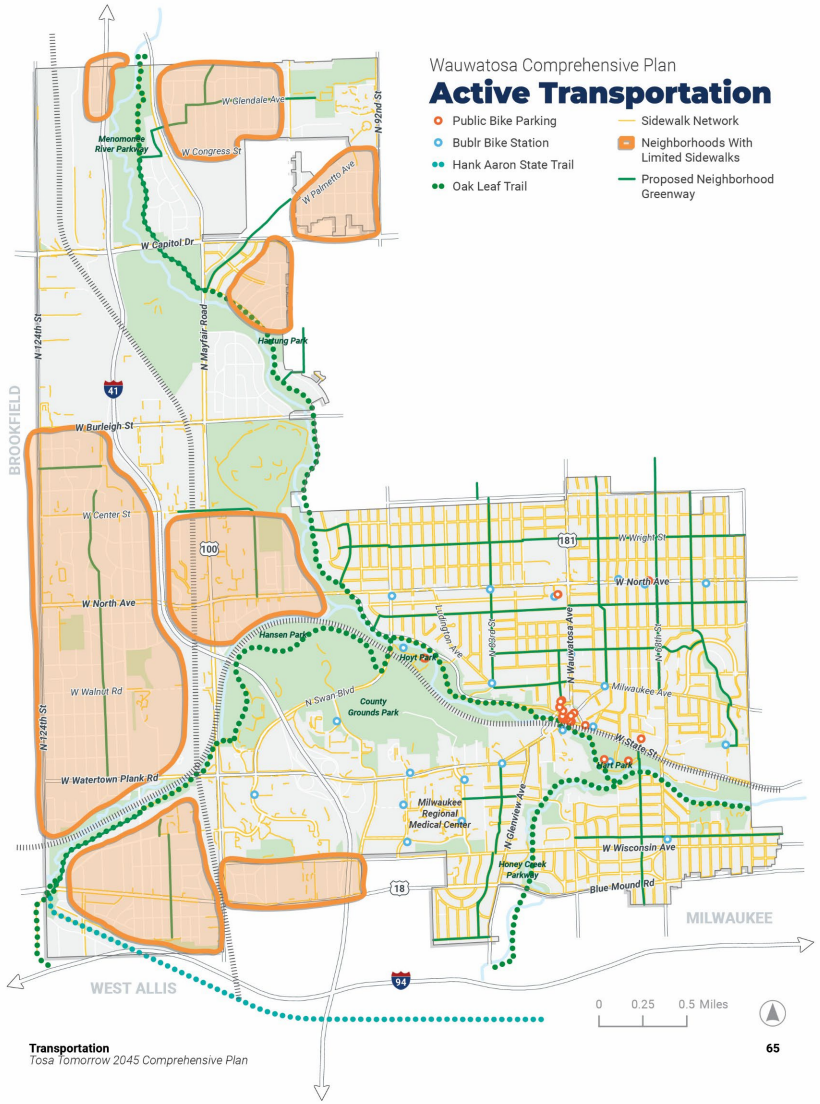
Complete Neighborhood Index

Lacks proximity to amenities

In proximity to more amenities




Wauwatosa Comprehensive Plan
Public Transportation
MCTS Bus Stops 2024
MCTS Routes 2024
Connect1 BRT Route
Amtrak Route
Waukesha Metro 2024
10 Minute Bus Stop Walkshed
Neighborhoods Not Serviced
Neighborhoods Actively Serviced
BROOKFIELD
WEST ALLIS
MILWAUKEE
W Glendale Ave
Menomonee River Parkway
W Congress St
W Palmetto Ave
W Capitol Dr
N 124th St
N Mayfair Road
Hartung Park
W Burleigh St
W Center St
W North Ave
Hansen Park
Hoyt Park
Ludington Ave
N 83rd St
W Wright St
N 68th St
N Wauwatosa Ave
Milwaukee Ave
W State St
Hart Park
N Swan Blvd
County Grounds Park
W Walnut Rd
W Watertown Plank Rd
Milwaukee Regional Medical Center
N Glenview Ave
W Wisconsin Ave
Honey Creek Parkway
Blue Mound Rd
0 0.25 0.5 Miles


Wauwatosa Comprehensive Plan
Active Transportation
Public Bike Parking
Bublr Bike Station
Hank Aaron State Trail
Oak Leaf Trail
Sidewalk Network
Neighborhoods With Limited Sidewalks
Proposed Neighborhood Greenway
BROOKFIELD
WEST ALLIS
MILWAUKEE
W Glendale Ave
Menomonee River Parkway
W Congress St
W Palmetto Ave
W Capitol Dr
N 124th St
N Mayfair Road
Hartung Park
W Burleigh St
W Center St
W North Ave
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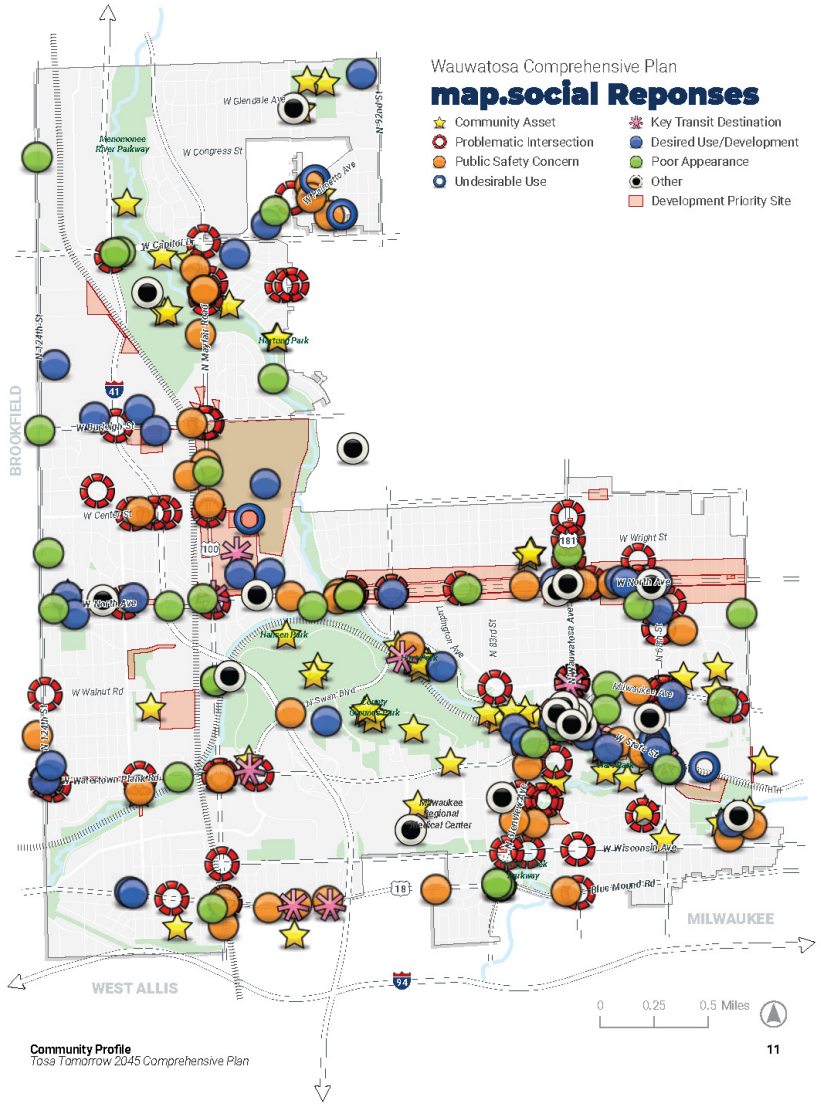
W Wright St
N 68th St
N Wauwatosa Ave
Milwaukee Ave
W State St
N Swan Blvd
County Grounds Park
W Walnut Rd
W Watertown Plank Rd
Milwaukee Regional Medical Center
N Glenview Ave
W Wisconsin Ave
Honey Creek Parkway
Blue Mound Rd
0 0.25 0.5 Miles



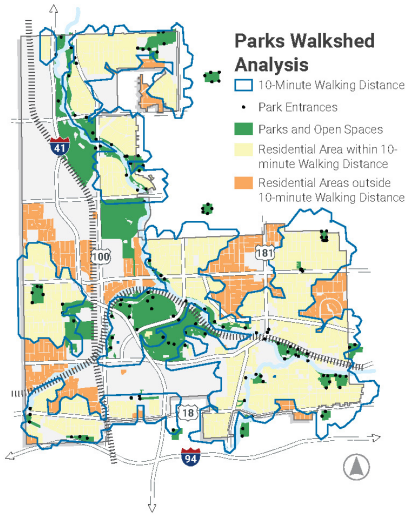
New Playgrounds

Consider establishing new playgrounds to expand access during school hours. Wauwatosa contains a total of 23 playgrounds throughout the City. At the time the plan was adopted, the *2017 Active Tosa Parks and Recreation Plan* listed an inventory of 18 playgrounds. Approximately 55% of those playgrounds were owned by the Wauwatosa School District. During outreach, residents noted how when schools are in session, those playgrounds become off limits to non-students, limiting the service level of playgrounds. The City should identify potential locations in existing parks and properties that could accommodate new playgrounds.

Planning and Maintaining Parks and Recreational Facilities

Continue park master planning efforts through the completion of a Wauwatosa specific Park and Open Space Plan as an addendum to the existing Active Tosa Plan. Utilize the Wauwatosa Park and Open Space Plan to plan for prioritization of new capital improvements as well as opportunities to enhance existing facilities. Continue to work with local and regional partners whenever possible to leverage all available parks and open spaces to serve Wauwatosa's varied needs.

Milwaukee County Parks owns and operates numerous parks in or around Wauwatosa. These include the Milwaukee County Zoo, Hoyt Park, County Grounds Park, and others. Hoyt Park is also administered by the Friends of Hoyt Park & Pool, Inc. The City should continue to foster relationships with these groups and continuously engage with them to ensure the needs of current and future Wauwatosa residents are met, the maintenance of current park amenities is routinely conducted, and that new parks and/or facilities are properly constructed. Additionally, the City should consider the development of a Friends of Parks and Trails parent organization to oversee the various park groups that currently exist. This would give the City a better understanding of the condition of its parks and recreational facilities and where to focus resources.



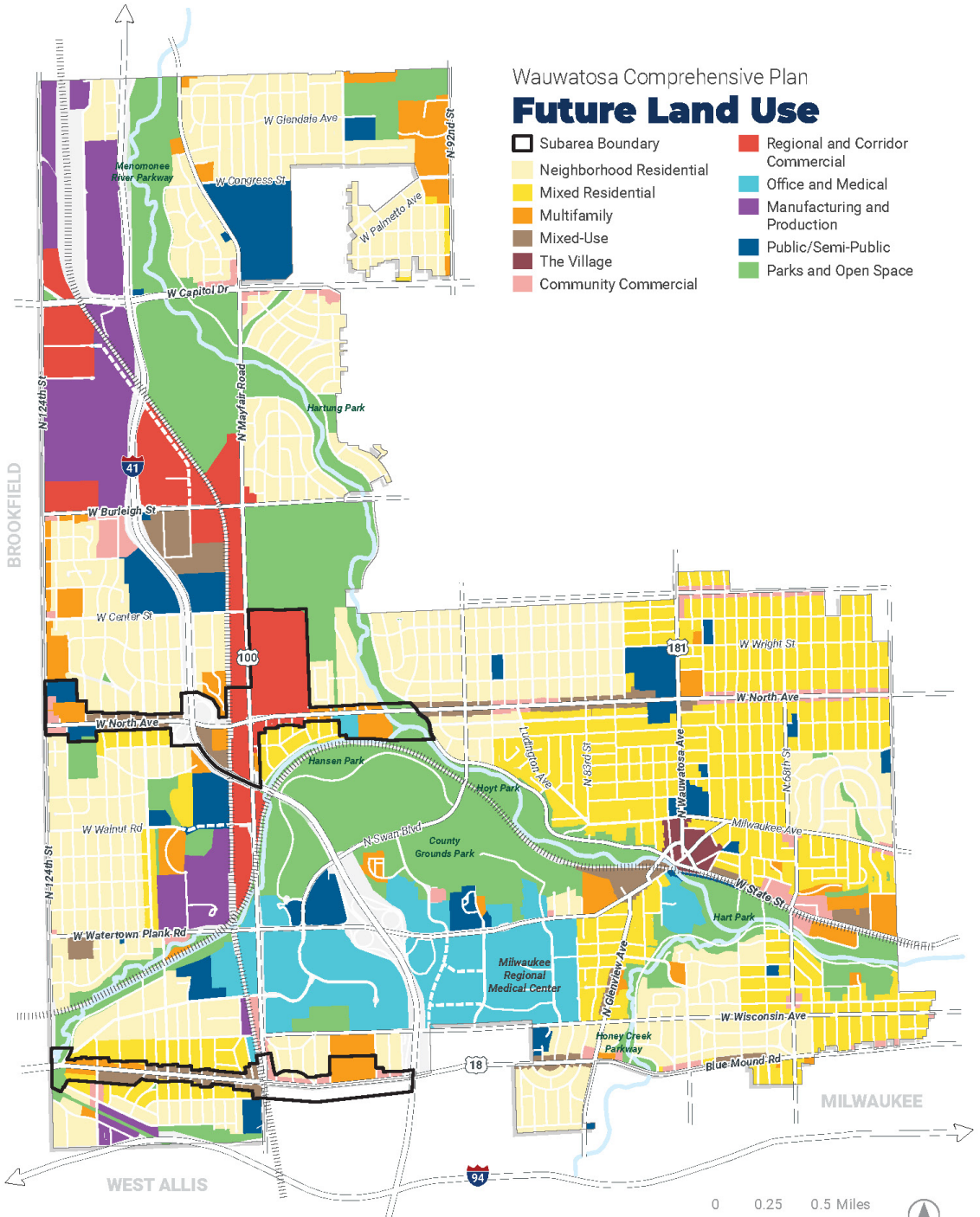
Case Study

Sunshine Park, Milwaukee

1407 W North Ave, Milwaukee, WI 53205

Milwaukee's Sunshine Park is an example of grass-roots engagement and planning to coordinate the redevelopment of a vacant lot into a pocket park. The project required a collaborative effort between the City staff, non-profit organizations, and community leaders to orchestrate various funding sources and implement different amenities on site including fruit trees, boulders, a rain garden, and a gathering space. Projects such as Sunshine Park required the coordination of multiple parties and resources to effectively revitalize urban spaces.

This project could serve as another example for similar collaborative efforts between neighborhood groups and the City of Wauwatosa to turn vacant parcels within neighborhoods into neighborhood parks.


Wauwatosa Comprehensive Plan
Future Land Use
Subarea Boundary
Neighborhood Residential
Mixed Residential
Multifamily
Mixed-Use
The Village
Community Commercial
Regional and Corridor Commercial
Office and Medical
Manufacturing and Production
Public/Semi-Public
Parks and Open Space
W Glendale Ave
N 92nd St
Menomonee River Parkway
W Congress St
W Palmetto Ave
W Capitol Dr
N 124th St
N Mayfair Road
Hartung Park
41
W Burleigh St
BROOKFIELD
W Center St
100
W North Ave
Hansen Park
Lidington Ave
N 83rd St
Hoyt Park
181
W Wright St
W North Ave
N Wauwatosa Ave
N 68th St
W Walnut Rd
N Swan Blvd
County Grounds Park
Milwaukee Ave
W State St
Hart Park
N 124th St
W Watertown Plank Rd
Milwaukee Regional Medical Center
N Glenview Ave
W Wisconsin Ave
Honey Creek Parkway
18
Blue Mound Rd
MILWAUKEE
WEST ALLIS
94
0
0.25
0.5 Miles

Emphasis on action and implementation.

Action Matrix

#	Action Item	Goal Alignment	Time Frame
Land Use Plan (page 32)			
1-1	Align the Unified Development Ordinance (UDO) and Manual of Standard Specifications and Details (MSSD) to the recommendations of the Land Use Plan when next updated.		Short-Term
1-2	Update the UDO to target higher density mixed use TOD development (ground-floor commercial and upper-floor residential or office) in a pedestrian-oriented environment within about a half mile radius of future S-Line Stations.		Mid-Term
Housing Affordability (page 63)			
2-1	Implement the Affordable Housing Plan once it is complete.		Ongoing
Residential Character (page 64)			
3-1	Update multifamily design standards to ensure varied building frontages and rooflines, front porches, front yards, and balconies are incorporated.		Ongoing
3-2	Assess setback requirements for residential districts to ensure the setbacks of infill development match existing development.		Short-Term
3-3	Identify and remove barriers to appropriately scaled infill and redevelopment within older established neighborhoods (see Conventional Residential and Mixed Residential descriptions on Page 37 and Page 38, respectively).		Short-Term
3-4	Update the residential supplemental use standards to allow higher density housing along key corridors and surrounding activity centers in a manner that is compatible with surrounding neighborhoods.		Short-Term
3-5	Work with developers to locate lower density housing near existing single family detached neighborhoods in larger scale planned subdivisions that provide a mix of housing types.		Ongoing
3-6	Investigate updating subdivision development requirement to require a minimum mix of housing types in new residential neighborhoods.		Short-Term
3-7	Eliminate flag lots from the UDO to ensure consistent street frontage patterns.		Short-Term
3-8	Review and update the UDO to align with residential character recommendations within this Community Plan.		Short-Term
3-9	Evaluate current UDO requirements to remove barriers to and better promote accessory dwelling units (ADUs).		Short-Term
Senior Housing (page 65)			
4-1	Identify and remove barriers to the development of senior housing within a quarter mile of transit stops, Downtown, shopping areas, parks, and recreational facilities, including a variety of senior housing formats such as smaller lot, single story, ADA accessible homes, co-housing, and cottage home courts.		Short-Term
4-2	Update the UDO to remove barriers to supporting continuing care retirement communities (CCRC) or life plan communities.		Short-Term

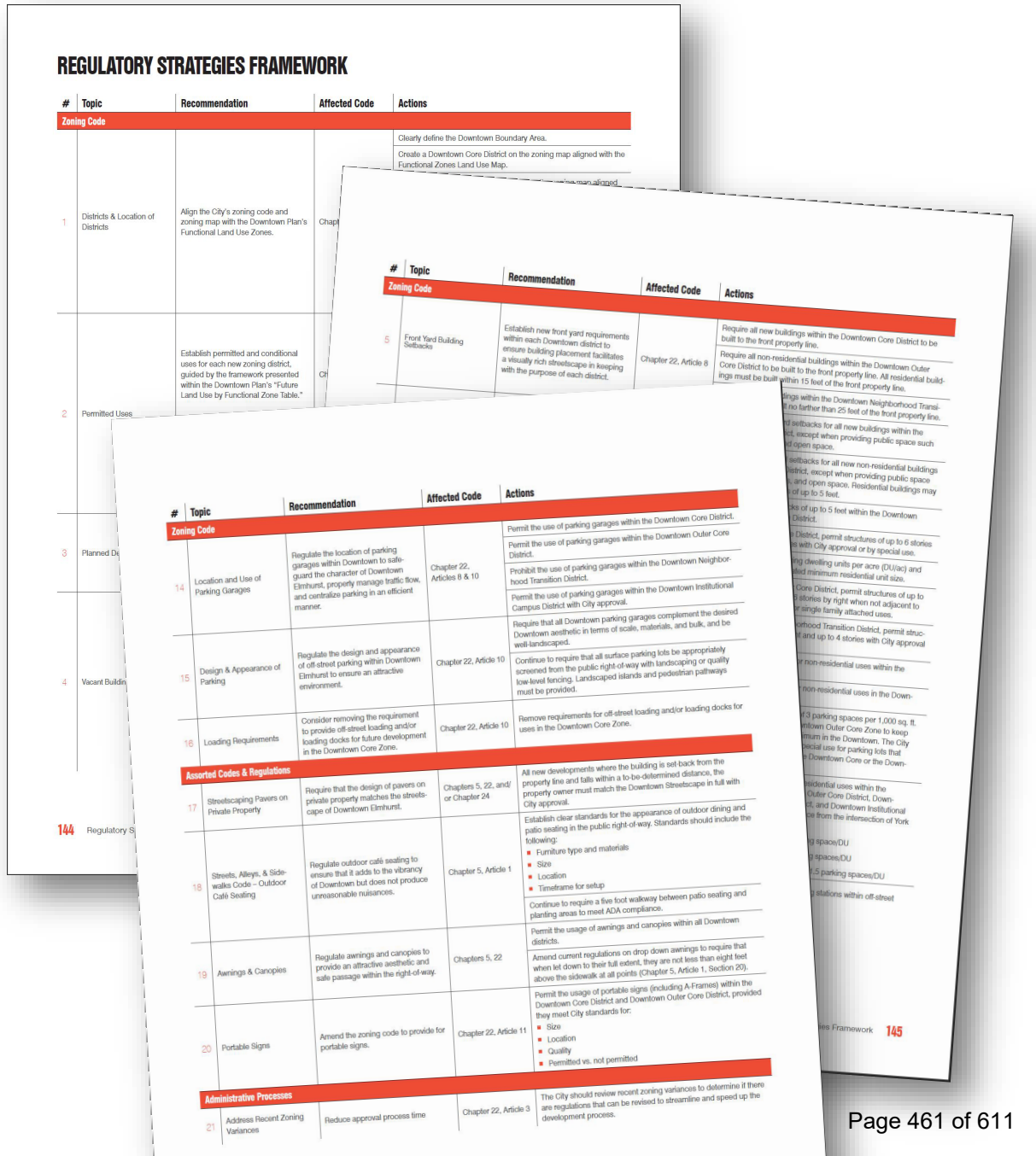
#	Action Item	Goal Alignment	Time Frame
24-8	Explore the potential of creating an arts district and constructing a performing arts center.		Mid-Term
24-9	Investigate developing a heritage tourism program to promote the Town's history and heritage for tourism.		Long-Term
24-10	Investigate hiring consultants to provide a comprehensive evaluation of Town events and provide recommendations for improved programs.		Mid-Term
24-11	Update the Public Art Vision Plan.		Mid-Term
Gateways (page 88)			
25-1	Create a Gateway Plan to identify and prioritize sites for gateway features and establish design standards.		Mid-Term
25-2	Improve roadway infrastructure (i.e. bridge, street pavement, and intersection enhancements) along key gateway routes to enhance their character and multimodal connectivity.		Mid-Term
Downtown Wake Forest (page 89)			
26-1	Update the Renaissance Plan.		Mid-Term
26-2	Evaluate existing zoning regulations around density in appropriate locations to balance Downtown's development potential while preserving its historic character.		Mid-Term
26-3	Identify strategies to fill vacant buildings Downtown that promote an entrepreneurial and small-business culture.		Mid-Term
26-4	Identify strategies to attract families and younger populations to Downtown with inviting public spaces, entertainment, and destinations for all ages.		Ongoing
26-5	Provide guidelines for how buildings should be oriented to support pedestrian-friendly environments.		Mid-Term
26-6	Reassess parking demand and supply with consideration for a new parking garage(s) to minimize surface parking lots.		Mid-Term
26-7	Identify strategies to create an "experience-based" Downtown retail environment with unique local businesses and a pedestrian-oriented environment.		Mid-Term
26-8	Reassess strategies to improve gateways and wayfinding to and within Downtown to better direct people and create a distinct sense of place.		Mid-Term
26-9	Identify opportunities for Downtown events and public gathering spaces to bring the community together, such as live outdoor events and festivals.		Ongoing
26-10	Evaluate and add parking minimum requirements within the UDO, particularly in the RA-HC district.		Short-Term
26-11	Balance transit-oriented development with Downtown's historic character if the S-Line station is constructed adjacent to Downtown.		Long-Term

REGULATORY STRATEGIES FRAMEWORK

This chapter provides a detailed regulatory strategies framework that identifies needed changes to the City's zoning ordinance, map, and development procedures and processes. The regulatory strategies framework identifies specific sections of the City's zoning ordinance that should be amended in order to facilitate the recommendations provided in the Elmhurst Downtown Plan. The intent of this chapter is to ensure that the zoning ordinance is clear, easy to use, appropriate, efficient and effective. The regulatory strategies framework provides the specificity necessary to allow the City to immediately amend the zoning ordinance upon adoption of the Elmhurst Downtown Plan.

IN THIS CHAPTER

- Districts & Location of Districts
- Permitted Uses
- Vacant Buildings
- Front Yard Building Setbacks
- Side Yard Building Setbacks
- Building Heights
- Parking
- Streetscaping Pavers on Private Property
- Outdoor Café Seating
- Awnings & Canopies
- Portable Signs
- Administrative Processes

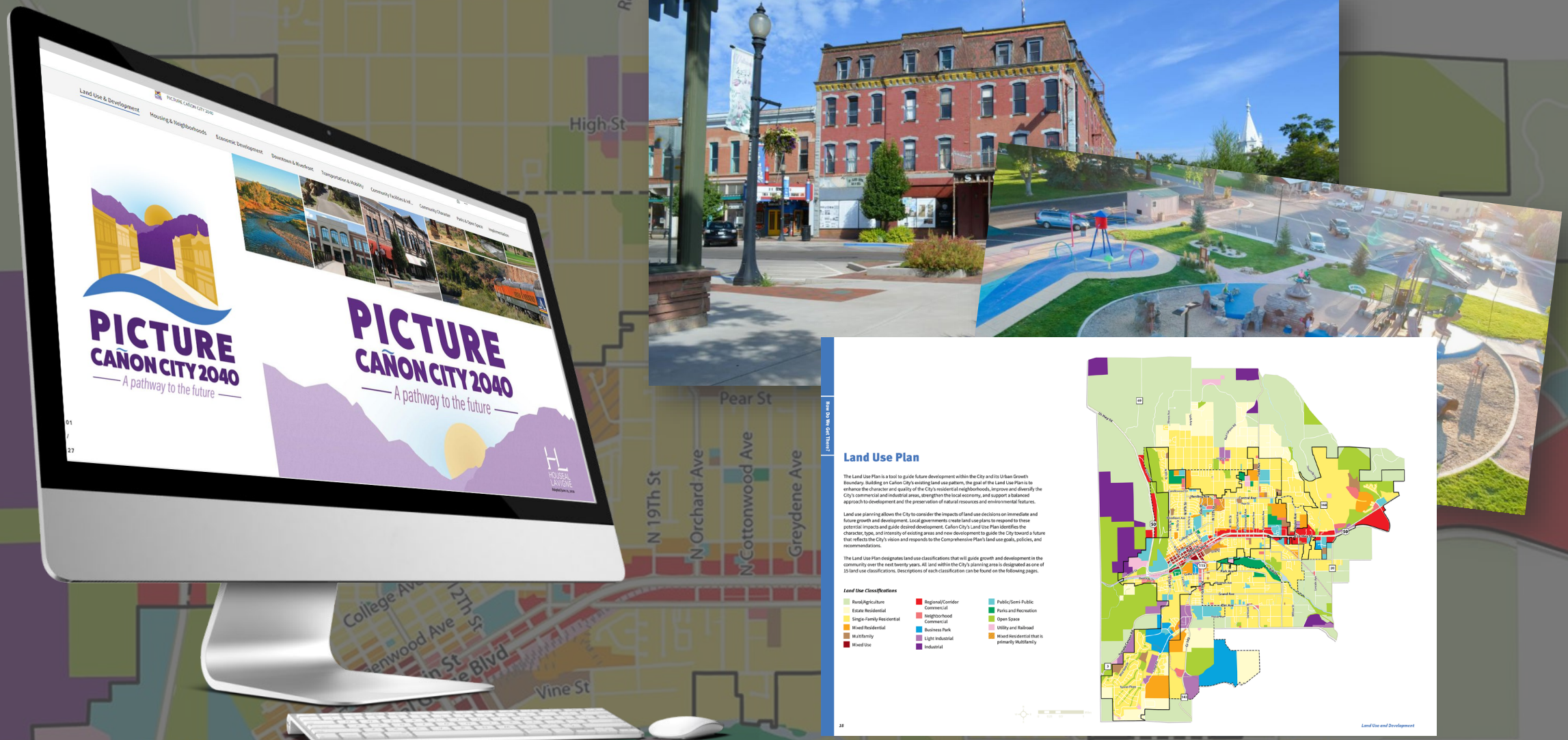


REGULATORY STRATEGIES FRAMEWORK

#	Topic	Recommendation	Affected Code	Actions
Zoning Code				
1	Districts & Location of Districts	Align the City's zoning code and zoning map with the Downtown Plan's Functional Land Use Zones.	Chapt	Clearly define the Downtown Boundary Area. Create a Downtown Core District on the zoning map aligned with the Functional Zones Land Use Map.
2	Permitted Uses	Establish permitted and conditional uses for each new zoning district, guided by the framework presented within the Downtown Plan's "Future Land Use by Functional Zone Table."	Ch	
3	Planned D			
4	Vacant Buildin			
5	Front Yard Building Setbacks	Establish new front yard requirements within each Downtown district to ensure building placement facilitates a visually rich streetscape in keeping with the purpose of each district.	Chapter 22, Article 8	Require all new buildings within the Downtown Core District to be built to the front property line. Require all non-residential buildings within the Downtown Outer Core District to be built to the front property line. All residential buildings must be built within 15 feet of the front property line.
14	Location and Use of Parking Garages	Regulate the location of parking garages within Downtown to safeguard the character of Downtown Elmhurst, properly manage traffic flow, and centralize parking in an efficient manner.	Chapter 22, Articles 8 & 10	Permit the use of parking garages within the Downtown Core District. Permit the use of parking garages within the Downtown Outer Core District. Prohibit the use of parking garages within the Downtown Neighborhood Transition District. Permit the use of parking garages within the Downtown Institutional Campus District with City approval.
15	Design & Appearance of Parking	Regulate the design and appearance of off-street parking within Downtown Elmhurst to ensure an attractive environment.	Chapter 22, Article 10	Require that all Downtown parking garages complement the desired Downtown aesthetic in terms of scale, materials, and bulk, and be well-landscaped. Continue to require that all surface parking lots be appropriately screened from the public right-of-way with landscaping or quality low-level fencing. Landscaped islands and pedestrian pathways must be provided.
16	Loading Requirements	Consider removing the requirement to provide off-street loading and/or loading docks for future development in the Downtown Core Zone.	Chapter 22, Article 10	Remove requirements for off-street loading and/or loading docks for uses in the Downtown Core Zone.
Assorted Codes & Regulations				
17	Streetscaping Pavers on Private Property	Require that the design of pavers on private property matches the streetscape of Downtown Elmhurst.	Chapters 5, 22, and/or Chapter 24	All new developments where the building is set-back from the property line and falls within a to-be-determined distance, the property owner must match the Downtown Streetscape in full with City approval.
18	Streets, Alleys, & Sidewalks Code – Outdoor Café Seating	Regulate outdoor café seating to ensure that it adds to the vibrancy of Downtown but does not produce unreasonable nuisances.	Chapter 5, Article 1	Establish clear standards for the appearance of outdoor dining and patio seating in the public right-of-way. Standards should include the following: ▪ Furniture type and materials ▪ Size ▪ Location ▪ Timeframe for setup Continue to require a five foot walkway between patio seating and planting areas to meet ADA compliance.
19	Awnings & Canopies	Regulate awnings and canopies to provide an attractive aesthetic and safe passage within the right-of-way.	Chapters 5, 22	Permit the usage of awnings and canopies within all Downtown districts. Amend current regulations on drop down awnings to require that when let down to their full extent, they are not less than eight feet above the sidewalk at all points (Chapter 5, Article 1, Section 20).
20	Portable Signs	Amend the zoning code to provide for portable signs.	Chapter 22, Article 11	Permit the usage of portable signs (including A-Frames) within the Downtown Core District and Downtown Outer Core District, provided they meet City standards for: ▪ Size ▪ Location ▪ Quality ▪ Permitted vs. not permitted
Administrative Processes				
21	Address Recent Zoning Variances	Reduce approval process time	Chapter 22, Article 3	The City should review recent zoning variances to determine if there are regulations that can be revised to streamline and speed up the development process.

144 Regulatory S

145 Framework


PICTURE
CAÑON CITY 2040
A pathway to the future
Land Use Plan
The Land Use Plan is a tool to guide future development within the City and its Urban Growth Boundary. Building on Cañon City's existing land use pattern, the goal of the Land Use Plan is to enhance the character and quality of the City's residential neighborhoods, improve and diversify the City's commercial and industrial areas, strengthen the local economy, and support a balanced approach to development and the preservation of natural resources and environmental features.
Land use planning allows the City to consider the impacts of land use decisions on immediate and future growth and development. Local governments create land use plans to respond to these potential impacts and guide desired development. Cañon City's Land Use Plan identifies the character, type, and intensity of existing areas and new development to guide the City toward a future that reflects the City's vision and responds to the Comprehensive Plan's land use goals, policies, and recommendations.
The Land Use Plan designates land use classifications that will guide growth and development in the community over the next twenty years. All land within the City's planning area is designated as one of 15 land use classifications. Descriptions of each classification can be found on the following pages.
Land Use Classifications
Rural/Agriculture
Estate Residential
Single-Family Residential
Mixed Residential
Multifamily
Mixed Use
Regional/Corridor Commercial
Neighborhood Commercial
Business Park
Light Industrial
Industrial
Public/Semi-Public
Parks and Recreation
Open Space
Utility and Railroad
Mixed Residential that is primarily Multifamily
How Do We Get There?
18
Land Use and Development

Scope of Work

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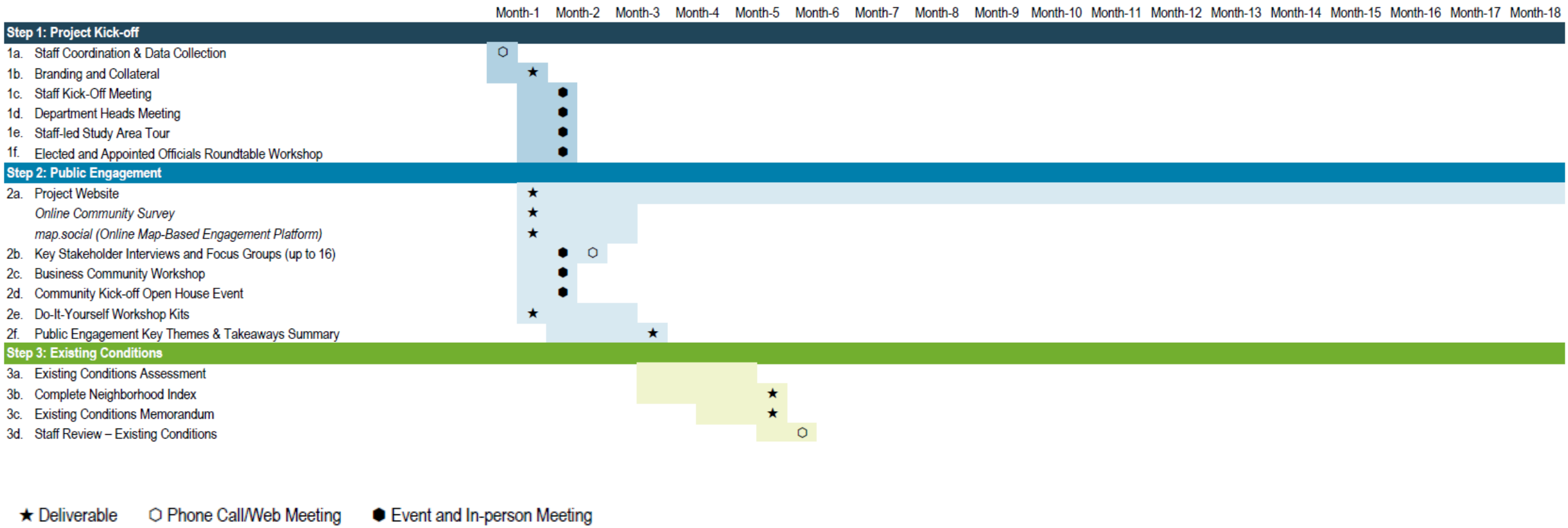
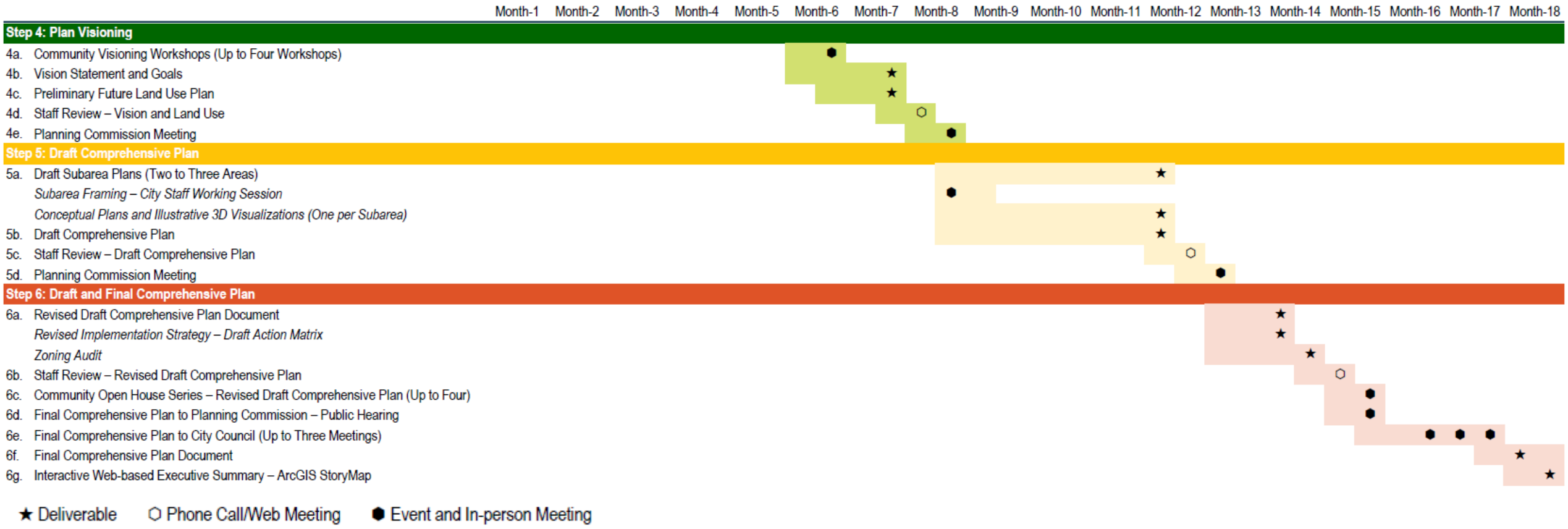
PROJECT TIMELINE



PROJECT TIMELINE



Closing Remarks

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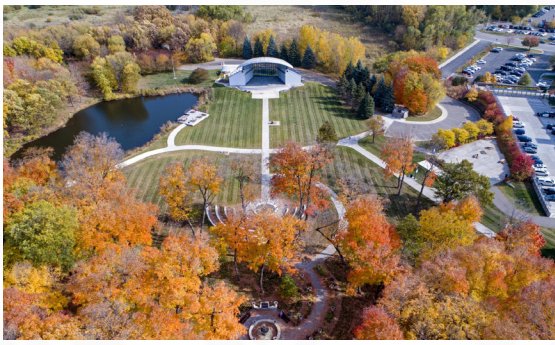
THANK YOU
HOUSEAL LAVIGNE

CITY OF PLYMOUTH

COMPREHENSIVE PLAN

Proposal

NOVEMBER 13, 2025



HOUSEAL LAVIGNE

in partnership with ***SRF Consulting Group***

November 13, 2025

Lori Sommers, Planning Manager
City of Plymouth
3400 Plymouth Boulevard
Plymouth, MN 55447

Dear Lori Sommers,

Houseal Lavigne is pleased to submit this proposal for the Plymouth Comprehensive Plan assignment. Our team of professionals provides the skills necessary to create a responsive and visionary Comprehensive Plan that meets the needs of the Plymouth community. We are excited about the prospect of working with you on this important assignment.

Houseal Lavigne has been an industry leader for over 20 years and is recognized nationally for planning, outreach, zoning, urban design, graphics, and geospatial innovation. Since our inception, Houseal Lavigne has worked with more than 450 communities in 31 states and developed over 250 comprehensive plans. We are uniquely qualified to undertake this assignment, drawing on extensive planning experience throughout Minnesota and across the United States. Our team knows Minnesota communities well, having completed planning projects in St. Cloud, Eden Prairie, Hastings, and Elk River. We are currently partnering with the City of St. Cloud again on its Downtown Plan and Land Use Plan Update, and are also proud to be in the early stages of developing the new Carlton County Comprehensive Plan.

Houseal Lavigne has been nationally recognized for innovation and leadership in planning. Our firm received the APA's National Planning Excellence Award for an Emerging Planning and Design Firm, along with top national honors such as the Smart Cities Award and Best County Plan Award. The APA praised our forward-thinking approach, strategic implementation, cutting-edge use of technology, graphic communication, and influence on the profession nationwide. We have earned numerous state and national awards across categories including comprehensive planning, community engagement, strategic planning, innovation, and healthy communities. Our continued leadership in technology has been recognized with multiple Esri Special Achievement in GIS (SAG) Awards (2018, 2020, 2021, 2023, 2025) and Esri's Most Innovative Partner Award.

We are fortunate to be joined by **SRF Consulting Group** for this assignment to assist with the water resources components of the Comprehensive Plan. SRF Consulting Group is a leading multidisciplinary firm serving a wide range of public and private sector clients across the U.S. They work with cities, counties, state DOTs, and others to provide support on transportation infrastructure, environmental solutions, construction, landscape architecture, and community planning.

We appreciate the opportunity to be considered for this important project and look forward to the prospect of collaborating with you and the entire Plymouth community on the development of the new Comprehensive Plan. We are available to undertake the assignment immediately upon selection. If you have any questions regarding this submittal, please do not hesitate to contact me.

Sincerely,

John Houseal, FAICP
Partner | Co-Founder

312-372-1008 x101
jhouseal@hlplanning.com

Houseal Lavigne
188 W Randolph St, Suite 200
Chicago, IL 60601

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TEAM OVERVIEW

SECTION 01

PROJECT PARTNERS

Our team for the City of Plymouth Comprehensive Plan is made up of professionals with specialized expertise in all areas of community planning, transportation and mobility planning, neighborhood and special area planning, zoning, economic development and market analysis, community outreach and engagement, and implementation. Our team has been specifically assembled to provide Plymouth with a responsive, effective, creative, and unique Comprehensive Plan. We will approach this project by leveraging our collective expertise and diversity of experience, working closely and collaboratively with City staff.

HOUSEAL LAVIGNE (PRIME CONSULTANT)

Houseal Lavigne is urban planning, design, and geospatial solutions firm focused on powering the art of planning with science and technology. Over the years we have focused on leveraging new technologies to deliver evidence-based decision-making along with geographically compelling and effective storytelling. We pride ourselves on creativity, collaboration, and critical thinking. Our team is built on strong relationships, the exchange of ideas, and a commitment to innovation. Our priorities are to do good, work smart, have fun, and provide visionary, responsive , and viable solutions to our clients and partners.

SRF CONSULTING GROUP (SUBCONSULTANT)

SRF is a leading consulting firm shaping the future of infrastructure and transportation through integrated planning, engineering, landscape architecture, and project delivery. Since 1961, we've grown from a small transportation firm into a multidisciplinary team of over 350 experts, earning a reputation for quality, innovation, and client partnership across the Midwest. Guided by our tradition of excellence and collaboration, we continue to plan, design, and deliver sustainable solutions that strengthen the communities we serve.

DELIVERING INNOVATIVE SOLUTIONS FOR A BETTER TOMORROW

FIRM OVERVIEW

Houseal Lavigne Associates, LLC., founded in 2004 by John Houseal, FAICP and Devin Lavigne, FAICP, is an urban planning, zoning, design, and geospatial solutions firm focused on powering the art of planning with science and technology. Over the years we have focused on leveraging new technologies to deliver evidence-based decision-making along with geographically compelling and effective storytelling. We specialize in immersive environments and 3D, planning and zoning scenario modeling and testing, GIS and geospatial analysis, and graphic communication and visualization. We pride ourselves on creativity, collaboration, and critical thinking. Our team is built on strong relationships, the exchange of ideas, and a commitment to innovation. Our priorities are to do good, work smart, have fun, and provide visionary, responsive, and viable solutions to our clients and partners.

Houseal Lavigne has worked with hundreds of communities across the United States and has established itself as one of the planning profession's most innovate and impactful planning firms. Houseal Lavigne has won multiple national awards including the APA's National Excellence Award for an Emerging Planning and Design Firm, the Excellence Award for County Planning from the APA County Division, and the Smart Cities Award from the APA Technology Division. In addition to awards received from numerous local, regional, and national organizations, our firm has won more than twenty-five APA Chapter Awards from multiple states throughout the country in categories including comprehensive planning, strategic planning, outreach, implementation, community health, and best tool or practice. Houseal Lavigne was also awarded Esri's most Innovation Partner Award and has won four Esri Special Achievement in GIS Awards for our digital twins, 3D modeling, scenario testing, and immersive environments.

OFFICE AND STUDIO LOCATIONS

Primary Office
Chicago
188 W Randolph St
Suite 200
Chicago, IL 60601

Studios
Milwaukee, WI
Los Angeles, CA
Seattle, WA
Helena, MT

We have worked on more than:

650
Projects

Across more than:

450
Communities

With experience across:

031
States

Between a total of:

005
Offices

CORE PRINCIPLES

At Houseal Lavigne, our core principles have been the cornerstone of our success from the very start. These guiding tenets reflect our deep commitment to urban planning and shape every project we undertake. By consistently honoring these principles, we build lasting trust with our clients, foster strong professional relationships, and create innovative solutions that not only meet but exceed expectations. This dedication has positioned us as one of the most respected and effective firms in the industry, driving meaningful results for the communities we serve.

COMMITMENT TO CREATIVITY

We prioritize vision and creativity as essential elements of effective planning and design, delivering innovative and engaging ideas tailored to local needs.

TECHNOLOGY INTEGRATION

We lead the industry in leveraging emerging technologies to enhance the planning process, improve public engagement, support data-driven decision-making, and create impactful results.

CRITICAL THINKING

We employ rigorous analysis to evaluate facts and assumptions, asking the right questions to uncover the best solutions, and utilizing data to support evidence-based decision-making.

VISUAL COMMUNICATION

We emphasize the power of visualization, using illustrative and graphic techniques to make planning, zoning, and development concepts clear, accessible, and engaging for all stakeholders.

PARTNER-FOCUSED COLLABORATION

We believe successful collaboration is built on strong partnerships, fostering trust and a "team first" mindset to achieve project goals.

ENHANCED COMMUNITY ENGAGEMENT

We champion community stewardship through inclusive stakeholder engagement, ensuring that every project is grounded in the voices and needs of the community.

FIRM DETAILS

Year Founded: 2004

Number of Employees: 27

Business Type: Limited Liability Company (LLC)

PARTNERSHIP WITH ESRI

Houseal Lavigne is an Esri Gold Business Partner, giving our team access to a variety of cutting-edge technologies and programs. This relationship has allowed us to explore how technology can support a data-driven and visually compelling approach to planning. Additionally, it has provided us the opportunity to collaborate with Esri in shaping best practices and enhancing the integration of their services within the planning profession.

GIS and geospatial technologies are integral to all our service areas, including Comprehensive Planning, Land Planning and Site Design, Visualization, and Community Engagement efforts. Houseal Lavigne has been earned the ArcGIS Online, ArcGIS Urban, and Release Ready Specialty Certifications from Esri, recognizing our expertise in implementing and utilizing the ArcGIS Platform.

It should be noted that Houseal Lavigne is only one of a two urban planning firms in the United States to have been awarded the ArcGIS Urban Specialty Designation, further exemplifying our commitment to being at the forefront of GIS technology for urban planning.

esri Partner Network Gold

RECENT AWARDS

2025

NC APA Marvin Collins Award for a Small Area Plan: Wake Forest Downtown Plan

IL APA Daniel Burnham Award for a Comprehensive Plan: Guiding DG Comprehensive Plan and Supporting Plans

AL APA Outstanding Plan for Communities under 50,000: Opelika 2040 Comprehensive Plan

WI APA Best Practice Award: Tosa Tomorrow 2045 Comprehensive Plan

ESRI Special Achievement in GIS (SAG) Award: "The Ville" Digital Twin; St. Louis Neighborhood Revitalization; St. Louis Development Corporation

2024

TAPA County Planning Division Award of Excellence: Clarksville Montgomery County Comprehensive Plan

Kane County Plan of the Year: Batavia Downtown Plan

NC APA Marvin Collins Award: Wake Forest Community Plan

IN APA Hoosier Planning Award for Outstanding Comprehensive Planning: All in Allen Comprehensive Plan

TAPA Outstanding Plan for Large Jurisdiction: Clarksville-Montgomery County Comprehensive Plan

2023

NC APA Marvin Collins Award (Honorable Mention) for a Small Area Plan: Holly Springs Northeast Gateway Master Plan

ESRI Innovation Award: Use of ArcGIS System in an Innovative or Disruptive Way

ESRI Special Achievement in GIS (SAG) Award: Riverside, CA RHNA Housing Opportunity Finder

2022

CO APA General Planning Award (Honors): Your El Paso Master Plan

CO APA General Planning Award (Merit): Picture Cañon City Comprehensive Plan

CA APA Inland Empire Section Excellence Award for Large Jurisdiction Comprehensive Plan: Riverside Housing Element

MO APA Outstanding Public Outreach Award: Springfield Forward SGF Comprehensive Plan

2021

CO APA General Planning Award: Gunnison Comprehensive Plan

NC APA Marvin Collins Award for a Comprehensive Plan: Morrisville Land Use Plan/Town Center

2020

APA National Smart Cities Award (Technology Division): Morrisville Town Center/Land Use Plan

ESRI Special Achievement in GIS (SAG) Award: Morrisville Town Center/Land Use Plan

COMMUNITY ENGAGEMENT

COMMUNITY ENGAGEMENT TOOLS AND TECHNIQUES

Community outreach is a cornerstone of the planning process. Houseal Lavigne's outreach process can be tailored to include a variety of traditional (face-to-face), web-based, and grass roots activities. Our outreach tools are award-winning, cost effective, and successful at engaging members of the community who otherwise may not get involved in the planning process. We can tailor our outreach approach to ensure the most effective, responsive, and appropriate engagement program for any assignment. Our goal is to establish a sense of community stewardship for our clients' communities, and increase the likelihood of success over time.

COMMUNITY CONVERSATION

3,200+
Aurora Places team has engaged more than 3,200 residents, businesses and city staff in the making of this plan.

Aurora Places is built on a foundation of community input resulting from an ambitious outreach campaign.

The community and planning team collaborated in person and online, at events, in small groups, and community-wide workshops. In 2016 and 2017, the planning team interviewed individuals, held focus groups and community workshops, conducted online surveys, hosted the sMap interactive mapping tool, and distributed do-it-yourself (DIY) workshop kits to local outreach teams. To ensure that the city's non-English-speaking community had an opportunity to participate, the Aurora Places team conducted outreach in six languages.

In January 2017, local experts, representing a variety of community topics, participated in focus group discussions. In spring 2017, the Aurora Places team hosted community workshops focused on creating a vision for Aurora's future. The issues, opportunities and desired actions expressed in this chapter reflect the opinions and feedback from community residents and stakeholders. The discussions and comments from these groups were used to inform the planning process and develop insights into the key issues facing the Aurora community.

800 RESPONSES
The online surveys generated almost 800 responses.

500 MAP POINTS
The community mapped more than 500 assets, issues and concerns using sMap; a web-based application developed by Houseal Lavigne Associates.

6 LANGUAGES
Outreach was conducted in English, Spanish, Korean, Amharic, Somali and Burmese.

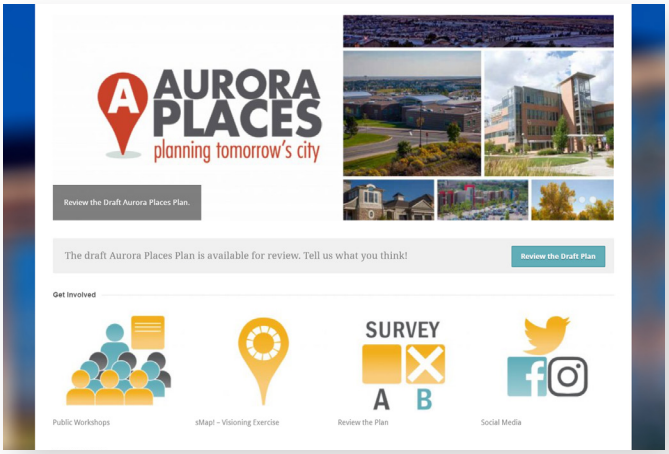
55 DIY + LOT
Do-it-Yourself (DIY) workshop kits distributed to local outreach teams (LOT) resulted input from 1,000+ residents.

FLYERS AND DO-IT-YOURSELF (DIY) KITS

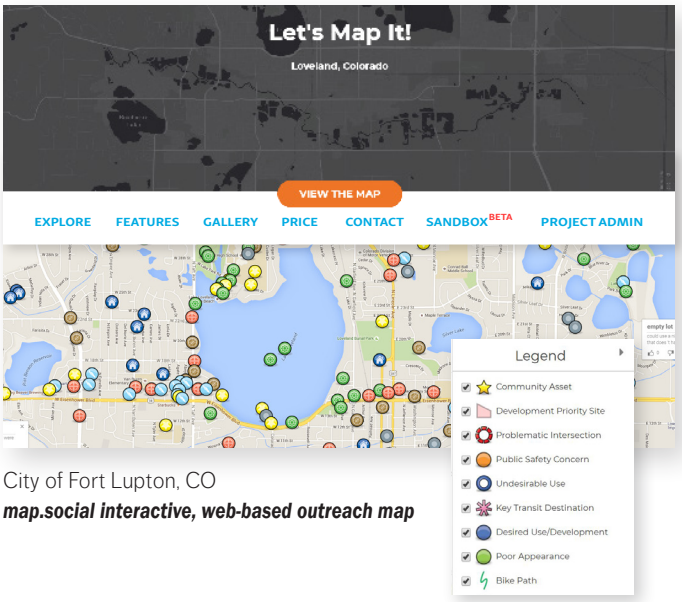
Whether a church group, neighborhood association, book club, or bridge team, in English or a another language, DIY Workshop Kits offer residents an opportunity to host their own workshops, promoting grass roots engagement. Our visually appealing flyers are used to build interest within the community and encourage residents to be part of the planning process.

City of Aurora, CO ***"Aurora Places" Project Website***

About the Plan



Get Involved



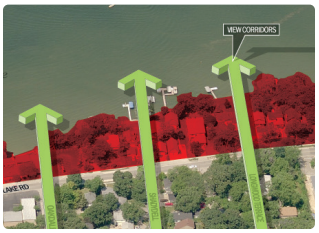
City of Fort Lupton, CO
map.social interactive, web-based outreach map

MAP.SOCIAL

map.social, a web-based community issues mapping tool, features interactive project websites. Specifically developed by Houseal Lavigne Associates, this award-winning tool allows website visitors to identify, map, and comment on geographic areas of concern; as well as valued community amenities. map.social simplifies the mapping process and familiarizes residents with all areas of the community in a manner that is exciting, interactive, and effective. Input from residents allows us to create a composite map of community issues—establishing community goals and objectives. By integrating the various traditional and web-based community engagement methods, such as linking a project website with an existing community homepage to centralize interactive outreach platforms; utilizing map.social, our interactive web-based engagement tool; as well as press releases, notices, and newsletters, we are able to reach the broadest level of community participants.

APPROACH TO PLANNING

Our philosophy of community planning, visioning, goal setting, and implementation is built on a foundation of professional experience, sound planning and design practices, and a track record of award-winning projects. Our approach combines extensive community outreach and participation, highly illustrative and user-friendly maps and graphics, and utilization of available technologies. Our process will help establish a community vision, set community goals, and foster community consensus. Our approach to this assignment will include and be guided by the following core principles, which will allow us to successfully engage the community, develop viable and visionary solutions, and comprehensively respond to local issues and needs.

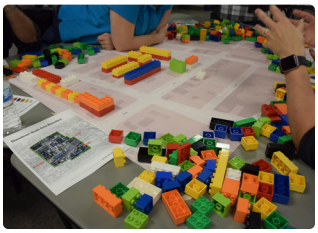


FOCUS PLANNING AND DEVELOPMENT

Houseal Lavigne specializes in community planning, urban design, and economic development, providing creative, flexible, and responsive solutions tailored to client needs.

FOUNDATION OF EXPERIENCE

Houseal Lavigne brings national experience in planning, visioning, implementation, economic development, and urban design, managing comprehensive projects and guiding communities with proven strategies.



ENGAGING COMMUNITY OUTREACH

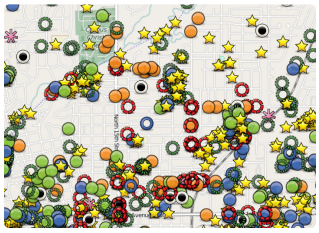
We excel at inclusive, engaging outreach that builds stewardship and consensus, ensuring all voices are heard and considered in every planning process.

ILLUSTRATIVE FORMAT AND QUALITY GRAPHICS

We use a distinctive, graphic-driven approach to planning, producing reports and plans that are attractive, clear, and easy to understand.

TECHNOLOGY INTEGRATION

We integrate GIS, websites, surveys, polling, and 3D renderings to enhance planning, producing attractive, compatible maps and graphics supporting informed decisions.



VISION, CREATIVITY, AND INNOVATION

We emphasize vision and creativity, working with communities to craft plans that capture local character, introduce new ideas, and maximize resources.

TARGETED IMPLEMENTATION

Our plans emphasize implementation, outlining clear next steps, responsibilities, timing, and funding to ensure actionable decisions and realize the community's vision.

COMMITMENT TO CLIENT SATISFACTION

We prioritize client satisfaction, building strong, lasting relationships through responsiveness, reliability, and service that often makes us an extension of staff.

SRF CONSULTING GROUP

www.srfconsulting.com

950 South 10th Street, Suite 8
Omaha, NE 68154

Phone: 402.513.2158

OVERVIEW OF SRF CONSULTING, GROUP

SRF is a full-service consulting firm with planning, engineering, and design services. SRF's planners, engineers, and designers collaborate with our clients and their stakeholders to develop creative solutions for the most challenging projects. Together, we create vibrant communities and dynamic experiences. Our award-winning projects range from planning communities and statewide transportation systems to revitalizing neighborhoods and urban spaces to designing parks, roadways, trails, and bridges.

SRF has a long tradition of responding to client needs and exceeding their expectations. Since 1961, we have been a highly respected member of the Midwestern consulting community. Our firm is home to 340 employees, and is headquartered in Minneapolis, with regional office locations in Saint Paul, Minnesota; Madison, Wisconsin; Fargo and Bismarck, North Dakota; and Omaha, Nebraska.

OUR PLANNING CAPABILITIES

SRF's community planning team collaborates on a range of planning efforts to support our clients in the development of long-range, sustainable, and implementable visions and plans. We enjoy working as an extension of our client's staff as we collaborate to identify creative solutions and results. Our practice leaders all began their careers working for public planning agencies—this experience provides us with an understanding to create plans that are actively used by clients long after the plan is complete. Our planners are committed to and embrace these fundamental goals of planning:

- Help your community to envision its future
- Preserve what is loved about the County and plan for sus-tainable growth and change
- Ensure that growth is compatible with county and municipal infrastructure
- Define practical, actionable steps to move the county towards its future vision

We also provide our clients with expert assistance in:

- Comprehensive, growth management, and land use planning
- Zoning ordinance and subdivision regulations
- Small area plans and master plans
- Transportation planning
- Water resource planning
- Stakeholder and community engagement

KEY PERSONNEL

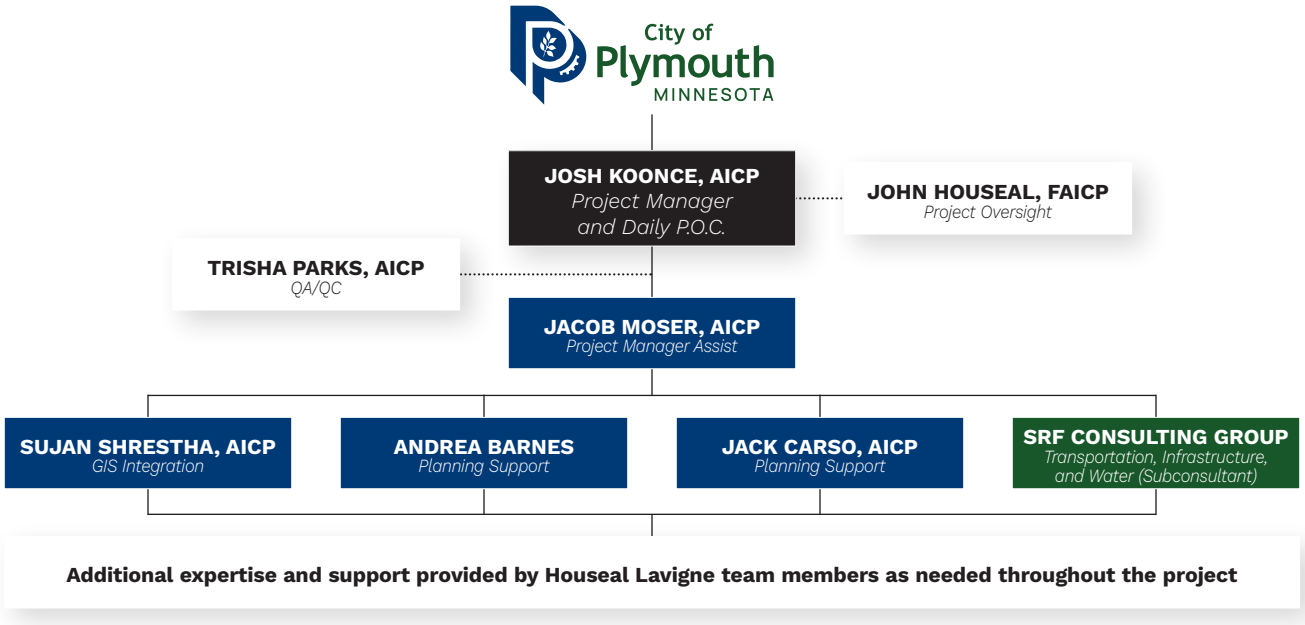
SECTION 02

PROJECT STAFFING

We strive to develop strong working relationships with our clients and consider ourselves an extension of City staff, maintaining an open and ongoing dialogue throughout the entire planning process. We will work closely with the City of Plymouth to ensure that the final product reflects true collaboration.

For the Plymouth Comprehensive Plan assignment Partner and Co-founder **John Houseal** will provide project oversight at key intervals throughout the project. Practice Lead **Josh Koonce** will serve as the primary contact and project manager with City staff. Planner II **Jacob Moser** will be the project manager assist responsible for day-to-day communication with City staff. Josh and Jacob will be responsible for facilitating public engagement events, leading key meetings, and overseeing the development of all plan materials and project deliverables produced by the Project Team. Planner II **Andrea Barnes** and **Jack Carso** will support public engagement efforts and the internal development of plan content. Project Manager **Sujan Shrestha** will manage GIS and spatial analysis tasks to inform planning and decision-making. Studio Lead **Trisha Parks** will serve as project QA/QC. **SRF Consulting Group** will lead all transportation, water resources, infrastructure, and utilities components of the Comprehensive Plan.

The following pages include resumes for key members of our Project Team. Firm leadership will lead and remain directly involved throughout the project, ensuring experienced oversight, consistent engagement, and QA/QC. Our 25-person team brings proven expertise in planning, urban design, outreach, and implementation, supported by specialized skills in research, GIS, data analysis, maps and graphics, and document production. Additional team members will provide support as needed to ensure all aspects of the project are completed efficiently and to the highest professional standard.



JOHN HOUSEAL

PARTNER, CO-FOUNDER FAICP

EDUCATION

Master of Environmental Planning, Arizona State University

Bachelor of Environmental Sciences, University of Michigan

MEMBERSHIPS

American Planning Association (APA)

American Institute of Certified Planners Inducted Fellow (FAICP)

AWARDS

2025 IL APA Daniel Burnham Award, Guiding DG Comprehensive Plan and Supporting Plans

2023 Esri Innovation Award, Use of ArcGIS in an Innovative Way

2022 CO APA General Planning Award, Your El Paso Master Plan

2022 CO APA General Planning Award, Picture Cañon City Comprehensive Plan

2022 MO APA Outstanding Public Outreach, Springfield Comprehensive Plan

2021 CO APA General Planning Award,Gunnison Comprehensive Plan

2019 CO APA General Planning Award, Aurora Places Comprehensive Plan

2017 IL APA Outreach Award, Envision Oak Park Comprehensive Plan

2016 MN APA Innovation Award, St. Cloud Comprehensive Plan

2015 MI APA Daniel Burnham Award, Imagine Flint Master Plan

2014 APA National Award for Excellence, Emerging Planning and Design Firm

2014 MI APA Public Outreach Award, Imagine Flint Master Plan

2014 IA APA Daniel Burnham Award, Coralville Community Plan

2014 Congress for New Urbanism Mackinac Award for Outstanding Plan, Imagine Flint Master Plan

2012 IL APA Daniel Burnham Award, Downers Grove Comprehensive Plan

2010 IL APA Strategic Plan Award,River Forest Corridors Plan

2009 IL APA Implementation Award, Ogden Avenue Enhancement Initiative

2007 IL APA Daniel Burnham Award, Carpentersville Comprehensive Plan

AICP CERTIFICATION INSTRUCTOR

APA National and APA State Chapters (2005 to 2025)

www.planningprep.com (site's co-creator)

John Houseal is recognized as one of the most innovative and effective practitioners in the field of urban planning. Described as a "true champion for cities," John has worked with hundreds of cities across the globe providing solutions and leadership to help tackle increasingly complex challenges. His work has made a significant difference in communities worldwide. The American Institute of Certified Planners has elected John to the College of Fellows, the profession's highest distinction, in recognition of his contributions and influence on the planning profession. He has been a featured speaker at several national events for issues related to urban innovation, graphic communication, context sensitive design, environmental responsibility, and the changing global culture of mobility, and his work has been featured in several publications. In addition to his professional work, John is deeply committed to education and community. John taught urban planning at the graduate level at the University of Illinois at Chicago and helped develop a highly effective AICP training program, instructing thousands of planners over the past twenty years. In his own community he developed and taught a community leadership program and co-created a local entrepreneurial philanthropy organization to serve as an innovation engine for community improvement.

PROJECT EXPERIENCE

ZONING AND DEVELOPMENT REGULATIONS

60+ Zoning and Design Guidelines Assignments, including:

- Ardmore, OK
- Benton Harbor, MI
- Bentonville, AR
- Bloomington, IL
- Cañon City, CO
- Cary, IL
- Carol Stream, IL
- Chicago, IL
- Dunwoody, GA
- Flint, MI
- Geneva, IL
- Hinsdale, IL
- Jenks, OK
- Jackson, TN
- Kenilworth, IL
- Marion, IA
- Muskogee, OK
- Northbrook, IL
- Oak Brook, IL
- Oak Creek, WI
- Verona, WI

DOWNTOWN PLANS

75+ Downtown Plans including:

- Bentonville, AR
- Downers Grove, IL
- Forest Park, IL
- Geneva, IL
- Oshkosh, WI
- St. Joseph, MI

COMPREHENSIVE PLANS

155+ Comprehensive Plans including:

- Aurora, CO
- Benton Harbor, MI
- Bentonville, AR
- Brownsburg, IN
- Cañon City, CO
- Coralville, IA
- Council Bluffs, IA
- Downers Grove, IL
- Dublin, OH
- Eden Prairie, MN
- Edinburgh, IN
- El Paso County, CO
- Flint, MI
- Frederick, CO
- Geneva, IL
- Greater Bridgeport Region, CT
- Hudson, OH
- Jackson, MO
- Jackson, TN
- Jenks, OK
- Marion, IA
- McHenry County, IL
- Oak Park, IL
- Palos Park, IL
- Prairie Grove, IL
- River Forest, IL
- Springfield, MO
- St. Cloud, MN
- Sunnyvale, TX
- Tipton, IN
- Urbandale, IA
- Windsor, CO

SPECIAL AREA PLANS

50+ Special Area Plans, including:

- Bellwood, IL, TOD master Development Plan
- Countryside, IL, Dansher Industrial Park Subarea Plan
- Glenview, IL, The Glen Parcel 24 Master Plan
- Montgomery Preserve Subarea Master Plan
- Naperville, IL, Martin Mitchell Campus Master Plan
- Oak Brook, IL, Commercial Areas Master Plan
- Palos Park, IL, Commercial Areas Master Plan

CORRIDOR PLANS

100+ Corridor Plans including:

- Hinsdale, IL, Odgen Avenue Corridor Plan
- IL 47 Corridor Study
- Naperville, IL, Ogden Avenue Enhancement Study
- Oak Brook, IL, 22nd Street Corridor Plan
- Portage, IN, Highway 20 Corridor Plan
- Pace TOD Guidelines Manual
- Prairie Grove, IL
- Richton Park, IL

JOSH KOONCE

PRACTICE LEAD AICP

EDUCATION

Master of Urban Planning and Policy, University of Illinois at Chicago

Bachelor of Arts In Sociology and English, Trinity Christian College

MEMBERSHIPS

American Planning Association (APA)

APA-IL (Illinois Division)

CERTIFICATIONS

American Institute of Certified Planners (AICP)

PRESENTATIONS

APA IL 2025 Planning Conference: Successes Achieved, Lessons Learned From Four Integrated Planning Processes In Downers Grove

APA 2025 National Planning Conference: Leveraging Geospatial Technologies to Support Comprehensive Planning

APA TN 2024 Fall Conference Session: A Fresh Start - Resetting Clarksville and Montgomery County's Future through a New Comprehensive Plan

APA IL 2024 Planning Conference: Planning and Zoning for a Food Truck-Friendly Community

APA IL 2023 Planning Conference: Implementing the Comprehensive Plan - What does it look like in Peoria Heights?

AWARDS

2025 IL APA Daniel Burnham Award, Guiding DG Comprehensive Plan and Supporting Plans

2025 APA-AL Outstanding Plan for Communities under 50,000, Opelika 2040 Comprehensive Plan

2025 WI APA Best Practice Award, Tosa Tomorrow 2045 Comprehensive Plan

2024 APA County Planning Division - Award of Excellence - Clarksville Montgomery County Comprehensive Plan; Clarksville and Montgomery County, TN

2024 TAPA Outstanding Plan for Large Jurisdiction, Clarksville-Montgomery County Comprehensive Plan

2024 APA-IN Hoosier Planning Award, Outstanding Comprehensive Planning Fort Wayne-Allen County Comprehensive Plan

2022 APA-CO General Planning Award, Picture Cañon City Comprehensive Plan

2021 APA-CO General Planning Award, Gunnison 2030 Comprehensive Plan

Josh is a Practice Lead with Houseal Lavigne, managing successful planning projects across Illinois, Indiana, Colorado, Tennessee, Alabama, Wisconsin, and South Carolina. Josh has led APA award-winning comprehensive plans in Colorado, Tennessee, and Indiana. Josh's work is grounded in clear communication and a people-first approach to community planning. He excels at engaging communities and working with committees, boards, and commissions. He combines an external perspective with practical insights into municipal government, often serving as a liaison between officials, organizations, and stakeholders to build relationships and define visions for projects. Before joining Houseal Lavigne, Josh was the staff planner and zoning coordinator for the Village of Maywood, Illinois. There, he liaised with multiple committees, conducted zoning and development reviews, and managed projects ranging from homeowner improvements to large mixed-use developments. He also led GIS tasks and secured over $1 million in grants to enhance planning initiatives. As a certified planner with the American Institute of Certified Planners and an active APA member, Josh stays connected with planning professionals and best practices. He is passionate about helping communities navigate challenges and leverage local assets through creative, thoughtful planning.

PROJECT EXPERIENCE

COMPREHENSIVE PLANS

- Anderson, SC
- Cañon City, CO
- Clarksville-Montgomery County, TN
- Clemson, SC
- Commerce City, CO
- Countryside, IL
- Dixon, IL
- Downers Grove, IL
- East Hazel Crest, IL
- Fayette County, WV
- Fort Wayne-Allen County, IN
- Grand Junction, CO
- Green Bay, WI
- Gunnison, CO
- Hanover Park, IL
- Harvey, IL
- Helena, MT
- Jackson, MO
- Jefferson County, MO
- Jenks, OK
- Kershaw County, MO
- Milliken, CO
- Opelika, AL
- Park Ridge, IL
- Peoria Heights, IL
- Sunnyvale, TX
- St. Charles County, MO
- Villa Park, IL
- Wauwatosa, WI

ZONING AND DEVELOPMENT REGULATIONS

- Cañon City, CO
- Clarksville-Montgomery County, TN
- Jenks, OK
- Knightdale, NC
- Verona, WI

DOWNTOWN/TOD PLANS

- Elmhurst, IL
- St. Joseph, MI
- Springfield, IL

SUBAREA PLANS

- Clarksville-Montgomery County, TN
- Commerce City, CO
- Countryside, IL
- Diamond Willow Property Master Plan, Sioux City, IA
- Downers Grove, IL
- Grand Junction, CO
- Gunnison, CO
- Jenks, OK
- Opelika, AL
- Oshkosh, WI, Sawdust District Master Plan
- Peoria Heights, IL
- Villa Park, IL

CORRIDOR PLANS

- Auburn Gresham 79th Street Corridor Plan, Chicago, IL
- Commerce City, CO
- Jefferson-Chalmers Mainstreet Master Plan, Detroit, MI
- Wauwatosa, WI

MISC. STUDIES

- MWRD Stormwater Master Plan
- Development Services, Flossmoor, IL

GRANT WRITING*

- IHDA abandoned properties grant funding
- Invest in Cook County funding for a major Village roadway project
- Local Technical Assistance funding for a Metra Station Area plan (RTA)
- Local Technical Assistance for updated zoning ordinance public facing guide (CMAP)
- MWRD Green Infrastructure Grant

** Work conducted at another firm.*

NIK DAVIS

PRINCIPAL AICP

EDUCATION

Bachelor of Science in Landscape Architecture, Purdue University

MEMBERSHIPS

American Planning Association (APA)

APA-IL (Illinois Division)

American Institute of Certified Planners (AICP)

ASLA POSITIONS

ILASLA Allied Professionals Liaison

ILASLA Legacy Project Co-Chair

APA-IL POSITIONS

Co-Chair for the Marketing Committee

PRESENTATIONS

Trimble Dimensions + 3D Basecamp, November, 2024, USD and SketchUp to Omniverse Workflows

APA-IL September, 2024, Better Diagrams Better Codes

2024 North Carolina CityVision Conference, Planning Partnerships: How Client-Consultant Relationships Lead to Successful Planning

2015 National APA Planning Conference, New Tools for Zoning and Development Visualization

AWARDS

2025 NC APA Marvin Collins Award Small Area Plan, Wake Forest Downtown Plan

2025 IL APA Daniel Burnham Award, Guiding DG Comprehensive Plan and Supporting Plans

2024 Kane County Plan of the Year, Batavia Downtown Plan

NC APA, Marvin Collins Award, Wake Forest Community Plan

2023 APA-NC, Marvin Collins Award Small Area Plan Honorable Mention, Holly Springs Northeast Gateway Master Plan

2020 Special Achievement in GIS Award, Morrisville Land Use Plan

2020 APA Smart Cities Award, Morrisville Land Use Plan

2019 APA-CO General Planning Award, Aurora Places Comprehensive Plan

2018 APA-VA Plan of the Year, Bristol Virginia Comprehensive Plan

2018 Special Achievement in GIS Award, Oshkosh Lakeshore Development

2016 APA-MN Innovation Award, St. Cloud Comprehensive Plan

Nik Davis is a Principal at Houseal Lavigne, bringing 20 years of experience in planning, urban design, and zoning. Nik oversees Houseal Lavigne's professional services team and internal operations. He manages project workflows, guides strategic plan directions, and encourages collaboration across each service line to foster innovation and maintain efficiency. His oversight extends to quality control protocols, allocating staff resources, refining methodologies, and integrating emerging technologies to ensure deliverables meet client expectations and align with community needs. Nik embraces a problem-solving approach, leveraging a diverse range of techniques and software to deliver innovative and actionable planning solutions. Specializing in conceptual design, mapping, and 3D visualization, Nik bridges the gap between planning policy and real-world development, delivering planning documents that effectively communicate a community's vision and goals. Nik earned a Bachelor of Science in Landscape Architecture from Purdue University and is an AICP-certified planner.

PROJECT EXPERIENCE

COMPREHENSIVE PLANS

100+ Comprehensive Plans, including:

- Aurora, CO
- Bentonville, AR
- Bristol, TN
- Buffalo, NY*
- Cary, IL
- Centerton, AR
- Council Bluffs, IA
- Elgin, IL
- Flint Master Plan, MI
- Frederick, CO
- Hudson, OH
- Maywood, IL
- St. Charles, IL
- St. Cloud, MN
- Westmont, IL
- Windsor, CO

DOWNTOWN/TOD PLANS

60+ Downtown/TOD Plans, including:

- Batavia, IL
- Bentonville, AR
- Carbondale, IL
- Carson City, NV
- Clarendon Hills, IL*
- Elmhurst, IL
- Fort Dodge, IA
- Geneva, IL
- Hinsdale, IL*
- Hudson, OH
- Joliet, IL
- Lawrence, KS
- Mason, OH
- Niles, IL
- Oshkosh, WI
- Rolling Meadows, IL
- St. Joseph, MI
- Wake Forest, NC

ZONING AND DEVELOPMENT REGULATIONS

40+ Zoning and Development Regulations, including:

- Baltimore, MD*
- Bentonville, AR
- Buffalo, NY*
- Cleveland Heights, OH*
- Council Bluffs, IA*
- Dunwoody, GA
- Flint, MI
- Fort Dodge, IA*
- Hinsdale, IL*
- Mundelein, IL*
- Muskogee, OK
- New Orleans, LA*
- Park Ridge, IL*
- Riverside, IL*
- Wilmette, IL*
- Winnebago County, IL*

DESIGN GUIDELINES AND STANDARDS

30+ Design Guidelines and Standards, including:

- Chicago - Archer and Halsted
- Council Bluffs, IA*
- Fort Dodge, IA*
- Kenilworth, IL
- Mundelein, IL*
- Pace TOD Guidelines Manual

CORRIDOR PLANS

40+ Corridors, including:

- Ames, IA
- Bentonville, AR
- Des Plaines, IL*
- Elmhurst, IL
- Island Lake, IL
- Homer Glen, IL
- Kenilworth, IL
- New Lenox, IL
- Park Ridge, IL*
- Peoria Heights, IL
- Portage, IN
- Rolling Meadows, IL
- Traverse City, MI

STREETSCAPE DESIGNS

25+ Streetscape Designs, including:

- Bourbonnais, IL*
- Bradely, IL Broadway Street
- Chicago - 87th and Stony, Lake Street, Uptown-Broadway Avenue, Auburn Gresham-79th Street
- Des Plaines, IL*
- Elmhurst - North York
- Glen Ellyn, IL
- Grayslake, IL*
- Huntley, IL
- New Buffalo, MI
- Richton Park, IL*

** Work conducted at another firm.*

TRISHA PARKS

STUDIO LEAD AICP

EDUCATION

Masters of Urban Planning and Policy, Certificate in Geospatial Analysis and Visualization, University of Illinois at Chicago

Bachelor of Science in Architecture, University of Illinois at Champaign-Urbana

MEMBERSHIPS

American Planning Association (APA)

APA-IL (Illinois Division)

IL GIS Association

CERTIFICATIONS

American Institute of Certified Planners (AICP)

ArcGIS Desktop Professional, Issued by Esri

ArcGIS Desktop Associate, Issued by Esri

PRESENTATIONS

Esri User Conference; Use GIS to Future-Proof Your Community: Balancing Growth and Vision, 2025

Wisconsin Land Information Association, Persuading Citizens and Corporations with Visualization

Esri User Conference, Using GIS for Regional Land Use Decision Making

Esri Webinar Series, The Geospatial Advantage: Transforming Planning Workflows Through GIS

AWARDS

2025 NC APA Marvin Collins Award Small Area Plan, Wake Forest Downtown Plan

2025 IL APA Daniel Burnham Award, Guiding DG Comprehensive Plan and Supporting Plans

2025 APA-AL Outstanding Plan for Communities under 50,000, Opelika 2040 Comprehensive Plan

2025 WI APA Best Practice Award, Tosa Tomorrow 2045 Comprehensive Plan

APA County Planning Division - Award of Excellence - Clarksville Montgomery County Comprehensive Plan

2024 Kane County Plan of the Year, Batavia Downtown Plan

2024 TAPA Outstanding Plan for Large Jurisdiction, Clarksville-Montgomery County Comprehensive Plan

2024 APA-IN Hoosier Planning Award, Outstanding Comprehensive Planning, Fort Wayne-Allen County Comprehensive Plan

2023 APA-NC Marvin Collins Award, Small Area Plan Honorable Mention, Holly Springs Northeast Gateway Master Plan

2022 APA-CO General Planning Award Your El Paso Master Plan

2022 APA-CO General Planning Award, Picture Cañon City Comprehensive Plan

Trisha is a Studio Lead at Houseal Lavigne, shaping the firm's distinct visual style and advancing 3D and GIS-based visualizations. Focusing on visual communication, she creates illustrative maps, graphics, renderings, branding collateral, and document layouts that make planning concepts clear, compelling, and engaging. With expertise in ArcGIS, Adobe, SketchUp, and CityEngine, Trisha bridges the gap between the planning process and final deliverables, ensuring seamless integration and exceptional quality. As Studio Lead, she upholds Houseal Lavigne's commitment to excellence, overseeing projects that have earned national awards, including work for Cañon City, Colorado; El Paso County, Colorado; Holly Springs, North Carolina; Fort Wayne and Allen County, Indiana; and Oshkosh, Wisconsin. Trisha is a certified planner with the American Institute of Certified Planners and holds Esri's ArcGIS professional certification, underscoring her expertise and dedication to the field.

PROJECT EXPERIENCE

COMPREHENSIVE PLANS

- Algonquin, IL
- Ardmore, OK
- Aurora, CO
- Battle Creek, MI
- Bentonville, AR
- Brentwood, MO
- Brownsburg, IN
- Cañon City, CO
- Cape Cod, MA
- Channahon, IL
- Clarksville-Montgomery County, TN
- Downers Grove, IL
- Eden Prairie, MN
- El Paso County, CO
- Fayette County, WV
- Fort Lupton, CO
- Glen Ellyn, IL
- Grand Junction, CO
- Green Garden Township, IL
- Gunnison, CO
- Huntley, IL
- Jenks, OK
- Lake Barrington, IL
- Marengo, IL
- Marion, IA
- McHenry County, IL
- Minooka, IL
- Morrisville, NC
- Naperville, IL
- Oak Creek, WI
- Opelika, AL
- Peoria Heights, IL
- River Forest, IL
- Schaumburg, IL
- Springfield, MO
- Summerville, SC
- Sunnyvale, TX
- Westmoreland County, PA
- Woodstock, IL

ZONING AND DEVELOPMENT REGULATIONS

- Bentonville, AR
- Bloomington, IL
- Cary, IL
- Marion, IA
- Roscoe, IL
- Sunset Hills, MO

DOWNTOWN/TOD PLANS

- Batavia, IL
- Lisle, IL
- Mason, OH
- Oshkosh, WI
- Park Forest, IL
- Springfield, MO
- St. Joseph, MI
- Wake Forest, NC

SUBAREA PLANS

- Elmhurst, IL
- Holly Springs, NC
- Huntley, IL
- Gunnison County, CO
- Oshkosh, WI
- Peoria Heights, IL

CORRIDOR PLANS

- Ames, IA
- Batavia, IL
- Bradley, IL
- Hastings, MN
- Oak Brook, IL

PLAN BRANDING

- Aurora, CO
- Brentwood, MO
- Cañon City, CO
- Clarksville-Montgomery County, TN
- Fayette Count, WV
- Fort Lupton, CO
- Fort Wayne, IN
- Jenks, OK
- New Buffalo, MI
- Westmoreland County, PA

SITE VISUALIZATIONS

- Ames, IA
- Battle Creek, MI
- Bentonville, AR
- Channahon, IL
- Diamond Willow Property, Sioux City, IA
- Elmhurst, IL
- Fort Lupton, CO
- Frederick, CO
- Gunnison, CO
- Hastings, MN
- Norwegian American Hospital Health District Master Plan
- Oshkosh, WI
- Peoria Heights, IL
- Savoy, IL
- St. Cloud, MN

PARKS AND RECREATION PLANS

- Bensenville, IL
- Fort Lupton, CO
- St. Cloud, MN

KARI PAPELBON

SENIOR PROJECT MANAGER CFM, AICP

EDUCATION

Master of Public Administration, University of Texas, San Antonio

Bachelor of Arts in Urban Studies, Trinity University

MEMBERSHIPS

American Planning Association (APA)

Association of State Floodplain Managers (ASFPM)

APA-WI (Wisconsin Division)

CERTIFICATIONS

American Institute of Certified Planners (AICP)

Certified Floodplain Manager, ASFPM (CFM)

AWARDS

2025 IL APA Daniel Burnham Award, Guiding DG Comprehensive Plan and Supporting Plans

2025 WI APA Best Practice Award, Tosa Tomorrow 2045 Comprehensive Plan

Wisconsin Chapter of the American Society of Landscape Architects Honor Award - Lake Vista Park (2020)

Milwaukee Business Journal Real Estate Best Public Project Award - Lake Vista Park (2019)

Kari is a Senior Project Manager with Houseal Lavigne. Her planning philosophy is rooted in communication, collaboration, and building relationships to help communities achieve their development goals.

Prior to joining Houseal Lavigne, Kari worked for over 20 years in the public sector with agencies providing water and wastewater utility training along the U.S-Mexico border; providing water resources to the City of San Antonio; and providing planning, zoning, and floodplain administration to the Town of Underhill, Vermont and the City of Oak Creek, Wisconsin. Between 2013 and 2024, Kari served as Planner and Senior Planner for the City of Oak Creek, providing staff guidance on development proposals, parks, streetscapes, landscapes, and municipal projects. She has experience in reviewing projects of various sizes, from façade and parking lot enhancements to mixed-use developments such as the award-winning Drexel Town Square, to large-scale commercial developments. She has coordinated outreach and engagement efforts with the public, Boards and Commissions, and State agencies. With her extensive municipal experience, Kari brings an understanding of the challenges facing local governments. She is dedicated to providing innovative and unique solutions to help communities move from vision to implementation.

Kari is a Certified Planner with the American Institute of Certified Planners and a Certified Floodplain Manager with the Association of State Floodplain Managers. She has served as Secretary for both the Board of the Wisconsin Chapter of the American Planning Association and the Board for the Wisconsin Association for Floodplain, Stormwater, and Coastal Management.

PROJECT EXPERIENCE

COMPREHENSIVE PLANS

- Anderson, SC
- Columbia County, GA
- Dixon, IL
- Downers Grove, IL
- Galena, IL
- Grafton, WI
- Green Bay, WI
- Hanover Park, IL
- Oak Creek, WI*
- St. Cloud, MN
- Sunnyvale, TX
- Underhill, VT*
- Wauwatosa, WI

DOWNTOWN AND CORRIDOR PLANS

- Oak Creek, WI - Drexel Avenue Streetscape
- St. Cloud, MN

ZONING AND DEVELOPMENT REGULATIONS

- Altoona, WI
- Jefferson County, MO
- Lakewood, OH
- Oak Creek, WI*
- Stow, OH
- Underhill, VT*
- Waukesha, WI
- Wauwatosa, WI

PARKS AND RECREATION PLANS

- Oak Creek, WI - Drexel Town Square Pocket Park (In-Progress)
- Oak Creek, WI - Lake Vista Park

GRANT WRITING

- Underhill, Vermont - Zoning Redistricting
- Underhill, Vermont - AARP Active Living Workshop

** Work conducted as municipal staff*

SUJAN SHRESTHA

PROJECT MANAGER AICP. LEED GA

EDUCATION

Master of Urban Design, Carnegie Mellon University

Bachelor of Architecture, Purbhanchal University

MEMBERSHIPS

American Planning Association (APA)

CERTIFICATIONS

American Institute of Certified Planners (AICP)

PRESENTATIONS/EXHIBITIONS

Esri User Conference; Use GIS to Future-Proof Your Community: Balancing Growth and Vision, 2025

Esri User Conference; Regional Geospatial Analysis and Scenario Modeling, 2024

Esri Webinar Series, Navigating the Future: Integrating GIS and Digital Twins for Effective Planning, 2023

"An Atlas of Commoning", Miller Institute of Contemporary Art, Carnegie Mellon University, 2019

ICEE PDRP, "Urban Regeneration of Taulachlon Tole, Bhaktapur", 2016

ICEE PDRP, "Perception of Residents on Housing Alternatives in the 2015 Gorkha Earthquake Post-Disaster Reconstruction", 2016

AWARDS

2025 IL APA Daniel Burnham Award, Guiding DG Comprehensive Plan and Supporting Plans

2025 WI APA Best Practice Award, Tosa Tomorrow 2045 Comprehensive Plan

2024 APA County Planning Division - Award of Excellence - Clarksville Montgomery County Comprehensive Plan

2024 TAPA Outstanding Plan for Large Jurisdiction - Clarksville-Montgomery County Comprehensive Plan

2024 APA-IN Hoosier Planning Award Outstanding Comprehensive Planning Fort Wayne - Allen County Comprehensive Plan

2022 APA-CA Inland Empire Excellence Award, Riverside Housing Element Update

2023 Special Achievement in GIS Award, Riverside Housing Element Update

Sujan joined Houseal Lavigne in 2019 after receiving his Master of Urban Design from Carnegie Mellon University. As a Planner with the firm, Sujan collaborates with associate planners and project managers to develop meaningful illustrations and visualize data and urban policies across a range of community plans and project scales. Sujan's proficiency in the latest GIS and graphic tools available to planners allows him to incorporate compelling visualizations and efficient workflows into the planning process.

While at Carnegie Mellon University, Sujan worked as a Data Visualization Research Assistant for the School of Architecture's Remaking Cities Institute, which conducts research in placemaking, public participation processes, and sustainable development. His work included participation on the study "3D/ Data Visualization for Urban Design and Planning." A collaborative research with the City of Pittsburgh's Department of City Planning. His primarily role focused on developing comprehensive workflows that would aid planners and designers adopt the appropriate tools to perform a range of tasks valuable to city planning, urban design, and community engagement.

Prior to his studies at Carnegie Mellon, Sujan worked as an architectural designer and project lead for over 4 years on public and private sector projects in Nepal. His professional practice includes building design, site planning and landscape design for various residential, institutional, healthcare and pharmaceutical projects. He also held an adjunct faculty position at Khwopa Engineering College's Department of Architecture, where he helped students research and document historic built environments. Other past experiences includes extensive research and presentations on post-disaster reconstruction of historic cities in Nepal.

PROJECT EXPERIENCE

COMPREHENSIVE PLANS

- Claremont, CA - Housing Element
- Clarksville-Montgomery County, TN
- Clemson, SC
- Dallas, TX
- Dublin, OH
- Fayette County, WV
- Fremont, NE
- Fort Wayne/Allen County, IN
- Glen Ellyn, IL
- Grand Junction, CO
- Gunnison, CO
- Harvey, IL
- Hillsborough, CA - Housing Element
- Jefferson County, MO
- Jenks, OK
- Kershaw County, SC
- Lenexa, KS
- Naperville, IL
- Northfield, IL
- Oak Creek, WI
- Portage, MI
- Riverside, CA - Housing Element
- San Anselmo - Housing Element
- Springfield, MO
- Summerville, SC
- Sunnyvale, TX
- Wyoming, MI
- Wauwatosa, WI

ZONING AND DEVELOPMENT REGULATIONS

- Bloomington, IL
- Carol Stream, IL
- Eau Claire, WI
- Franklin, WI
- Knightdale, NC
- New Buffalo, MI
- Oak Creek, WI
- Sunset Hills, MO
- Thornton, CO
- Verona, WI
- Yorkville, IL

SUBAREA PLANS

- Chicago, IL - Norwegian American Hospital
- Naperville, IL Entitlement Fee Study
- Palos Park, IL - Western Growth Area Plan Development Services
- River Forest, IL - Madison Street Development Concepts
- St. Joseph, MI - Berrien Hills Development Master Plan

DEVELOPMENT SERVICES

- Chicago, IL - Norwegian American Hospital
- Naperville, IL Entitlement Fee Study
- River Forest, IL - Madison Street Development Concepts
- St. Joesph, MI - Berrien Hills Development Master Plan

CORRIDOR PLANS

- Aurora, IL - Farnsworth Corridor Plan
- Detroit, MI - Jefferson Chalmers Mainstreet Master Plan

JACOB MOSER

PLANNER II AICP

EDUCATION

Bachelor of Science in Architecture, Minor in Urban Studies, University of Minnesota, Twin Cities

MEMBERSHIPS

American Planning Association (APA)

CERTIFICATIONS

American Institute of Certified Planners (AICP)

PRESENTATIONS

APA Wisconsin 2025 Planning Conference: A Node-Worthy Approach: Modernizing Planning Concepts

APA Wisconsin 2025 Planning Conference: Tosa Tomorrow a Bikeway Analysis Case Study

AWARDS

2025 NC APA Marvin Collins Award Small Area Plan, Wake Forest Downtown Plan

2025 APA-AL Outstanding Plan for Communities under 50,000, Opelika 2040 Comprehensive Plan

2025 WI APA Best Practice Award, Tosa Tomorrow 2045 Comprehensive Plan

2024 Kane County Plan of the Year, Batavia Downtown Plan

2020 U-Spatial Mapping Prize, Best Cartography

2020 U-Spatial Mapping Prize, Best Use Map

NAIOP 2020 3rd Place

Scholastic Art and Writing Award, National Gold Medal

Jacob is a Planner II with Houseal Lavigne who specializes in design, infusing each project with creative expertise and engaging graphic visualizations. Jacob is passionate about the built environment and urban design strategies, advocating for safer, sustainable, and well-designed communities. From comprehensive plans to downtown plans, he bridges technical urban planning ideas to illustrative narratives, effectively telling each community's story.

Before joining Houseal Lavigne, Jacob received his Bachelor of Science in Architecture from the University of Minnesota-Twin Cities and worked as an architectural designer developing commercial, industrial, and multifamily buildings. Looking to expand his skillset, Jacob developed his GIS and mapping skills working with U-Spatial creating storymaps and graphics for various university staff as well as the Minnesota Humanities Center. Jacob utilizes his combined design and planning aptitude to provide a pragmatic background for creating realistic and livable solutions.

As a certified planner with the American Institute of Certified Planners, Jacob is dedicated to upholding a high quality of work that effectively serves each community he works in. With a wide variety of skills and knowledge, he provides the team with creative recommendations and technical solutions for every project that gets put on his desk.

PROJECT EXPERIENCE

COMPREHENSIVE PLANS

- Anderson, SC
- Belvidere, IL
- Commerce City, CO
- Countryside, IL
- Dixon, IL
- Dublin, OH
- Grafton, WI
- Green Bay, WI
- Helena, MT
- Hillsborough, CA
- Huntley, IL
- Marengo, IL
- McHenry County, IL
- Olathe, KS
- Opelika, AL
- Portage, MI
- St. Cloud, MN
- Sunnyvale, TX
- Wauwatosa, WI

DOWNTOWN/TOD PLANS

- Batavia, IL
- Elmhurst, IL
- Mason, OH
- Springfield, IL
- St. Cloud, MN
- Wake Forest, NC

ZONING AND DEVELOPMENT REGULATIONS

- Draper, UT
- Eau Claire, WI
- Lakewood, OH
- Mason, OH
- Northbrook, IL
- Thornton, CO
- Wake Forest, NC

CORRIDOR PLANS

- Auburn Gresham 79th Street Corridor, IL

VISUALIZATIONS

- Northbrook, IL
- Oshkosh, WI
- River Forest, IL

GIS AND GEOSPATIAL SERVICES

- Minnesota Humanities Center*
- University of Minnesota*

** Work conducted at another firm.*

ANDREA BARNES

PLANNER II

EDUCATION

Bachelor of Arts in Geography, Emphasis in Urban Studies and Planning,
University of Colorado Denver

MEMBERSHIPS

American Planning Association (APA)

APA-CO (Colorado Division)

Andrea is a Planner II at Houseal Lavigne with over six years of municipal planning experience. Andrea received a Bachelor of Arts in Geography from the University of Colorado Denver with an emphasis in Urban Planning and Studies. Prior to joining Houseal Lavigne, Andrea worked in the public sector where she focused on providing support for the development and implementation of the city's comprehensive plan, neighborhood and subarea plans and transportation corridor plans.

Andrea has worked extensively to integrate data and demographics with various ArcGIS programs to display, analyze and evaluate development trends to support various projects and initiatives within the Planning Department in Aurora, Colorado, with other city departments and agencies, and with various community partners.

Andrea has experience working with government officials on gathering data to secure grant funding for affordable housing and transportation improvement projects and to later ensure compliance with local regulations.

PROJECT EXPERIENCE

COMPREHENSIVE PLANS

- Connecting Aurora: Our Multimodal Transportation Plan - Aurora, CO (in progress)*
- 2023 City Council Ward Redistricting - Aurora, CO*
- Galena, IL
- Dixon, IL
- Hanover Park, IL
- Villa Park, IL
- Green Garden Township, IL
- Commerce City, CO
- Clemson, SC
- Columbia County, GA
- Logan, UT

CORRIDOR PLANS*

- 13th Avenue Multimodal Mobility Study - Aurora, CO
- Havana Street Corridor Study - Aurora, CO

PARKS AND RECREATION PLANS*

- Older Adults Needs Assessment - Aurora, CO (in progress)

SPECIAL AREA PLANS

- City Center Visioning Study - Aurora, CO*
- Fitzsimons-Colfax and 13th Avenue Station
- Area Plans - Aurora, CO*
- Original Aurora - Aurora, CO*

MARKET AND ECONOMIC DEVELOPMENT STUDIES*

- Major Employer and Employment Centers - Aurora, CO
- Development of Aurora's Personal Income Level (yearly) - Aurora, CO

HOUSING PLANS*

- Proposition 123 Implementation - Aurora, CO
- Capital Improvement Financing Mapping Application - Aurora, CO

** Work conducted at another firm.*

JACK CARSO

PLANNER II AICP

EDUCATION

Master of Arts in Sustainable Urban Development, Certificates in Metropolitan Planning and Development and GIS, DePaul University

Bachelor of Science in Environmental Science, St. Mary's College of California

MEMBERSHIPS

American Planning Association (APA)

APA-IL (Illinois Division)

CERTIFICATIONS

American Institute of Certified Planners (AICP)

AWARDS

2025 NC APA Marvin Collins Award Small Area Plan, Wake Forest Downtown Plan

2025 APA-AL Outstanding Plan for Communities under 50,000, Opelika 2040 Comprehensive Plan

2024 Kane County Plan of the Year, Batavia Downtown Plan

2018 Certificate of Excellence, Outstanding Submission for the DePaul University Design Program

Jack is a Planner II with Houseal Lavigne with four years of experience in both the public and private sectors. Jack thinks about planning through a sustainable lens but also frames issues using a data driven approach.

Jack graduated from DePaul University with a Master of Arts in Sustainable Urban Development where he received certificates in Metropolitan Planning & Development and GIS. In addition, Jack was awarded a Certificate of Excellence: Outstanding Submission for the 2018 DePaul University Urban Design Program. In school Jack interned with the Village of Mount Prospect as well as the Sheffield Neighborhood Association where he was exposed to planning at both a suburban and city-wide scale. In both experiences Jack utilized GIS to create key visualizations and to analyze development scenarios to inform policy and to educate the community.

Prior to working with Houseal Lavigne Jack worked for Bertolini Architectural Works in New York City as well as the Village of Bolingbrook in Illinois. In his position with Bertolini Architectural Works he supported façade restoration projects on new and historic landmarked buildings throughout the City. After returning to Illinois, Jack was hired as the Planner for the Village of Bolingbrook. As the primary plan reviewer of residential and commercial development plans, he gained valuable zoning experience ensuring compliance with the Village Zoning Code and taking projects requiring special-use designations to the Plan Commission.

PROJECT EXPERIENCE

COMPREHENSIVE PLANS

- Algonquin, IL
- Anderson, SC
- Clemson, SC
- Commerce City, CO
- Fayette County, WV
- Fremont, NE
- Galena, IL
- Munster, IN
- North Aurora, IL
- Olathe, KS
- Opelika, AL
- Park Ridge, IL
- Plainfield, IL
- Portage, MI
- St. Charles County, MO
- Waterford, MI
- Woodstock, IL

DOWNTOWN/TOD PLANS

- Batavia, IL
- Elmhurst, IL
- Park Forest, IL
- Springfield, IL
- Wake Forest, NC

ZONING AND DEVELOPMENT REGULATIONS

- Hillsborough, CA
- Homewood, IL
- San Anselmo, CA
- Savoy, IL
- Willowbrook, IL

Jon Commers

Project Advisor for Market, Land Use and Behavioral Analytics

Jon has more than 25 years of experience working in market and policy analysis and engaging with project teams and clients to develop data-driven decisions and strategy. Jon founded and developed Visible City, a spatial analytics and consulting company serving clients nationally, which was acquired by SRF in 2024. He's served for over a decade as an adjunct instructor of urban studies at the University of Minnesota and regularly addresses business, civic and conference audiences on urban economics, governance and history. Jon has also been invested in public decision making over many years, including service of eight years on the Metropolitan Council and six years on the Saint Paul Planning Commission, where he was elected chair. Currently, Jon is the Minnesota chapter president for Lambda Alpha International, a global land use economics society.

Areas of Expertise

- Urban Planning
- Public Policy
- Economic Impact Analysis
- Fiscal and Tax Impact Studies

Education

Master of Business Administration, University of St. Thomas

Bachelor of Arts in History and Political Economy, Carleton College

Downtown Office Market Evaluation, Minneapolis, Minnesota. Jon led a project for the City of Minneapolis' Community Planning and Economic Department (CPED) to examine market, regulatory and behavioral patterns at play in downtown, to support the City's response to real estate value compression in the office sector, including the exploration of conversion to residential use. Using analysis, maps and other visualizations, and consultative support, Jon and the team delivered meaningful guidance to City staff and elected leadership, shaping policy direction in the response to downtown change.

Housing Policy Finder web-based tool, Twin Cities, Minnesota. The Family Housing Fund, a regional collaboration in the Twin Cities, partnered with Jon's team at Visible City to create the Housing Policy Finder—an interactive web tool that visualizes housing policies across the metro. Continued and enhanced under a subsequent scope of work with SRF Consulting, the tool is regularly updated with new policies and improved interfaces. The Fund uses it to strengthen engagement with elected officials, guide advocacy, and target funding efforts that foster affordable housing innovation.

Historic Reuse Project Site Selection in Minnesota and Wisconsin: Roers Companies. Roers, a Minneapolis-based multifamily and mixed-use developer, sought to expand into affordable housing through historic reuse projects that could score well for LIHTC credits. Partnering with New History, Jon's team at Visible City defined priority characteristics and analyzed millions of parcels across markets, layering geographic and scoring data. This collaboration produced a curated set of high-quality site opportunities, enabling Roers to streamline growth while leveraging both historic reuse expertise and large-scale data analysis.

Housing Needs Study, Forman, North Dakota. Jon led a housing market evaluation for Forman, North Dakota to guide city leaders in maximizing housing impact. The study compared local housing, jobs, and demographics with peer communities and produced heat maps of commuting patterns. Findings indicated a need for more studios and one-bedroom units to match the workforce, as well as two- and three-bedroom units for families. Strategic partnerships with employers were also recommended to align leases with probationary periods.

Leah Gifford, PE

Senior Project Manager – Water Resources

Leah has 17 years of experience in water resources engineering. She leads projects ranging from planning and feasibility studies, preliminary and final design projects, hydrologic and hydraulic modeling, to MS4 support and GIS mapping. She has a well-rounded understanding of regulatory environments, engineering design procedures, sustainability considerations, and has a passion for working on community-oriented and education-focused projects. She previously worked in the Dam Safety Unit in the Minnesota Department of Natural Resources where she modeled dam breaches to determine flooding impacts; the United States Peace Corps working with agricultural and irrigation systems in South America; and an engineering firm in Illinois where she designed roads and drainage systems for public agencies. As an Alternate Commissioner for the Shingle Creek Watershed Management Organization, Leah understands the perspective and goals of WMOs. She also volunteers on the Bass Lake Improvement Association and Water Resources Conference Planning Committee.

Areas of Expertise

- Stormwater Management Planning and Feasibility Studies
- Hydrologic and Hydraulic Modeling
- BMP Design
- Water Quality Modeling
- Watershed Permitting
- GIS Mapping

Education

Bachelor of Civil Engineering, Southern Illinois University Edwardsville, 2007

Master of Science, Water Resources Science, University of Minnesota, 2014

Registration

Professional Engineer: Minnesota #52263, Wisconsin #101808 and Illinois 062.072835

Certification

Design of Stormwater Pollution Prevention Plans

Affiliations

American Council of Engineering Companies

Volunteer: Shingle Creek Watershed Management Commission - Alternate Commissioner; Water Resources Conference Planning Committee; Bass Lake Improvement Association

Relevant Experience

Markgrafs Lake Phosphorus Load Reduction Study, South Washington Watershed District. Leah was the project manager for the watershed study to reduce P loading to Markgrafs Lake in Woodbury, Minnesota. The team developed 34 projects and maintenance activities and then ranked and screened in a scoring matrix based on 14 considerations. Seven projects chosen were advanced to a concept level design were cost effectiveness and pollutant removal were prioritized for potential final design projects.

1NE Watershed Planning and Preliminary Design Project, Minneapolis, Minnesota. Leah was a Design Lead on the conceptual design phase of this project. She developed procedures for prioritizing and selecting BMP locations and types by comparing life cycle cost analyses and other criteria. She helped to communicate the data heavy output into formats that could more easily convey useful information and helped to run stakeholder workshops.

CRWD Stormwater Facility Management Program Development, Capitol Region Watershed District. Leah was the project manager for the development of a cooperative operation and maintenance program for CRWD. The goal was for public agencies to optimize their maintenance efforts and to help the function and lifespan of the stormwater BMPs in the watershed. Within this work, SRF assessed the long term maintenance consideration to two large regional BMPS – Gottfried's Pit and Como Lake Ponds. She quantitatively estimated the long term costs and benefits of ownership of these BMPs as well as the risks of ownership.

City of Eden Prairie Illicit Discharge Detection Response Plan, Minnesota. Leah served as the Task Manager for the development of an Illicit Discharge Detection Response Plan. This included the mapping of high priority storm sewer outfalls for inspection. Procedures and forms were developed for the inspection and documentation of illicit discharge violations. City staff departments were consulted in the plan development and training and education for all staff was achieved through presentations and a video about illicit discharge. The City's ordinances, intranet site, and public education initiatives were reviewed and improved.

Molly Stewart, PE, PTOE

Senior Project Manager – Transportation Planning

Molly is an experienced project manager with 20 years of transportation planning and traffic engineering experience. Her experience includes working with state, county and municipal clients on a variety of transportation and planning projects including corridor studies, subarea studies, transportation and preservation plans, multimodal facility plans, freight studies, and funding applications. She has contributed to all phases of a project, including issues and needs identification, alternatives development and analysis, concept and preliminary design, funding identification, implementation planning, public engagement and agency coordination. Molly's high standards for quality have consistently resulted in successful outcomes. She is not only focused on the technical aspects but also on fostering strong relationships with clients and stakeholders, ensuring that each project receives the attention and resources it needs to succeed.

Areas of Expertise

- Project Management
- Transportation Planning
- Corridor/Subarea Studies
- Financial Analysis
- Funding Assistance
- Pavement Preservation
- Traffic Operations
- Traffic Forecasting
- Safety Analysis
- Intersection Control Evaluations

Education

BS, Civil Engineering, University of Wisconsin-Madison, 2004

Registration

Professional Engineer: Minnesota #49068

Certifications

Professional Traffic Operations Engineer (PTOE) #3875

Professional Affiliations

Institute of Transportation Engineers, Minnesota

Women's Transportation Seminar, Minnesota

Minnesota Surveyors and Engineers Society

Relevant Experience

Ramsey County All Abilities 2050 Transportation Plan, St. Paul, Minnesota. SRF assisted Ramsey County to develop their inaugural long-range transportation plan. The plan included a review of existing and future conditions with a key focus on equity. A key component of the plan will be developing a project prioritization dashboard that will allow the County to rank and scores project and identify potential funding opportunities. The prioritization dashboard will allow the County the ability to prioritize investment based on specific performance measures developed as part of the planning process. Molly was the Deputy Project manager for this project.

Wright County Transportation Plan, Minnesota. SRF in collaboration with Steele County and its local municipalities prepared a comprehensive Transportation Plan update to Wright County's 2006 Transportation Plan. The plan established policies and strategies to accommodate orderly growth and satisfy anticipated travel demand. The goal of the plans was to understand the status and efficiency of the current transportation system and ensure transportation needs will continue to be met over the next 20 years. The Plans included an analysis of existing conditions, establishment of long-term goals, objectives, and performance measures, and recommendations for future roadway management and maintenance.

Twin Cities Metropolitan Council Transportation Plan Updates. SRF assisted several cities in the Twin Cities Metro Area with their 2040 Transportation Plan updates. Molly has taken the lead on completing the safety analysis, reviewing of State, County and City capital improvement plans to identify future projects within the community, completing the roadway functional classification review, and completing the access spacing assessment based on State, County and City guidelines. Molly also assisted with the development and review of the Freight System Plans, Transit System Plans, and Aviation Plans for these communities.

SRF

Chris Brown, AICP, PTP

Project Manager – Planning

Chris has 11 years of experience planning and engaging with communities while working in the private, public, and nonprofit sectors. Chris' experience spans all facets of the transportation planning field, and his passion is primarily active transportation planning and design. He leads SRF's active transportation service line and coordinates across the company to successfully execute these projects. Chris works to equitably expand mobility options by creatively designing spaces where those of all ages, abilities, backgrounds can travel safely, comfortably, and conveniently by walking, rolling, and biking. Chris' skills are unique as his experience spans large-scale planning efforts, traffic/mobility engineering, and complex pedestrian/bicycle design projects. He understands, and has successfully managed, projects from idea to construction. His planning experiences span nationwide and include planning and designing safe spaces for walking and biking through areawide, corridors, and Safe Routes to School projects. Chris' strengths are in synthesizing complex data, developing creative solutions, and meaningfully communicating to exceed his client partner's expectations.

Areas of Expertise

- Active Transportation Planning
- Pedestrian/Bicycle Design
- Safe Routes to School
- Corridor Planning
- Transportation Demand Management

Education

Master of Urban and Regional Planning, University of Colorado Denver, 2017

Master of Business Administration, University of Colorado Denver, 2018

Bachelor of Science, Urban Studies, University of Minnesota, 2013

Certifications

American Institute of Certified Planners #32325

Institute of Transportation Engineers, Professional Transportation Planner #810

Professional Affiliations

American Planning Association (Minnesota Chapter)

Institute of Transportation Engineers

Association of Pedestrian & Bicycle Professionals

Continuing Education

SRF Quality Management Training

Project Experience

MnDOT Safe Routes to School Design Assistance Studies – Minnesota. Chris is the project manager for five Safe Routes to School Design Assistance Studies across Minnesota, including: Saint Paul, Richfield, Spring Grove, Hayfield, and Rushford Village. Chris will lead development of planning-level conceptual designs and cost estimates for projects in each community and development of an action plan to implement the recommendations.

MnDOT Pedestrian & Bicycle Design Trainings – Minnesota. Chris is supporting the development of in-person and recorded trainings for MnDOT project managers and designers to learn about the latest pedestrian and bicycle infrastructure treatments. This will include best practice and design guidance for certain infrastructure enhancements and the engineering process of contextually applying certain treatments.

Pedestrian Crossing Study and Policy – Lake Elmo, Minnesota. Chris is the project manager for development of a crosswalk policy in Lake Elmo using example locations in the city to study. He will lead concept design development of pedestrian crossing improvements at four locations and consensus-built crosswalk policy.

Olson Memorial Highway Multimodal Study – Minneapolis, Minnesota. Chris is the lead planner for a multimodal-focused corridor study of Olson Memorial Highway (Highway 55) from the western Minneapolis border to Oak Lake/Border Avenue. Chris is managing and developing materials for each step of the planning process including development of a Purpose and Need and alternatives evaluation for this Planning and Environmental Linkages (PEL) 450 Study.

Concord Boulevard/Mississippi River Greenway Crossings & 80th Street Trail Gap Projects – Dakota County, Minnesota. Chris was the project manager from planning through final design for crossing improvement and trail gap projects in Inver Grove Heights and South Saint Paul along Concord Boulevard and 80th Street. A total of 22 intersections or mid-block crossing locations were analyzed using the Dakota County Pedestrian Crossing Safety Assessment that Chris and colleagues at SRF produced. The project will include innovative solutions including ten raised crosswalks, two truck aprons, and removal of 11 right turn lanes to calm traffic and reduce crossing distance. Chris facilitated close agency coordination to ensure this project was supported by all partners.

Michael Aaron, PE

Project Manager – Wastewater and Water Supply

Mike has more than 30 years of experience in site planning, municipal engineering, hydraulic analysis and stormwater management. His municipal and site development expertise includes project management, feasibility, predesign, demolition, layout, drainage, utilities, grading, detailing, and supporting specifications as well as permitting and contract administration. He has demonstrated his outstanding civil/site skills on many of SRF's well-known municipal facilities, commercial, and retail site development projects.

Areas of Expertise

- Project Management
- Transit Facilities
- Site Planning
- Construction Document Preparation
- Drainage Design
- Utility Design
- Highway & Street Design
- Trail Design
- Hydraulic Analysis
- Stormwater Management
- Construction Administration

Education

Bachelor of Science in Civil Engineering, Bradley University, 1991

A.A.S., Technology in Highway Engineering, Morrison Institute of Technology, 1987

Registration

Professional Engineer: Minnesota #25721

Certifications

LEED Accredited Professional

Professional Affiliations

American Public Works Association

Relevant Experience

University of Minnesota Athletics Village District Study, Minneapolis, Minnesota. SRF assembled a multidisciplinary team to assist the University of Minnesota in further analysis of the proposed Athletes Village District. Over the course of 90 days, the SRF team met with University of Minnesota Staff to analyze and develop various circulation (pedestrian, bicycle and vehicular) concepts, parking areas, utility needs, phasing of the various building needs, and the costs associated with the needed improvements. Mike led the infrastructure analysis and coordinated the team members in developing the final report document.

Vikings Stadium Site Location Studies, Twin Cities Metro Area, Minnesota. SRF provided consultant services to the Minnesota Vikings and the Metropolitan Sports Facilities Commission to select a location for a new multi-purpose stadium. SRF reviewed potential sites in Arden Hills, Brooklyn Center, Brooklyn Park, Ramsey (TCAAP Site), and in Minneapolis (the Linden Yard, Star Tribune, and Farmers' Market Sites). Mike reviewed utility needs and existing capacities at various potential sites.

Fighting Pike Data Center Planned Unit Development, Williston, North Dakota. Mike led utility connection review to ensure proper sewer connections and design were incorporated into overall project design for a 300-acre data center and commercial campus.

City of Minneapolis Heritage Park Redevelopment, Minnesota. Located northwest of downtown Minneapolis, the Heritage Park Redevelopment is a vital, amenity-rich, 900-unit, urban neighborhood. Lead civil engineer responsible for the public infrastructure design, which included the roadways, trails, utilities, erosion control, and grading. He worked closely with the City of Minneapolis, the developer, the geotechnical engineer and the environmental consultant to ensure the project was completed successfully.

Department of Human Services Building, Saint Paul Fire Station #8, and Parking Ramp, Saint Paul, Minnesota. This project consisted of the construction of an eight-story office building, new city fire station, and parking ramp in the Capitol area of downtown Saint Paul and covers one full city block. Provided all civil engineering services for this project, including below-grade stormwater storage design, utility improvements, grading, demolition, walkway improvements, erosion control planning, permitting, and city approvals. Close coordination with the City and fire department staff was required during the design process.

SRF

Carly Hanson

Project Manager – Spatial Data Sciences

Carly brings a strong background of nine years in geospatial analysis, data visualization, and project leadership to her role as Project Manager. She specializes in guiding multidisciplinary teams through complex planning and policy studies, ensuring work is well-coordinated, responsive, and grounded in data. Before joining SRF, Carly served as Lead Cartographer and Project Manager at Visible City, where she led GIS and design efforts on more than 40 projects nationwide. Her strength is translating analytical findings into intuitive, visually compelling outputs supporting confident decision-making.

Carly has supported the Family Housing Fund in a series of areas from 2020 onward. In 2022, she led the creation of the Housing Policy Finder, a web-based tool that enables the public, policymakers, and other stakeholders to search, visualize, filter, and export information about Twin Cities housing policies. Completed in mid-2025, she directed an update of the Housing Policy Finder, and is currently planning the next round of data updates to be completed in early 2026 She has also performed several market analyses for clients ranging from local municipalities and transit agencies to national YMCAs and franchise operators.

Carly has extensive experience collaborating with diverse stakeholders and ensures each client's goals and values are reflected from project kickoff through delivery. She holds a Master of Geographic Information Science and a Bachelor of Arts in Urban Studies with a minor in Spanish from the University of Minnesota. Her multidisciplinary background and hands-on experience make her a valuable resource for projects that require a deep understanding of spatial data, equity, and urban planning.

Areas of Expertise

- Spatial and Data Analytics
- Cartography
- Web Mapping
- Data Visualization
- Equity Analysis
- Market Analysis
- Urban Planning

Education

Master of Geographic Information Science, University of Minnesota

Bachelor of Arts in Urban Studies, University of Minnesota

Project Experience

Housing & Policy Analysis & Visualization, Twin Cities Metro. Carly has supported the Family Housing Fund on a series of scopes from 2020 onward. In 2022, she led the creation of the Housing Policy Finder, a web-based tool that enables the public, policymakers, and other stakeholders to search, visualize, filter, and export information about regional housing policies. She designed the tool's user interface, cleaned and compiled the database, and developed code for the tool's core functionality. The tool is now being regularly updated with new policies and improved interfaces. The Fund uses it to strengthen engagement with elected officials, guide advocacy, and target funding efforts that foster affordable housing innovation.

Creative Enterprise Zone + Towerside Economic Analysis, Minneapolis/Saint Paul, Minnesota. Carly led geospatial analysis and served as project manager for a study to help advance two Twin Cities organizations' placemaking missions. She compiled and performed a thorough analysis of wide-ranging data—including housing supply and rental trends, commercial leasing and sales activity, transit boardings and alightings, building permits, employment concentrations, and pedestrian foot traffic. The strategic recommendations that emerged are being implemented to promote property acquisition and redevelopment, and otherwise support the local "maker" economy.

Light Rail Station Area Market Analysis, Crystal, Minnesota. Carly led analysis for station area redevelopment potential in Crystal, a first-ring suburb of Minneapolis. Her contributions included interpretation of diverse data layers, engagement with local leadership, evaluation and ranking of opportunity sites for multifamily housing and other community development. The resulting station area plan is currently guiding priority investments to develop a vibrant, transit-oriented hub.

SRF

UNDERSTANDING AND APPROACH

SECTION 03

CITY OF PLYMOUTH MINNESOTA

A Unified Comprehensive Plan. One of the key challenges outlined by the City is developing a single comprehensive document to consistently apply the community's vision and policy direction. The City's 2019 Comprehensive Plan, its subsequent amendments, and other small area planning documents, studies, and reports like the 494/55 Small Area Plan provide a valuable framework of information but can make regular day-to-day utilization difficult. The new Comprehensive Plan can provide a unified document that replaces, references, aggregates, and incorporates previous planning initiatives and elements into a singular, concise, and easily implementable resource.

Ensuring Economic Vitality. Plymouth has Minnesota's fourth largest economy comprised of an established commercial and industrial base supported by robust manufacturing, med-tech, and healthcare sectors. At the heart of the community is Plymouth City Center offering a variety of activities and entertainment options. The Plan can help guide redevelopment, strengthen the City's tax base, address specific sites and market constraints, enhance the character and function, and ensure long-term economic viability.

Supporting Growth in Neighborhoods. Plymouth is an established and desirable suburb of the Twin Cities and is projected to grow by 10,674 new residents by 2050. Meeting future needs requires addressing affordability, balancing housing types, and managing density of redevelopment while respecting existing neighborhood character. The Plan can provide guidance for future redevelopment, address potential impacts to infrastructure, and fulfill regional mandates in the 2050 Housing Policy Plan, Imagine 2050, and the Local Planning Handbook.

A Multimodal Approach. Mobility is an essential component of a vibrant, livable, and accessible community, providing services, supporting healthy lifestyles, and connecting people to nature and destinations. The Comprehensive Plan can analyze and evaluate opportu¬nities to improve connectivity, pedestrian safety, and multi-modal options. Building on the efforts of the TH 55 Transit Study, the Comprehensive Plan can help identify ways transit can inform redevelopment opportunities and vice versa. Coordination with MnDOT, Hennepin County, and regional transit agencies will be essential to identify ways to enhance access and manage congestion along key corridors and integrate a multimodal approach within Plymouth.

Natural Resources and Environmental Stewardship. The City's abundance of water bodies and natural areas such as Medicine Lake, Bass Lake, and Elm Creek Woods Open Space contribute to the environmental health of Plymouth but also enhance recreational opportunities and enhance the quality of life for residents. As the City evolves, the Comprehensive Plan can provide guidance on mitigating water pollution and protecting Plymouth's environmental areas.

Reputation for Recreation. Plymouth's well-maintained parks, lakes, and trails such as Parker's Lake Park, Clifton E. French Regional Park, Eagle Lake Regional Park, and the Luce Line Trail reflect the community's commitment to preserving open space, supporting the arts, and protecting the environment. Building on its award-winning park system, the Comprehensive Plan should align with the 2024–2028 Parks and Recreation Master Plan and related initiatives to ensure parks remain accessible and continue offering exceptional recreational opportunities.

PRELIMINARY UNDERSTANDING

Located about 12 miles west of Minneapolis, Plymouth is an established and thriving community of more than 81,026 residents, known for its high quality of life, well-maintained housing and neighborhoods, highly regarded schools, innovative companies and employment opportunities, and extensive network of recreational parks and trails. As a landlocked community, the City will need to explore innovative ways to accommodate the growth it continues to experience while enhancing its existing suburban character. The new Comprehensive Plan will meet requirements by state statutes and the Metropolitan Council while addressing housing needs of current and future populations; strengthen the City's commercial, office, and industrial base; identify and guide key infill redevelopment; maintain and enhance the community's infrastructure and public services; expand multimodal transportation; and preserve the community's environmental areas and open spaces.

We have prepared a preliminary understanding the identifies potential key issues and opportunities that should be considered during the planning process. If selected, we will work with residents, City staff, elected and appointed officials, and other key stakeholders to further identify issues and opportunities and refine our understanding of the community and its potential.

SCOPE OF WORK

Houseal Lavigne recognizes the importance of using the planning process to establish community consensus and foster a sense of stewardship for the new Comprehensive Plan that will shape the community's future over the next 10 years . Our Scope of Work ensures that City staff, residents, business owners, key stakeholders, community leaders, and elected officials are engaged throughout the planning process, helping establish a visionary, purposeful, and implementable plan to guide Plymouth's future. Our process includes the development of plan recommendations and implementation strategies that are actionable, fiscally grounded, and rooted in citizen engagement.

Our proposed Scope of Work is carefully tailored to address all required chapters, identified issues, related past planning initiatives, and City goals as stated in the RFP, in addition to other elements necessary to ensure a robust, responsive, and effective Comprehensive Plan for City. Should the City favor our proposed approach, we will work closely with City staff and officials to further refine our proposed Scope of Work and community engagement process, ensuring that all local needs and requirements are met. Each Step of our proposed Scope of Work is presented in detail on the following pages.

STEP 1: PROJECT KICK-OFF

To "kick-off" the planning process on the right foot, meetings will be conducted with key City staff, department heads, and Planning Commission members prior to undertaking other community outreach activities.

1A. STAFF COORDINATION CALL AND DATA COLLECTION

The Project Team will host an initial coordination call with City staff to review the scope of work, project timeline, and key deliverables. As needed, check-in meetings with City staff will be held throughout the planning process to ensure a fluid communication process.

The Project Team will outline data needs including, but not limited to, GIS data regarding parcels, building footprints, existing land use, zoning districts and overlays, community facilities (including City-owned properties, schools, parks, etc.), traffic volumes, traffic signals, transit, bike routes and trails, etc.; City branding guidelines and photos; past plans and studies; and a list of service providers with contact information.

1B. BRANDING AND COLLATERAL

As part of the project kick-off, this task will play a role in garnering support for the planning process and piquing public interest in the Comprehensive Plan as an important guide to improving the quality of life throughout Plymouth. Our graphic design and communications experts will create an "identity" for the planning process as well as the plan document. We will collaborate with staff to provide content for the project website and support the City's social media.

1C. STAFF KICK-OFF MEETING

A kick-off meeting will be held with the City staff assigned to the Comprehensive Plan project. This first face-to-face meeting will allow us to review the project goals, scope, timeline, and deliverables. The Project Team will also address any outstanding data needs and discuss next steps.

1D. DEPARTMENT HEADS MEETING

Immediately following the kick-off meeting with City staff, the Project Team will host a meeting with representatives from other City departments. The Comprehensive Plan will affect a variety of City-wide policies and support from City departments will be essential to plan implementation. The Project Team will work with City staff to engage other department heads throughout the process to ensure that plan recommendations are meaningful and actionable for all City departments.

1E. STAFF-LED STUDY AREA TOUR

The Project Team will conduct a study area tour with City staff to learn more about Plymouth's issues, recent projects, and development opportunities.

1F. ELECTED AND APPOINTED OFFICIALS ROUNDTABLE WORKSHOP

The Project Team will facilitate a roundtable discussion with Plymouth's elected and appointed officials to introduce the Project Team and solicit concerns and aspirations for the community. As the City's policymakers, it is important that the City Council and Planning Commission have an opportunity to communicate and share their priorities and concerns with the Project Team and with each other at the beginning of the process.

Recognizing that these bodies meet on separate nights, the Project Team proposes holding a special joint work session to conduct this roundtable discussion on the same evening. The primary purpose of this working session is to gather ideas from City leaders, ensuring that the Comprehensive Plan reflects the shared vision and priorities of Plymouth's elected and appointed officials. This session will offer a unique opportunity to jointly discuss the foundation of the Comprehensive Plan process, the overall direction and policy issues facing the community, and the long-term vision for Plymouth's future.

STEP 2: UPFRONT PUBLIC ENGAGEMENT

Our approach to preparing the City's Comprehensive Plan places a significant emphasis on community participation. The Project Team recognizes the importance of using the planning process to establish community consensus and foster a sense of stewardship for the Comprehensive Plan. Our creative outreach techniques during the public input phase require that residents, business owners, elected officials, and stakeholders get involved throughout the planning process to help define issues, establish a vision, formulate ideas, and shape solutions.

Anticipating a high level of participation from an active and engaged community, our proposed outreach process for the Comprehensive Plan includes both traditional (face-to-face) and innovative web-based activities to obtain the broadest levels of participation possible. This approach casts a wide net and fosters an environment for idea-sharing to generate excitement among residents, businesses, and visitors. Outreach summaries will be prepared for each public engagement activity.

2A. PROJECT WEBSITE

At the beginning of the project, the Project Team will design and host an interactive project website linked to the City's existing website. The Project Team is committed to using the internet to maximize the participation and communication between the City and its residents. The website will promote and popularize the planning process and will be used to post project schedules and meeting dates; display graphics, interactive maps, and draft documents; address frequently asked questions; host map.social; and provide an online community survey.

Online Community Survey

The Project Team will prepare an online community survey for the residents and business owners of Plymouth to offer a community-wide opinion on a range of topics and issues. The business component of the survey will include the opportunity to provide specific input on those issues and concerns most important to the City's business community. The online community survey will be easily accessible on the project website. At the close of the survey, the Project Team will review and summarize results in the Existing Conditions Memo as a gauge of community issues and key themes.

map.social (Online Map-Based Engagement Platform)

The project website will feature map.social, a web-based community issues mapping tool on the project website. Developed by Houseal Lavigne, this tool allows users to identify, map, and comment on geographic areas of concern and valued City amenities. map.social simplifies the mapping process and familiarizes users with all areas of the City in a manner that is intuitive, interactive, and effective. Input from users allows us to create a composite map of Plymouth issues to assist with the establishment of Comprehensive Plan goals and policies.

2B. KEY STAKEHOLDER INTERVIEWS AND FOCUS GROUPS (UP TO 16)

Key stakeholder interviews and focus group discussions allow us to gain insight into the community that the Project Team might otherwise not be able to obtain. Confidential interviews/focus group discussions will be conducted to obtain additional information regarding local issues and opportunities. The Project Team will work with City staff and elected officials to identify those individuals or groups to be interviewed. The Project Team recommend a broad sampling of interviewees who may possess unique perspectives or special insights into the community. Interviewees could include selected City staff, elected officials, school district representatives, community and business representatives, relevant city boards and commissions, property owners, developers, new or lifelong residents, service providers, and other taxing bodies or government agencies. The interviews and focus group discussions will be conducted in person during scheduled visits related to other outreach events or via web meeting during a specific scheduled day for such activities.

2C. BUSINESS COMMUNITY WORKSHOP

This workshop will be targeted specifically to business owners and managers, developers, and Plymouth's corporate citizens as an important stakeholder group. The purpose of the workshop is to establish a dialogue and obtain feedback from those members of the business community that have a unique insight and perspective, and whose assistance and involvement is crucial to the Comprehensive Plan's ultimate success. The workshop will be scheduled to coincide with other in-person engagement activities and can be conducted in the early morning to minimize impacts on business owners or can be scheduled as part of a regular scheduled event where numerous property owners and business owners are typically in attendance.

2D. COMMUNITY KICK-OFF OPEN HOUSE EVENT

The Project Team will collaborate with City staff to host an engaging, community-wide event, welcoming all residents and stakeholders to participate in kicking off the process to shape the City's future. This event aims to educate and inspire participants of all ages to get involved and take ownership of the planning process. The format will be tailored to Plymouth and may feature a range of activities in an open-house setting, offering an overview of the planning process, insights into community strengths, challenges, opportunities, and interactive experiences. Activities will include live polling/word cloud creation, post-it board exercises to gather input on key issues, opportunities, and priority projects, a dot-map exercise, and a map. social training session with an interactive booth. Attendance from City Council, Planning Commission, and other commissions is encouraged to demonstrate support for the planning process.

2E. DIY KITS

The Project Team will make DIY workshop kits available to City staff, as well as community groups (e.g., partner organizations, homeowners associations, places of worship, community organizations, neighborhood groups) throughout City. DIY workshop kits allow City staff and residents to facilitate their own workshops and gather input from specific segments of the population that may not otherwise participate in more formal planning activities. City staff will play a key role in helping distribute DIY workshop materials to target groups and then provide summary information to the Project Team. DIY Workshops can either be conducted by staff or volunteers as in-person events or hosted online using a small group virtual event format such as Zoom or Microsoft Teams.

2F. PUBLIC ENGAGEMENT KEY THEMES AND TAKEAWAYS SUMMARY

This step will conclude with a summary of key themes and takeaways from initial public engagement tools and events. This input will serve as the cornerstone of our consensus-building process and provide focus and direction for the subsequent Comprehensive Plan recommendations. The Public Engagement Key Themes and Takeaways Summary will be incorporated into the Existing Conditions Memo.

STEP 3: EXISTING CONDITIONS

The existing conditions assessment step will provide a foundational understanding of the issues and opportunities to be addressed in the Comprehensive Plan.

3A. EXISTING CONDITIONS ASSESSMENT

The existing conditions assessment will be based on issues and opportunities identified in outreach, past plans and studies, information provided by the City and partner agencies, feedback from community service providers, and field work conducted by the Project Team. We intend to move through this task efficiently, reserving project budget and resources for visioning, planning, and action.

Relevant Past Plans, Studies and Reports

This task will include an assessment of relevant past plans, studies, and policies to build on the City's previous planning efforts and initiatives. Documents to be reviewed include, but are not limited to, the following: 2040 Comprehensive Plan and approved amendments, City Center 2.0 Study, City Center Design Standards, Station 73 TRIP Project, County Road 73 Study, Inclusionary Housing Policy, 2018 Rental Housing Policy, Planned Unit Development (PUD) Policy, City Council Strategic Priorities, State Highway 55 Bus Rapid Transit Study, State Highway 169 Multimodal Corridor Study, Met Council Housing Nexus Study, and the City's current Zoning Ordinance.

This review will identify recently adopted City projects and policies to be incorporated into the new Comprehensive Plan. The Project Team will coordinate with City staff to identify additional relevant local and regional studies that should serve as a baseline and inform the existing conditions assessment.

Demographic Profile

This task will include a demographic analysis of the Plymouth community that will include an analysis of trends in population, households, income, age, labor force, and employment. This task will be undertaken using available information from American Community Survey (ACS), Esri, and data provided by City staff.

Existing Land Use and Development

This task will include an inventory of existing land uses and development patterns in Plymouth using the City's GIS data, aerial imagery, and field work. Existing land use issues and opportunities will be presented and assessed in this section.

Current Zoning Ordinance and Development Regulations

This task will include a review of the City's current zoning, subdivision regulations , and redevelopment guidelines to evaluate their consistency with existing land use patterns and potential areas of change.

Transportation

This task will inventory congestion on major corridors such as Highway 169, gaps in the pedestrian system, on-street bicycle facilities, trails, and transit routes and coverage. The Project Team will review documents such as the Highway 55 Bus Rapid Transit Study to ensure the Comprehensive Plan will align with regional goals, policies, and recommendations.

Community Facilities

This task will inventory community facilities and public infrastructure including City-owned assets as well as those owned by Hennepin County, state agencies, and any of the four school districts serving the community (Wayzata Public Schools, Robbinsdale Area Schools, Osseo Area Schools, and Hopkins Public Schools). The Project Team will distribute a questionnaire to partners identified by the City, to confirm existing conditions, current programming offerings, and planned improvements.

Surface Water

This task will evaluate the City's current Surface Water Management Plan and identify issues and challenges related to surface water quality, erosion control, stormwater management, and public education.

Wastewater

This task will review Plymouth's sanitary sewer system including its current conditions and operational challenges. This task will also identify potential issues and opportunities related to public infrastructure and private properties such as aging sewer mains, deteriorated service laterals, and compromised manholes.

Water Supply

This task will identify and inventory the City's local aquifers and recharge zones, shifts in precipitation patterns, and potential long-term climate impacts to groundwater.

Natural Areas

This task will include an inventory and analysis of the City's natural resources and environmental features, such as topography, floodplains and riparian areas, wetlands, wooded areas, open spaces, and habitat areas. The assessment will identify key environmental assets and constraints to help guide future land use and development decisions.

3B. EXISTING CONDITIONS MEMO

The Existing Conditions Memo will be based on issues and opportunities collected during outreach, information compiled after reviewing past plans and studies, information provided by the City and partner agencies, feedback from community service providers, and field work conducted by the Project Team.

The Existing Conditions Memo is not intended to be a long-form report. The intent of this task is to develop a concise interim document for the purpose of establishing baseline understanding of the Plymouth community. We intend to move through this task efficiently, reserving project budget and resources for visioning, planning, and action.

3C. STAFF REVIEW – REVIEW EXISTING CONDITIONS

The Project Team will meet with City staff to review and discuss the Existing Conditions Memo. The Project Team will work to ensure that substantive comments provided by City staff are addressed before meeting with the public in the Plan Visioning phase. This meeting will be a conference call/screenshare with City staff.

OPTIONAL TASK – COMPLETE NEIGHBORHOOD INDEX

If this optional task is included, Houseal Lavigne will conduct a service area analysis to evaluate the community's current access to essential quality-of-life amenities. Inputs can include healthy food access, parks, open spaces, and transit stops, based on available data. The team will create an index based on proximity to these amenities, identifying areas within walking and biking distance, and highlight underserved neighborhoods in the community.

Using ArcGIS Pro, the team will map the distribution and accessibility of amenities, services, and infrastructure across neighborhoods. The map will be used to support a narrative explaining how "complete" different parts of the community are. The analysis will help assess current development patterns and guide future land use and policy decisions.

OPTIONAL TASK – ASSESSED VALUE PER ACRE ECONOMIC ANALYSIS

Based on existing land use and current zoning patterns, the team will utilize the county tax assessor's latest GIS data to visualize the assessed value per acre on a census tract or block group level for all properties across the City. Due to the current zoning pattern in the City, the team recommends aggregating the assessed value per parcel by the said geography to capture the mix of land uses and the value it generates. The analysis will be used to compare and contrast similar development patterns in different parts of the City and will show the revenue generated based on existing land use patterns. The task will inform the Land Use and Development section of the draft Comprehensive Plan and ensure the Future Land Use Plan will be more fiscally responsible. It will illuminate how land uses and zoning districts contribute to the taxable value of the property to allow the City to best plan for how to financially support the infrastructure and services required for sustainable growth and development.

STEP 4: PLAN VISIONING AND PRELIMINARY FUTURE LAND USE

Based on previous steps in the planning process, we will prepare the vision statement, goals, and preliminary future land use plan.

4A. COMMUNITY VISIONING WORKSHOP SERIES (FOUR WORKSHOPS)

The community visioning workshop s will allow residents and stakeholders to tell us what they think, before plans and recommendations are crafted. The community visioning workshops will involve the Project Team, City staff, elected and appointed officials, Planning Commission members, and community stakeholders and residents. It is anticipated that these workshops will take place on consecutive afternoons and/or evenings on one trip.

Each workshop will begin with a brief presentation providing an overview of the planning process, major themes and takeaways from the Public Engagement Key Themes and Takeaways Summary and the Existing Conditions Memo, and directions for the visioning exercise. Participants will then break out into small groups for a mapping exercise where they will put pen to paper and work to develop their "vision" for the future of the community. The workshops will conclude with general agreement regarding the community's issues and opportunities, key planning themes and principles, and projects and improvements that will be desirable in the future.

To engage with the whole City, we will work with City staff to determine appropriate locations throughout the City for four in-person workshops. The in-person Community Visioning Workshops will be conducted sequentially during the same week with afternoon and evening time slots to ensure maximum community participation.

4B. VISION STATEMENT AND GOALS

The Comprehensive Plan needs to establish an overall "vision statement" for the future of Plymouth that can provide focus and direction with goals based on analysis and themes identified during community outreach. Following the community visioning workshop, the Project Team will summarize all feedback received during the previous steps of the planning process and prepare a vision statement for the Plymouth Comprehensive Plan. The vision statement will be prepared using feedback from community visioning workshop, community outreach activities, and observations garnered from the Existing Conditions Memo. As part of the task, the Project Team will develop goals to provide more specific focus and direction for planning recommendations.

4C. PRELIMINARY FUTURE LAND USE PLAN

Before the preparation of the draft Comprehensive Plan begins in earnest, we will prepare the preliminary future land use plan outlining the expected recommendations for the Comprehensive Plan. The preliminary future land use plan will provide recommendations for all land use areas in the City. The purpose of this deliverable is to provide City staff with an opportunity to review and discuss the preliminary future land use plan before significant resources are spent drafting the Comprehensive Plan. This deliverable, along with the vision and goals, will form the basis for the development of more detailed recommendations in the draft Comprehensive Plan.

4D. STAFF REVIEW – VISION AND LAND USE

Staff and the Project Team will review the vision statement, goals, and preliminary future land use plan. Comments provided by City staff will be integrated into the revised deliverable. This meeting will be a conference call/screenshare with City staff.

4E. PLANNING COMMISSION MEETING

The Project Team will meet with and present the Vision, Goals, and Preliminary Future Land Use Plan to the Planning Commission to gather feedback and input.

STEP 5: DRAFT COMPREHENSIVE PLAN

This step will entail the preparation of draft City-wide policies and recommendations for the core elements of the Comprehensive Plan. The draft Comprehensive Plan prepared in this step will reflect the revised vision statement, goals, and preliminary future land use plan developed in previous step of the planning process.

5A. DRAFT COMPREHENSIVE PLAN

We will prepare the draft Comprehensive Plan using input obtained during the previous steps of the project. The draft Comprehensive Plan will be well-organized and user-friendly, highly illustrative, and visually compelling rather than being too heavy on narrative. Concise, well-written text will be combined with attractive and easy-to-understand maps, graphics, illustrations, and photos to effectively communicate the draft Comprehensive Plan's policies and recommendations. The following sections will be developed as part of draft Comprehensive Plan:

Introduction and Community Background

This section will include the introduction for the Comprehensive Plan describing how to use it and how the Plan was created along with summarized components from the Existing Conditions Memo including the regional context and study area; concise summaries of relevant past plans, studies and reports; demographic profile snapshot; and abbreviated summaries of public engagement events and key themes and takeaways. This will be a concise section meant to set the foundation for the Comprehensive Plan's policies and recommendations.

Vision and Goals

This section will include the revised Vision and Goals that will serve as a framework for decision-making, resource allocation, and policy development. This section will inform and integrate the following Plan sections to collectively achieve the community's vision for the future.

Land Use and Development

This section will include policies and recommendations for all land use areas in the City and its planning area, including residential neighborhoods, commercial areas, medical, open space, natural environment, and public and semi-public uses. This section will identify and address a range of land use topics such as desired development patterns, new growth areas, potential annexation opportunities, land use compatibility issues, commercial and mixed-use development, and conservation areas.

Housing and Neighborhoods – Residential Areas

This section will focus on the City's residential areas providing policies and recommendations that will prioritize maintaining and improving the City's established and mature neighborhoods, promoting housing affordability and diversity, and guiding infill development and reinvestment with a desirable mix of diverse residential types, missing middle housing, multifamily, and mixed-use developments to meet the current and future needs of City's residents.

Economic Development – Commercial Areas

This section will focus on the City's commercial areas providing policies and recommendations designed to strengthen employment, job creation, business attraction and retention, and to provide and grow a diverse and thriving tax base for the City. This section will provide high-level recommendations to for the City's commercial areas.

Transportation

This section will begin by mapping and describing the full roadway functional classification system, including principal and minor arterials, collectors, and local roads. This will also include detailing existing lane configurations and traffic volumes and incorporating planned investments from the Imagine 2050 Transportation Policy Plan (TPP), such as interchanges and managed lanes. Further, it will be important to include findings from corridor studies and safety analyses, using recent crash data to prioritize improvements through USDOT's Safe Systems Approach. The Project Team will work to address the following across various modes:

- The Project Team's transit team will identify and map transit market areas, existing and planned services, transit centers, park-and-rides, and transit advantages. We will collaborate with providers to document service expansion plans.
- For biking, the Project Team will map the local and regional network, including connections to transit and the Regional Bicycle Transportation Network (RBTN).
- For pedestrian system, the Project Team will map sidewalk coverage, key activity to areas to help in building pedestrian priority areas, Safe Routes to School locations, and ADA infrastructure gaps where already documented.
- The Project Team's freight planning practice experts will work to include mapping of rail, truck, and intermodal facilities, truck volumes, and problem areas such as weight-restricted roads or inadequate intersections.
- Updates to aviation policies will be included to protect airspace and identify any seaplane operations.

Public Facilities

This section will identify and inventory all public facilities and service providers in the City and include goal and policy recommendations for expansion or other changes to municipal facilities, services, and intergovernmental coordination and cooperation. The Public Facilities section will consider fire protection, parks and community center facilities including the Hilde Performance Center, emergency medical services and libraries.

Surface Water

This section will inventory and analyze data on the physical environment and existing land use, referencing existing Watershed Management Organization (WMO) plans where applicable, and supplementing with City data as needed. This includes delineating drainage areas and assessing water quality and quantity issues. City-wide policies for surface water improvement in coordination with future land use will be provided.

Wastewater

This section will start with assembling and formatting GIS data, including sanitary sewer lines, structures, connection points, service areas, and treatment facilities—ensuring attributes like pipe size, material, and conveyance method are included. An important component will be the inflow and infiltration (I/I) strategy: we will work to define goals and policies to remove improper connections and summarize existing I/I sources. Including a breakdown of housing stock age and susceptibility to I/I will be helpful. Additional goals and policies will address steps to meet the needs of forecasted growth, service agreement expectations, and other language to ensure consistent wastewater system service through 2050.

Water Supply

This section will begin by identifying source water protection areas. This includes identifying risks to water quality from development and redevelopment through 2050. The Project Team will establish clear goals and policies to protect water sources. Approaches to collaboration with neighboring communities, watershed organizations, and regulatory agencies will be detailed, particularly where drinking water supply management areas (DWSMAs) cross jurisdictional boundaries.

The water supply element will also incorporate feedback from neighboring jurisdictions regarding shared water supply concerns and privately-owned wells. For the city system, the Project Team will describe current and planned service areas. Goals and policies will be provided for service provision, along with strategies and controls to meet future demand, address infrastructure limitations, and support emergency preparedness. The element will reference the DNR-approved local water supply plan.

Implementation

The Comprehensive Plan will include a practical and actionable implementation strategy necessary to bring the Plan's goals, policies, and strategies to fruition. The implementation strategy will include general administration procedures, a list of potential funding sources, implementation methods, and potential zoning and regulatory actions (as needed).

5B. STAFF REVIEW – DRAFT COMPREHENSIVE PLAN

The draft Comprehensive Plan will be delivered to City staff for review and comment. Appropriate revisions will be made prior to publishing the draft Comprehensive Plan for public for review. This meeting will be a conference call/screenshare with City staff.

5C. PLANNING COMMISSION MEETING

The Project Team will meet with and present the Draft Comprehensive Plan to the Planning Commission to gather feedback and input. Appropriate revisions will be made prior to presenting it to the public and initiating the adoption process.

OPTIONAL TASK – SUBAREA PLANNING

Subarea Planning pricing will depend on the number of subareas, level of anticipated complexity, and desired 3D modeling for catalyst sites.

In addition to city-wide plan elements, policies, and recommendations, we can prepare detailed subarea plans within the Comprehensive Plan. Recognizing that certain areas of Plymouth may be more susceptible to change or impacts from new development, more detailed planning efforts may be necessary to better guide future investment.

If this optional task is selected, we will work with City staff to identify and develop subarea plans for one or more key locations, depending on their size and the complexity of issues being addressed. Areas impacted by housing needs, neighborhoods where a more connected, "complete neighborhood" character is desired, and locations where new development or significant redevelopment is anticipated may be considered for subarea planning. Each subarea plan can address land use and development, urban design, and access and mobility considerations within its character area. Subareas will establish guiding principles, objectives, and priorities to define the future character and intent of each area and will incorporate graphics, illustrative plans, and images to visually convey important local planning concepts. Depending on the City's desired approach, subarea planning could include the following sub-tasks:

- Subarea Framing – Staff Working Session
- Community Subarea Design Charrette
- Catalyst Site Development Concepts (3D Catalyst Site Sketches)

STEP 6: REVISED AND FINAL COMPREHENSIVE PLAN

Based on the previous steps in the planning process, the draft and final version of the Comprehensive Plan will be prepared for review, consideration, and adoption.

6A. REVISED DRAFT COMPREHENSIVE PLAN DOCUMENT

Based on feedback received in previous steps the Project Team will prepare the revised Comprehensive Plan. The revised Comprehensive Plan will be user-friendly, highly illustrative, and visually compelling.

Revised Implementation Strategy – Draft Action Matrix

The revised Comprehensive Plan will include the draft Action Matrix that includes key implementation actions, priority improvement projects, short-, medium- and long-range strategies, and key partners. The Action Matrix will serve as a checklist to track implementation progress necessary to realize the vision and goals outlined in the Comprehensive Plan.

Zoning Audit

We will review and assess the City's Zoning Ordinance to identify inconsistent policies and land use incompatibilities as part of the new Comprehensive Plan. The Zoning Audit will include potential regulatory changes and procedures to be implemented after adopting the Comprehensive Plan. The Zoning Audit can be incorporated into the Implementation chapter or be a stand-alone Memo. This is a critical first step in understanding what changes need to be made in the City's Zoning Ordinance to help implement the Comprehensive Plan policies and recommendations through regulations.

6B. STAFF REVIEW – REVISED DRAFT COMPREHENSIVE PLAN

The Project Team will submit the revised draft Comprehensive Plan to City staff for internal review. Appropriate revisions will be made prior to the community open house and presentation to the Planning Commission.

6C. COMMUNITY OPEN HOUSE SERIES – REVISED DRAFT COMPREHENSIVE PLAN (UP TO 4)

The community open house series will be held to give residents an opportunity to drop in, review the revised draft Comprehensive Plan, and ask questions of the Project Team and City staff. The open house format will provide an opportunity to see and learn about the City's revised draft Comprehensive Plan before the adoption process begins. Open house materials and collateral will be provided so that City staff can facilitate additional informational meetings as needed. Following the community open house, the final Comprehensive Plan will be prepared for the public hearing presentation and the adoption process.

6D. FINAL COMPREHENSIVE PLAN TO PLANNING COMMISSION – PUBLIC HEARING

The Project Team will present the final Comprehensive Plan to the Planning Commission at a public hearing. Based on review and discussion, and public feedback during the public hearing, the final Comprehensive Plan will be presented to City Council for adoption.

6E. FINAL COMPREHENSIVE PLAN TO CITY COUNCIL (UP TO 3 MEETINGS)

The Project Team will present the final Comprehensive Plan to the City Council for consideration and adoption at three meetings as deemed necessary by City staff. Presentation materials that incorporate plan revisions will be provided to City staff to conduct any additional adoption meetings required by the City of Plymouth.

6F. FINAL COMPREHENSIVE PLAN DOCUMENT

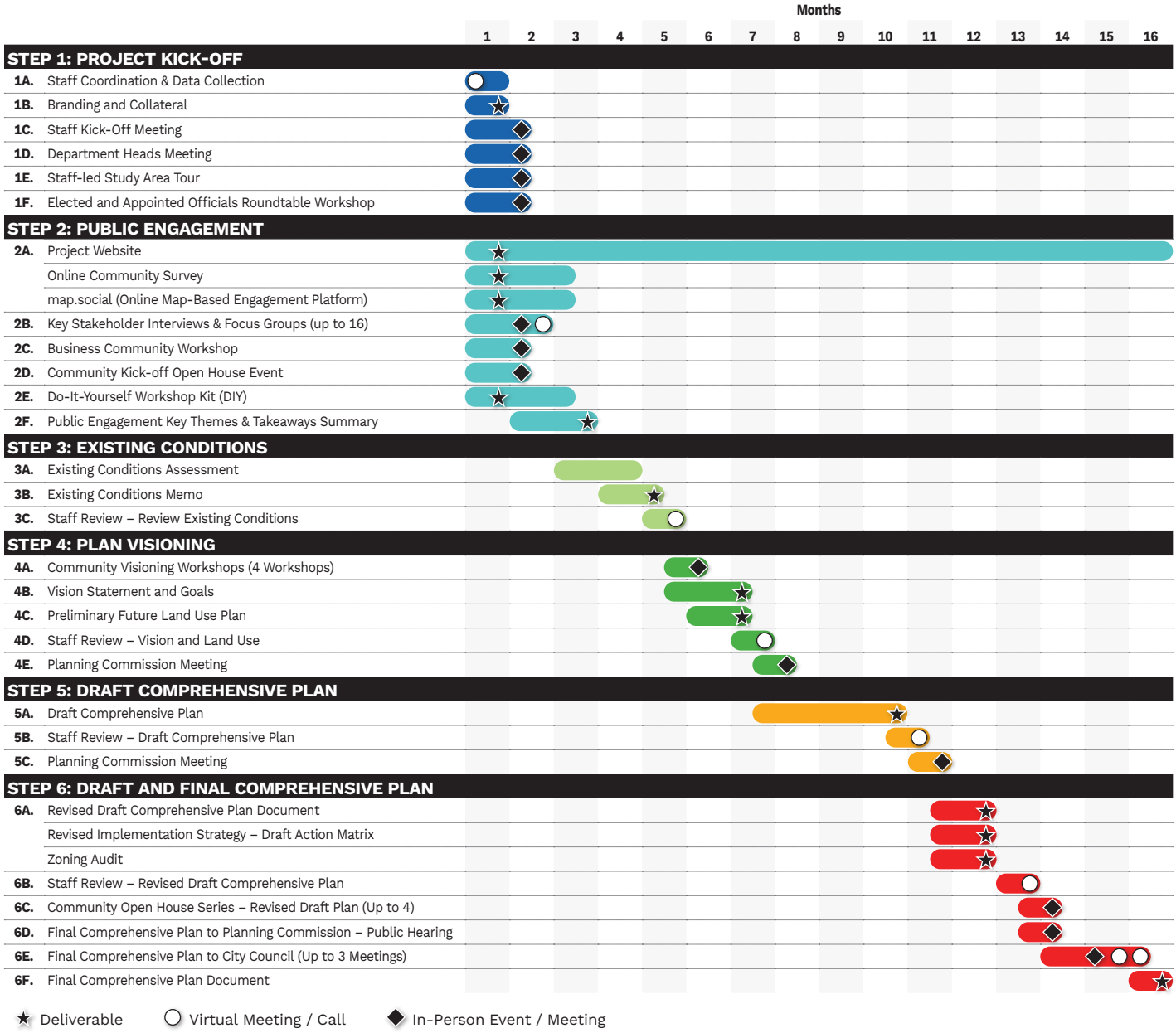
Following the presentations to the Planning Commission and City Council, the Project Team will work with City staff to prepare the final Comprehensive Plan document. The Project Team will provide the Existing Conditions Memo and final Comprehensive Plan in an editable PDF format. The Project Team will provide survey data (excel or PDFs), outreach summaries (PDFs), and GIS data compiled during the planning process (geodatabase or shapefile). Completeness of GIS will be dependent on several factors including the quality of GIS data provided by the City, direction provided by City staff during the project kick-off meeting, and the level of GIS work conducted by the Project Team during the planning project.

OPTIONAL TASK – INTERACTIVE WEB-BASED EXECUTIVE SUMMARY – ARCGIS STORYMAP

The planning process will yield a traditional "long-form" plan for printing, on-screen viewing, and easy distribution, searching, and navigation. As an optional task, we can leverage ArcGIS Online StoryMaps to create an "app," providing an interactive "executive summary" version of the Comprehensive Plan. Combined with photos, text, websites, and other media, ArcGIS Online will power interactive maps that can be queried and explored, providing an engaging way to experience summary content from the Comprehensive Plan. Content can be interwoven with maps, visuals, and interactive content that simplifies navigation between related, cross-referenced components of the plan. This step would take place after the Comprehensive Plan is adopted.

PROJECT TIMELINE

The timeline below provides an overall framework to complete each step outlined in our proposed Scope of Work. We understand the City is looking to complete the Comprehensive Plan in 12 to 18 months. We are ready to begin work immediately and committed to devoting the proposed personnel and resources for the entire length of time necessary to complete the Plymouth Comprehensive Plan. Should the selection committee favor our basic approach, we will work with City staff to refine this Scope of Work and project schedule in a manner that is most advantageous to the assignment.



RECENT PROJECT EXAMPLES

SECTION 04

PROJECT EXAMPLES

Houseal Lavigne has established itself as one of the top planning firms in the United States. The firm strengthens communities through creative, dynamic, and viable approaches to planning, design, and development. By creating a clear and practical unifying vision, developing achievable and implementable plans and concepts, fostering innovative community involvement programs that reach a broad cross-section of stakeholders, crafting sustainable growth and resilient economic development strategies; our team provides the expertise necessary to improve the relationship between people and their environment.

Houseal Lavigne has worked on over 650 projects across more than 450 communities nationwide. In that time, we have directed more than 250 comprehensive/master plans and more than 60 downtown/TOD plans, 100 corridor plans, 75 special area plans, 80 zoning ordinances, design guidelines and related assignments. Our national experience includes planning, design, economic, and zoning assignments in Alabama, Arkansas, Arizona, California, Colorado, Connecticut, Georgia, Illinois, Indiana, Iowa, Kansas, Kentucky, Massachusetts, Michigan, Minnesota, Missouri, Montana, Nebraska, Nevada, North Carolina, Ohio, Oklahoma, Pennsylvania, South Carolina, Utah, Tennessee, Texas, Virginia, Washington, West Virginia, and Wisconsin.

COMPREHENSIVE PLAN EXPERIENCE

- Anderson, SC
- Ardmore, OK
- Aurora, CO
- Battle Creek, MI
- Bentonville, AR
- Brentwood, MO
- Benton Harbor, MI
- Brookfield, IL
- Brownsburg, IN
- Bristol, VA
- Cañon City, CO
- Cape Code, MA
- Carpentersville, IL
- Cary, IL
- Centerton, AR
- Clarksville-Montgomery County, TN
- Clemson, SC
- Columbia County, GA
- Commerce City, CO
- Coralville, IA
- Council Bluffs, IA
- Countryside, IL
- Crestwood, MO
- Crothersville, IN
- Culver, IN
- Downers Grove, IL
- Dublin, OH
- Eden Prairie, MN
- Edinburgh, IN
- Elgin, IL
- El Paso County, CO
- Fairview Heights, IL
- Flint, MI
- Forest Park, IL
- Fort Dodge, IA
- Fort Lupton, CO
- Fort Wayne-Allen County, IN
- Frederick, CO
- Freeport, IL
- Galesburg, IL
- Gardner, KS
- Geneva, IL
- Glen Ellyn, IL
- Grafton, WI
- Grand Junction, CO
- Green Bay, WI
- Greenwich, CT
- Gunnison, CO
- Hudson, OH
- Itasca, IL
- Jackson, MO
- Jackson, TN
- Jenks, OK
- Kenilworth, IL
- Lisle, IL
- Marion, IA
- Maywood, IL
- McHenry County, IL
- Milliken, CO
- Morrisville, NC
- Mundelein, IL
- Muskogee, OK
- New Buffalo, MI
- North Aurora, IL
- Niles, IL
- Northfield, IL
- Oakbrook Terrace, IL
- Oak Creek, WI
- Oak Park, IL
- Palos Heights, IL
- Peoria Heights, IL
- Pingree Grove, IL
- Pleasant Hill, IA
- Plainfield. IL
- Plainfield, IN
- Richton Park, IL
- River Forest, IL
- Schaumburg, IL
- Sioux City, IA
- St. Charles, IL
- St. Cloud, MN
- Summerville, SC
- Tipton, IN
- Tipton County, IN
- University City, MO
- Wake Forest, NC
- Wauwatosa, WI
- Westmont, IL
- Windsor, CO
- Wyoming, MI

St. Cloud, Minnesota

COMPREHENSIVE PLAN AND DOWNTOWN SUBAREA

With a vibrant Downtown along the Mississippi River, a thriving local economy, and home to a major university, St. Cloud is a community that has strong foundation upon which to plan for its future. The City's new comprehensive plan, directed by **Houseal Lavigne**, focuses on revitalizing the core neighborhoods, guiding investment in the commercial corridors and employment areas, enhancing multi-modal connectivity, and establishing a strong economic development strategy. Rich in graphics and illustrations, the Plan includes a detailed Downtown Plan and Division Street Corridor Plan that enhances urban design, sense of place, and overall functionality. The Plan also identifies development opportunity catalyst sites and provides a development program and development visualization for market viable concepts.

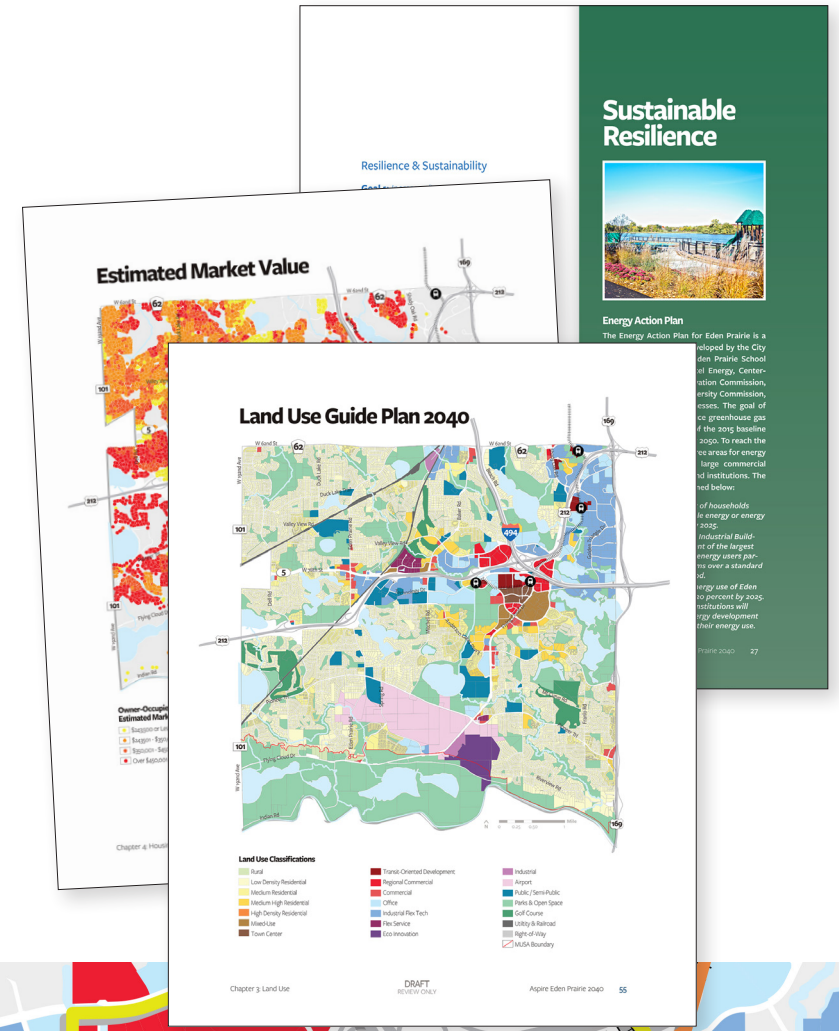
APA MN AWARD

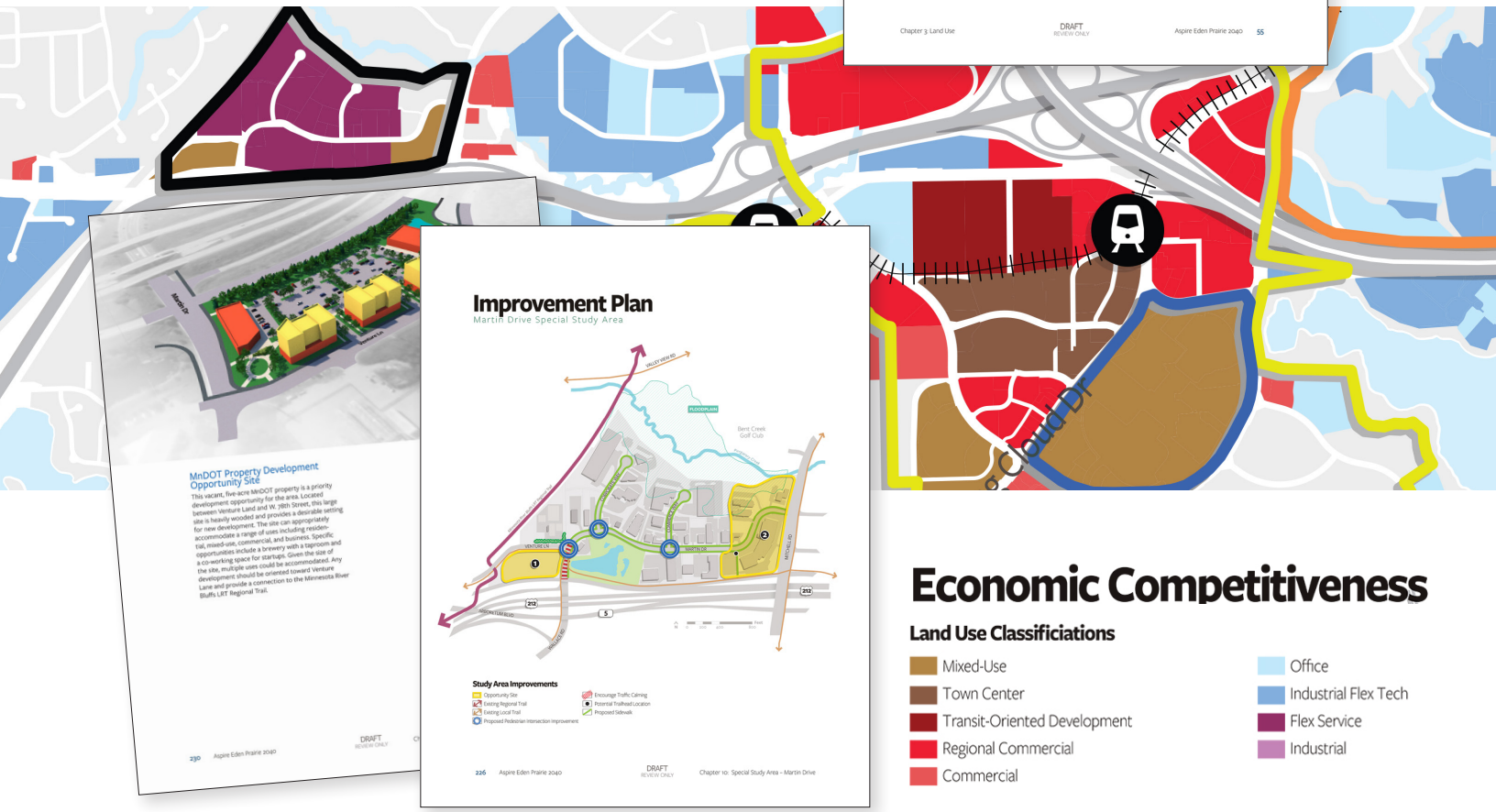
Eden Prairie, Minnesota

COMPREHENSIVE PLAN “ASPIRE EDEN PRAIRIE 2040”

In January 2017, **Houseal Lavigne** and the City of Eden Prairie initiated a process to update its Comprehensive Plan. Branded as Aspire Eden Prairie 2040, the Plan acts as Eden Prairie’s primary policy guide for growth and development over the next 20 years.

Personalized and topic-focused outreach and community-wide stakeholder involvement was integral to the Plan. The strategic outreach efforts included interactive online community engagement, online and in-person community issues mapping, in-person interviews and focus-group meetings to discuss specific topics, Do-It-Yourself (DIY) workshop packets, which allowed residents to conduct community workshops within their organization and neighborhoods, and much more. In addition, the Plan integrates the concepts of community health, equity and diversity, sustainability and resilience, and historic preservation into both its Comprehensive Plan, and in greater detail, its Special Study Area Plans. Best practices on these topics drove the Plan’s development, while identifying recommendations that further enhance the City’s natural setting and environmental assets, protecting the community’s character, health, and wellbeing, welcoming and celebrating diversity, promoting equity, and furthering sustainability and resilience.





Elk River, Minnesota

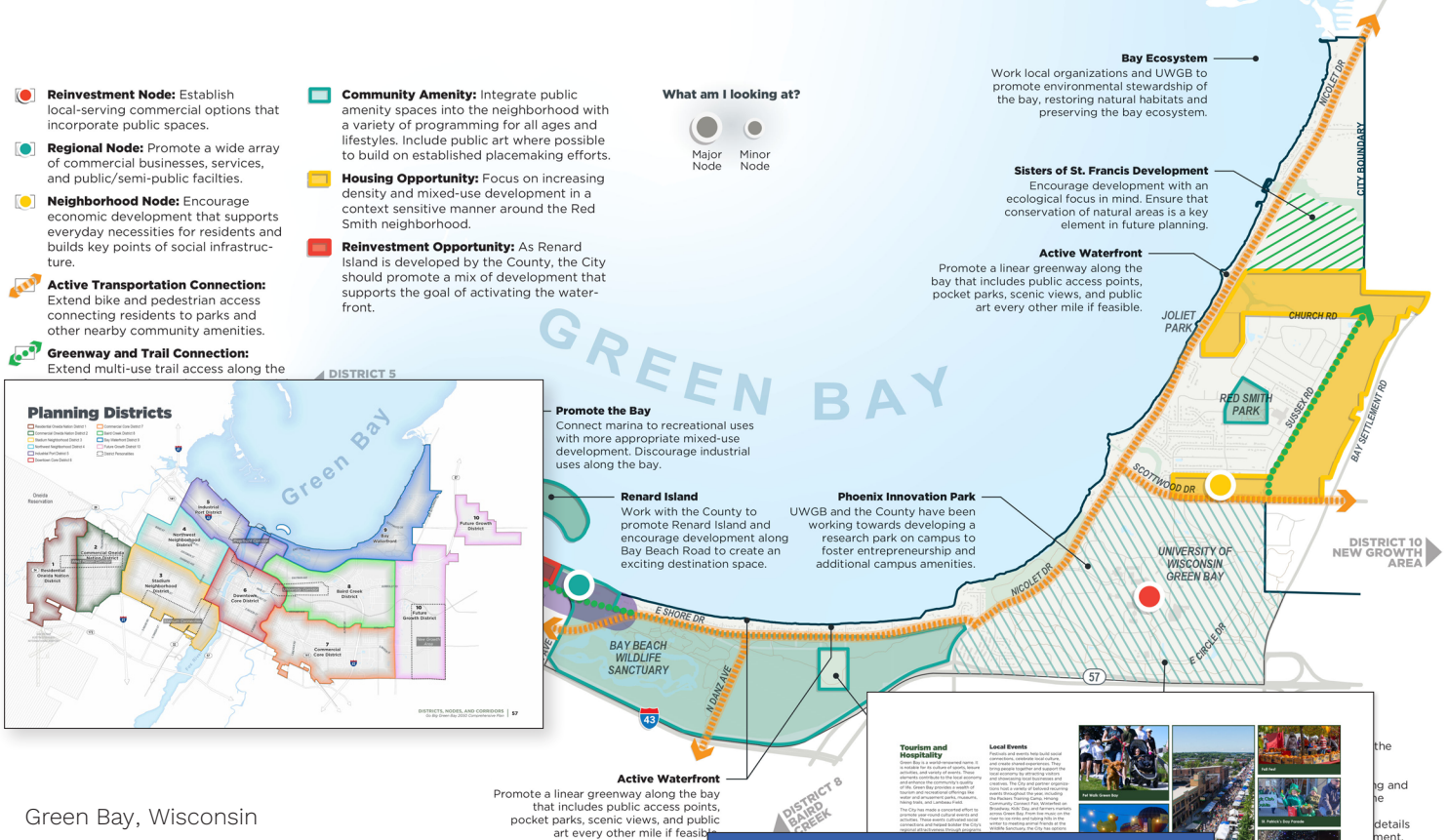
ELK RIVER COMPREHENSIVE PLAN

Elk River is the seat of Sherburne County, located 34 miles northwest of Minneapolis/St. Paul. Between 1990 and 2018 the City of Elk River saw a 54% increase in its population. Two decades into the 21st Century, Elk River is projected to continue to experience consistent population growth through 2035. To help navigate growth and development into the future the City selected **Houseal Lavigne** to update its Comprehensive Plan.

The Elk River Comprehensive Plan provides a vision for the community that applies a smart growth approach to managing development over the next 15 years in the community. The Plan provides guidance on housing reinvestment that enhances existing residential areas, emphasizes infill housing opportunities, and informs strategic conservation driven development of new residential neighborhoods. In addition, the Plan also focuses on strengthening commerce and expanding employment opportunities within the City.

Actionable recommendations are provided throughout the Comprehensive Plan and include leveraging the City's waterfront assets, enhancing connections to outdoor recreation, and creating unique commercial options that support livability and establish Elk River as a destination along the Highway 169 corridor.

Missing middle housing sits in the middle of the development spectrum between single-family homes and mid-rise to high-rise apartment buildings. This graphic illustrates the housing types that typically make up missing middle housing in scale and form and is intended to highlight the variety of housing options included under the missing middle housing category.



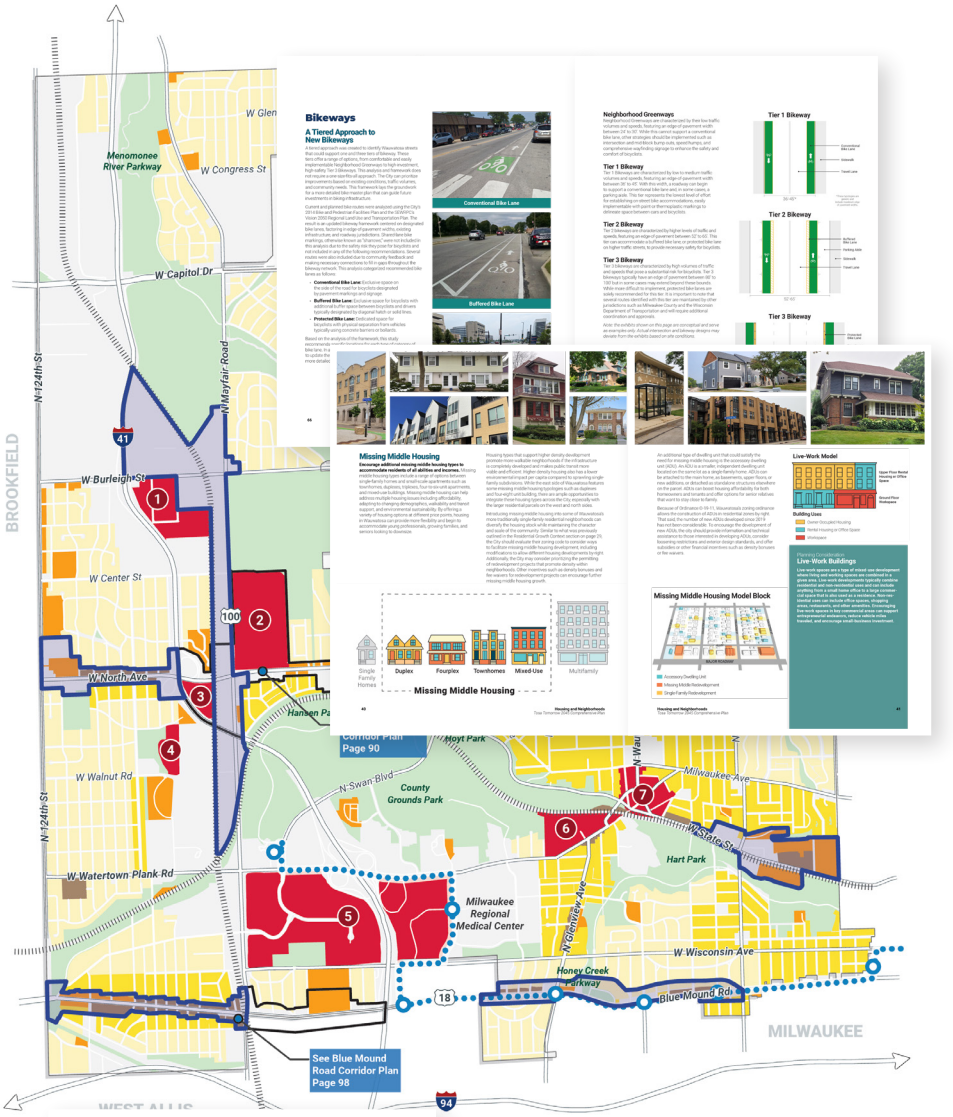
Green Bay, Wisconsin

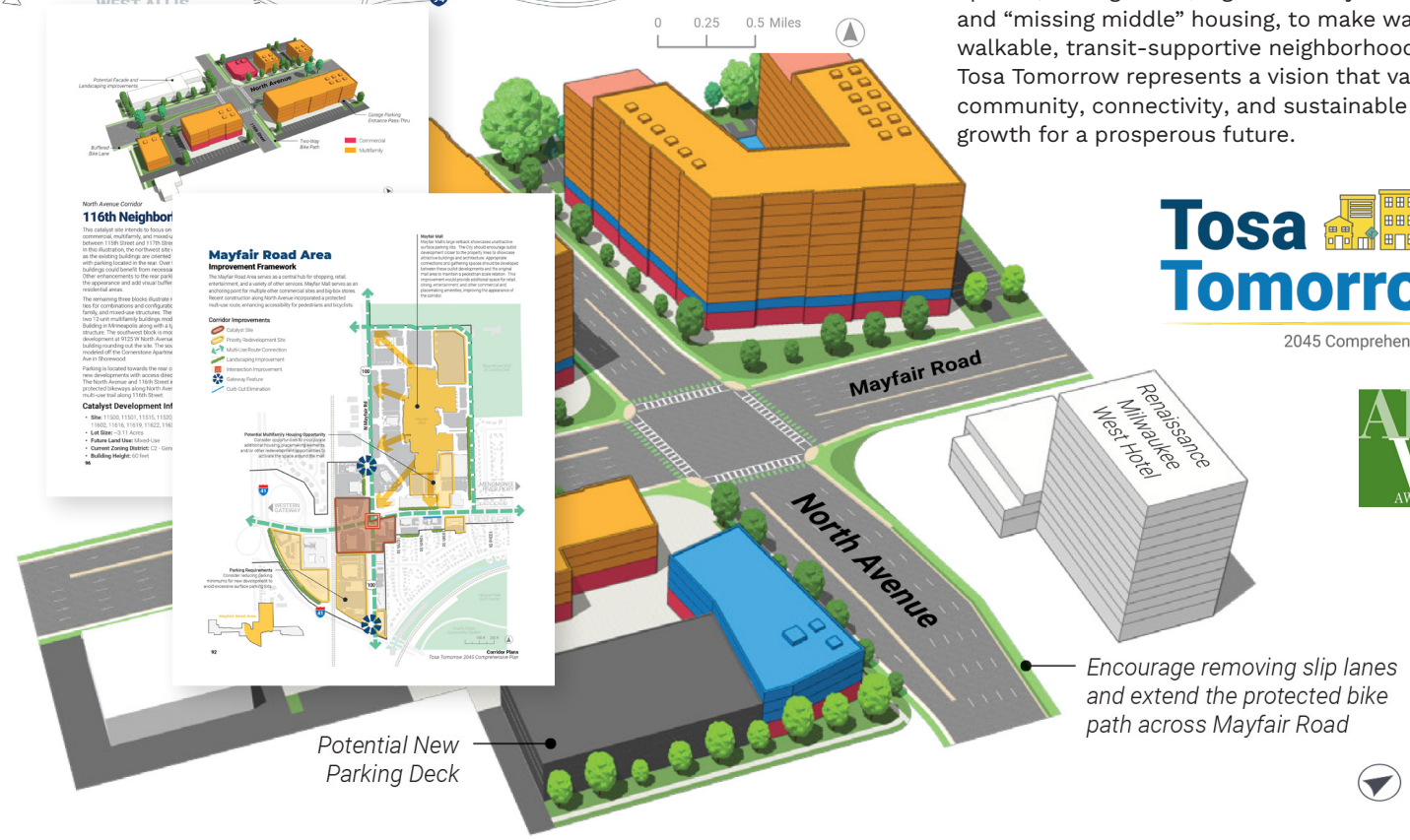
GO BIG GREEN BAY 2050 COMPREHENSIVE PLAN

Located in Northeast Wisconsin on the beautiful shores of Lake Michigan, Green Bay is Wisconsin's third largest city with highway connections to major metropolitan areas including Milwaukee, Chicago, and Minneapolis. Widely known as the home of the Green Bay Packers, the city is a flagship community and economic hub of the Great Lakes region. The City's last plan was adopted in 2003 and many of its strategies were no longer representative of the City's circumstances including a growing population, increasingly diversified economy, and evolving cultural institutions.

The City partnered with **Houseal Lavigne** to prepare the Go Big Green Bay 2050 Comprehensive Plan – an innovative blueprint designed to shape the future of Green Bay over the next 20 years. This project was grounded in a community-driven approach aimed at elevating new voices. To achieve this, numerous in-person and online opportunities were provided for City staff and the project team to engage with the community at existing events and locations throughout Green Bay including public workshops, pop-up events, and virtual interactive mapping. This collective input played a vital role in identifying strategies and crafting clear, detailed, and actionable strategies for the City to enhance its neighborhoods, commercial corridors, and public services.

A key component of the Comprehensive Plan is its special district planning, which established a foundation for future planning initiatives in ten specific geographic areas of the community. These planning districts incorporated extensive community outreach from residents and stakeholders to address issues related to land use and development, redevelopment opportunities, transportation, urban design, and area-specific considerations.





Wauwatosa, Wisconsin

TOSA TOMORROW 2045 COMPREHENSIVE PLAN

Wauwatosa is an active, inner-ring suburb just west of Milwaukee. The city enjoys both a strong residential base and a significant daytime workforce centered on the Milwaukee Regional Medical Center. The Tosa Tomorrow Comprehensive Plan, crafted by **Houseal Lavigne**, addresses unique challenges for a landlocked city, focusing on redevelopment and maintaining a high quality of life through mixed housing options, local business support, and seamless integration of historic charm with urban amenities. Tosa Tomorrow is designed to support Wauwatosa's established identity as the "City of Homes" while setting a path toward sustainable development and greater connectivity across the community.

The plan integrates community insights and prior planning efforts into citywide policy, and offers focused functional improvements and catalyst sites for two key corridors, North Avenue and Blue Mound Road. The plan emphasizes enhancing Wauwatosa's commercial centers, including the the walkable Village along the Menomonee River, by supporting local commerce, improving public spaces, and ensuring safety for pedestrians and bicyclists. Importantly, Tosa Tomorrow reflects the community's commitment to expanding housing options, through infill, higher-density housing, and "missing middle" housing, to make way for walkable, transit-supportive neighborhoods. Tosa Tomorrow represents a vision that values community, connectivity, and sustainable growth for a prosperous future.

Tosa Tomorrow

2045 Comprehensive Plan

APA WI AWARD

Downers Grove, Illinois

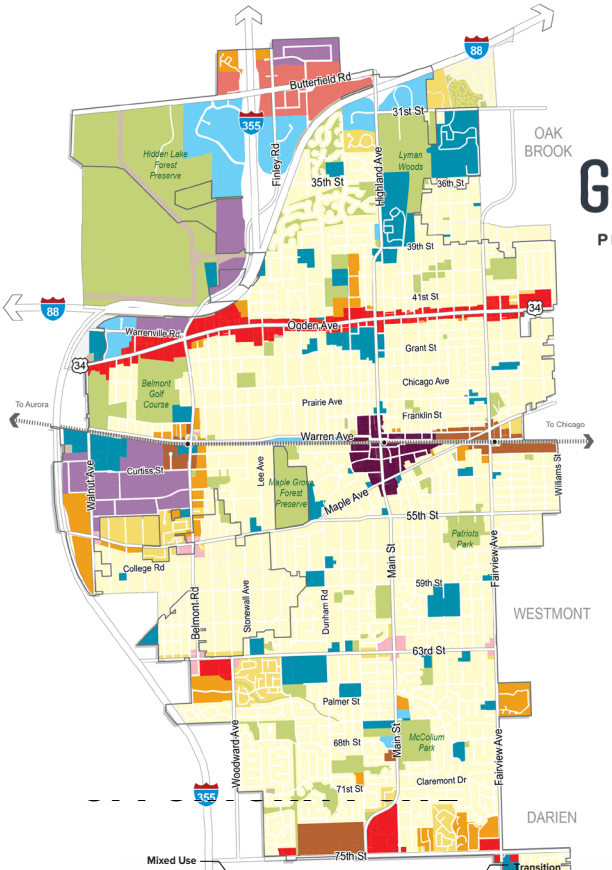
GUIDING DG COMPREHENSIVE PLAN

Located 22 miles west of Chicago in DuPage County, Downers Grove offers an ideal balance of suburban comfort and metropolitan access. With its strategic location along major highways and three Metra stations on the Burlington Northern Line, residents and businesses benefit from seamless connectivity throughout the region.

Houseal Lavigne, having prepared the Village's 2011 Comprehensive Plan and its award-winning 2015 and 2017 updates, was once again selected to develop the Village's new Comprehensive Plan. The project team worked closely with the Village to prepare Guiding DG – a forward-thinking blueprint designed to shape the future of Downers Grove over the next 20 years. Rooted in community input, this plan outlines a clear vision, actionable goals, and tangible steps to enhance the Village's neighborhoods, commercial districts, and public spaces.

As part of the larger Guiding DG initiative, the Comprehensive Plan is accompanied by three specialized supporting plans – an Active Transportation Plan, Streetscapes Plan, and Environmental Sustainability Plan, each led by Houseal Lavigne in partnership with a team of experts. Together, these plans at as a set of cohesive volumes to ensure a strategic approach to growth, connectivity, and sustainability.

A key component of the Comprehensive Plan is its detailed focus areas, which provide in-depth planning and sharp, rendered 3D visualizations for three vital areas: West Ogden Avenue, Belmont Road, and 75th Street. These plans address land use, development potential, transportation, and urban design, transforming these areas into thriving, well-connected destinations. With a commitment to inclusivity, sustainability, and innovation, the Guiding DG Comprehensive Plan ensures Downers Grove remains resilient and welcoming community for generations to come.



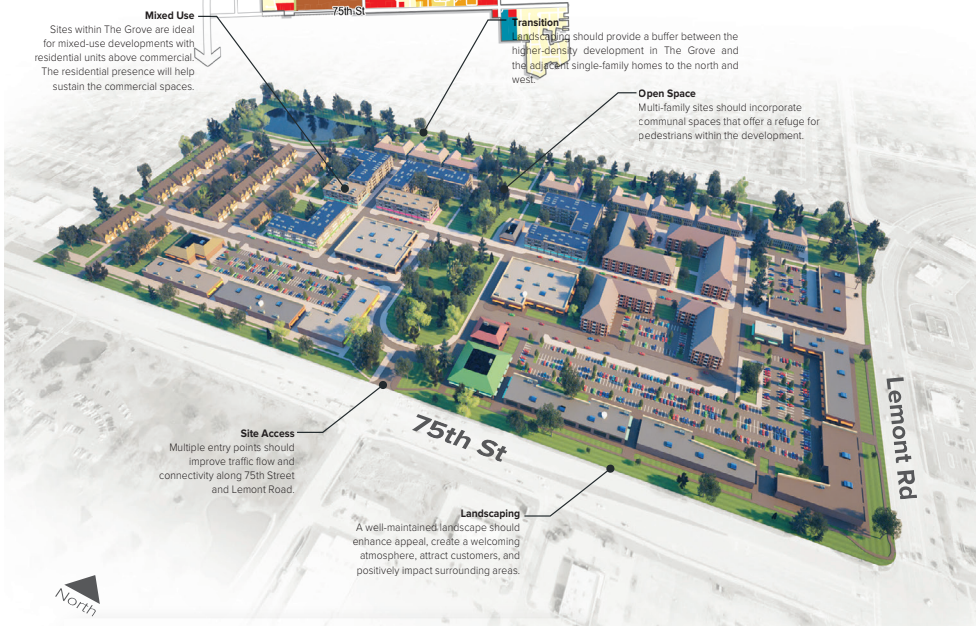
GUIDING DG

PLANNING THE FUTURE OF DOWNERS GROVE

Future Land Use

- Metra Stations
- Single-Family Detached Residential
- Single-Family Attached Residential
- Multi-Family Residential
- Mixed-Use
- Downtown
- Neighborhood Commercial
- Corridor Commercial
- Regional Commercial
- Office
- Light Industrial and Business Park
- Parks and Open Space
- Institutional/Public
- Transportation/Utilities

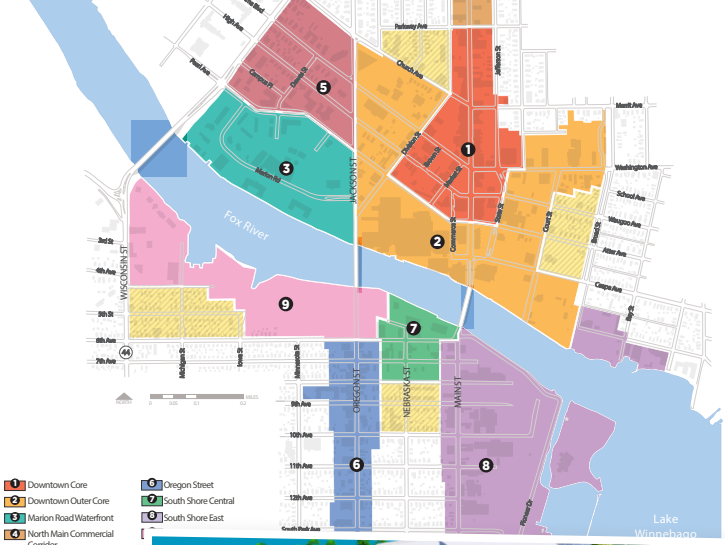
APA IL AWARD



Oshkosh, Wisconsin

OSHKOSH DOWNTOWN PLAN

Imagine Oshkosh is the Center City Investment Strategy for Downtown Oshkosh and the surrounding areas. The Plan organized this waterfront Downtown into ten distinct functional areas, establishing a unique character, design guidelines, development priorities, and strategies for each. Waterfront access was prioritized, as was the preservation and celebration of historic and architecturally significant building stock , while aggressively targeting the area for new residential and mixed use infill development. As part of the planning effort, **Houseal Lavigne** reimagined a vacant old industrial waterfront site to help the city respond to “long shot” Milwaukee Bucks opportunity. By crafting a redevelopment plan for the Sawdust District, a multi-use entertainment district concept, the City was able to make the “long shot” a reality, and the City landed the professional basketball team facility. The redevelopment plan included a basketball team practice facility, a larger arena, and a 250,000-square foot office building. Part of the goal was to land jobs close to lifestyle amenities, a pattern typically only seen in larger communities.

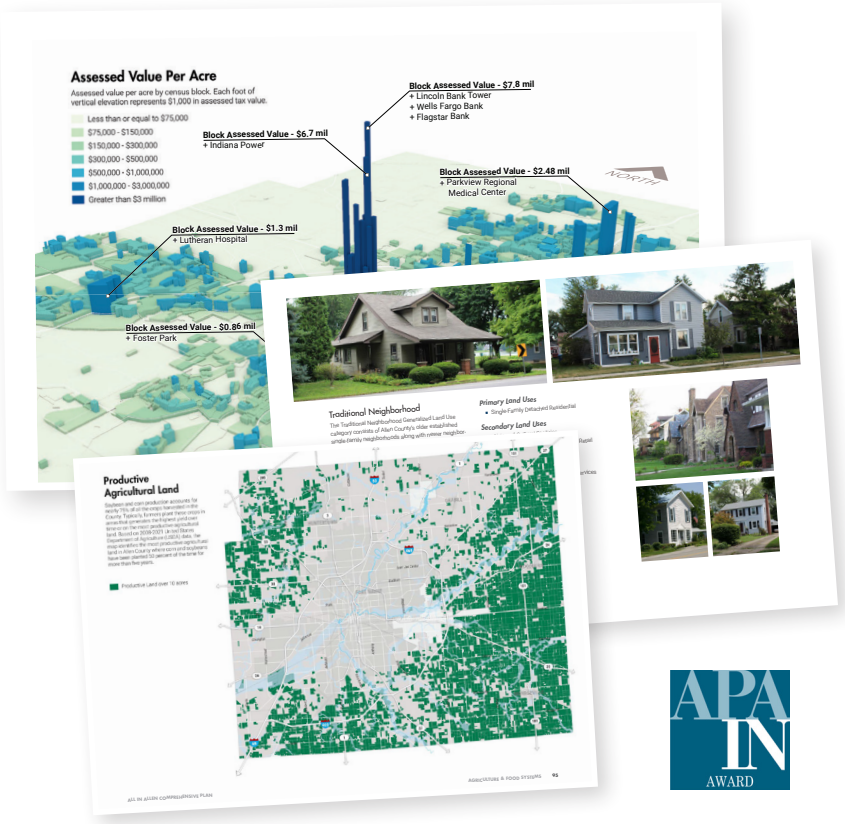


Fort Wayne and Allen County, Indiana

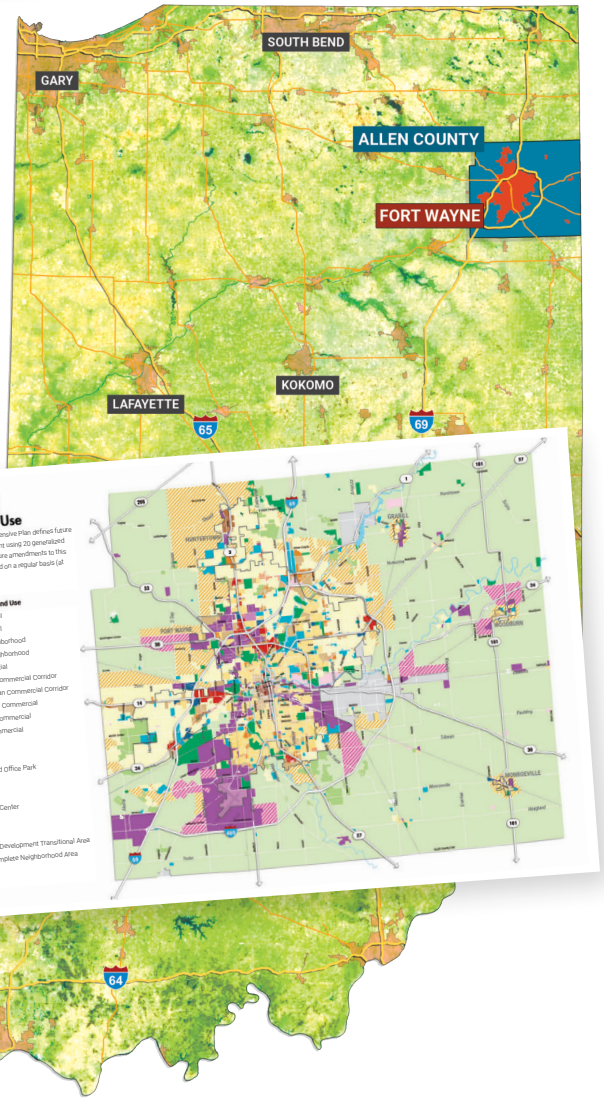
COMPREHENSIVE PLAN

Allen County and the City of Fort Wayne share a unique relationship, offering residents and visitors the best of both worlds: a lively urban environment and a quintessential agricultural setting. The community is one of the fastest growing in Indiana, with major employers, nationally recognized schools and institutions, and world-class hospitals. Situated on the Maumee, St. Marys, and St. Joseph rivers, Fort Wayne truly embodies a “big city, small-town feel.” The community is known for its attractive neighborhoods, parks like the Promenade river-front park, trails including the Rivergreenway linear park, and high-quality attractions like Fort Wayne Children’s Zoo and Parkview Field.

To guide future growth and development, Allen County and the City of Fort Wayne chose **Houseal Lavigne** to develop the All In Allen Comprehensive Plan. The plan was developed through a robust public engagement process, with virtual meetings, workshops, focus groups, and online tools allowing people to participate in a variety of ways. The plan reflects community-authored vision and goals, and supports the growth of Allen County, the City of Fort Wayne, and the adopting communities of Grabill, Huntertown, Monroeville, and Woodburn.



APA IN AWARD



899
In-Person Participants

627
Short Survey Postcards

38
Workshops Conducted

30
Key Person Interviews

220
Kick-off Event Participants

55
Public Facilities Survey Participants

164
Online Business Surveys Taken

1,603
Online Survey Participants

325
map.social Features Created

120
Visioning Open House

706
Facilitated Engagement Participants

The All in Allen outreach process yeilded a considerable amount of participation with **more than 3,300** points of interaction with the Community

REFERENCES

We are proud of our work and the long-term relationships we maintain with clients. We believe each of these references demonstrate our ability to satisfy clients through an approach that meets the technical and financial needs of client communities. Below are the reference names and contact information as requested in the RFP.

PROJECT	CONTACT
St. Cloud, MN Comprehensive Plan	**Matt Glaesman** Community Development Director 320-650-3110 matt.glaesman@ci.stcloud.mn.us
Eden Prairie, MN Comprehensive Plan	**Julie Klima** Community Development Director 952-949-8489 jklima@edenprairie.org
Elk River, MN Comprehensive Plan	**Zack Carlton** Planning Manager 763-635-1035 zcarlton@ElkRiverMN.gov
Wauwatosa, WI Comprehensive Plan	**Tammy Szudy** Planning & Zoning Manager 414-479-3521 tszudy@wauwatosa.net
Green Bay, WI Comprehensive Plan	**David Buck** Principal Planner 920-448-3411 david.buck@greenbaywi.gov
Downers Grove, IL Comprehensive Plans; Subarea Plans; Redevelopment Plans	**Stan Popovich** Community Development Director 630-434-6893 spopovich@downers.us

Saint Louis Park Active Transportation Plan

Saint Louis Park, Minnesota

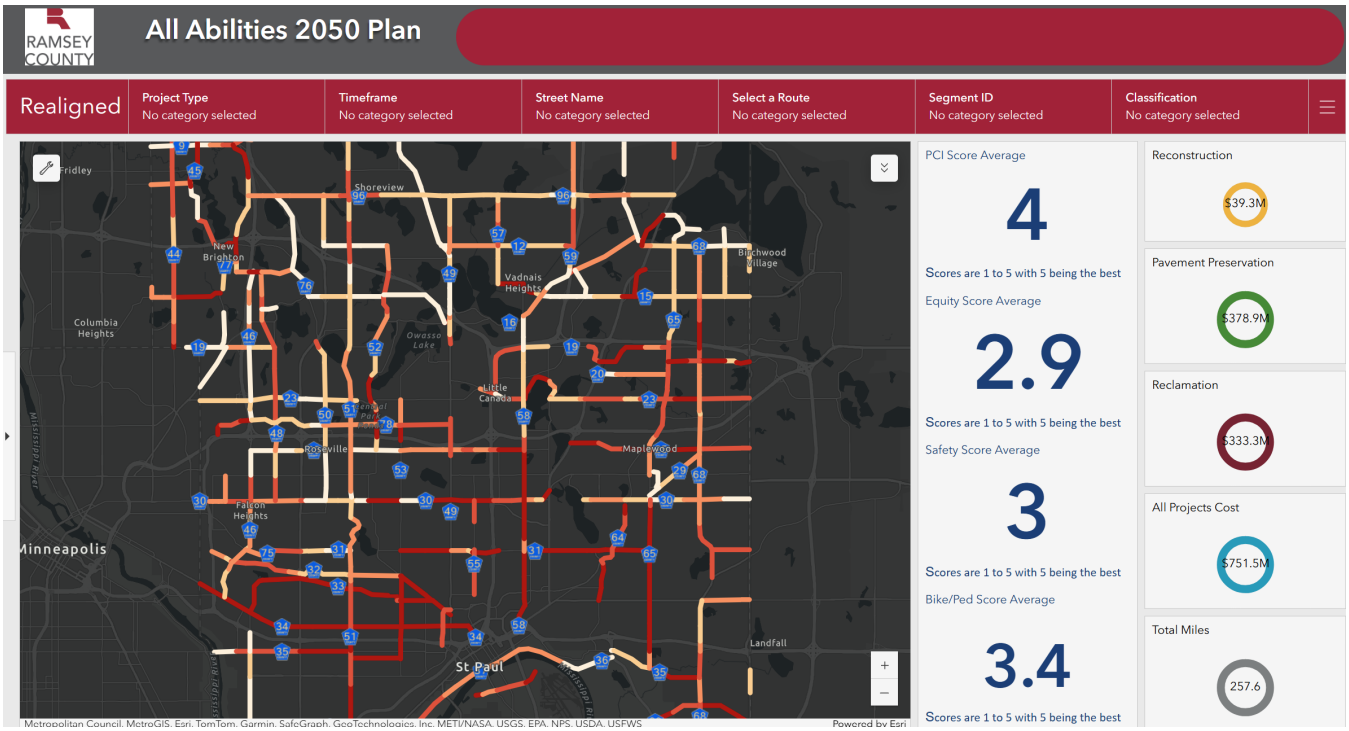
Physical inactivity has been identified as one of the leading causes of preventable death and disability in the state of Minnesota. Recognizing the significance of this statement, the City of St. Louis Park responded to the challenge by taking the initiative to make public health an element of City planning policy. Working with the City, SRF identified existing conditions, summarized the analysis process, and made recommendations in the form of goals, objectives, and strategies to improve the sidewalk and trail system. Input from members of the community, a Community Advisory Task Force, and City staff were also critical components of the plan.

Ultimately, the City and SRF developed an active living plan that identified key destinations for citizens and created a hierarchy of facilities to provide multiple opportunities for making connections. Suggested improvements include new trails and sidewalks, "road diets," greenways and complete streets elements.

The City recently engaged in "Connect the Park," a long-term program committed to implementing the active living plan's recommendations.

Ramsey County All Abilities 2050 Transportation Plan

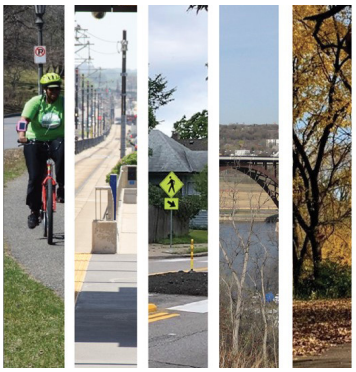
Ramsey County, Minnesota



SRF worked with Ramsey County to develop its inaugural 2050 Transportation Plan. The planning process addressed several critical issues while reflecting local values and visions. Ramsey County All Abilities 2050 Transportation Plan established a strategic vision for mobility through a safe and reliable multimodal transportation network for users of all ages and abilities. The plan provided an overview of new trends and best practices and a roadmap for how Ramsey County could leverage new approaches to transportation investment. The Plan document included an investment framework that was defined and implemented through a strategic set of multimodal transportation goals, objectives, performance measures, and performance targets. SRF developed GIS tools to aid in conducting and visualizing a performance-based analysis for the County. These tools assisted in the screening and prioritization of projects based on County-determined criteria (what is most important to least important) and created a data-driven and objective approach to balanced transportation investments in the core investment areas (e.g., pavements, safety/ADA, bridges, bicycle/pedestrian facilities, and regional transitways).

Our approach to the plan development process fostered a collaborative process with Ramsey County staff and its partners in developing a plan that achieved the following:

- Improved the multimodal transportation circulation of people and goods, using both motorized and non-motorized transportation modes and facilities
- Provided safe, efficient, accessible, cost-effective, and aesthetically pleasing transportation systems
- Addressed system preservation needs and provided a fiscally constrained approach to new projects
- Included a robust public engagement process that targeted engaging with diverse and underrepresented populations throughout the County to ensure that all voices were heard throughout the planning process



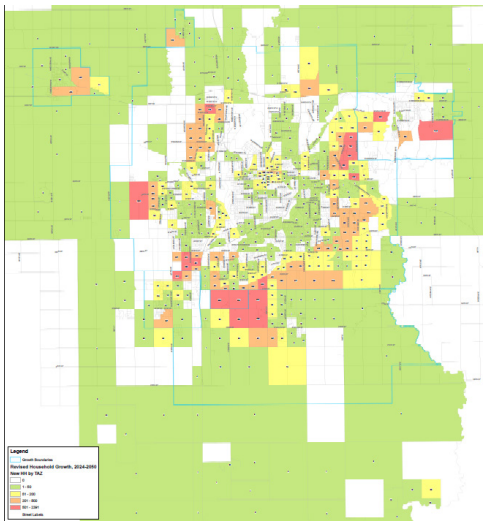
RAMSEY COUNTY

All-Abilities 2050 Transportation Plan

SRF

Sioux Falls, South Dakota MPO

Metropolitan Transportation Plan



The Sioux Fall metro is one of the fastest growing areas in the upper Midwest. For the last two census periods, a combination of residential and employment growth in outlying communities has changed the regional dynamic. The primary considerations in the growing outlying communities is an added strain on two lane county design connections to Sioux Falls and the impact on the conversation of whether growth on the fringe or center city have a greater influence on need and opportunities in the project implementation list.

SRF Consulting group was selected by the city, MPO and the South Dakota DOT (SDDOT) to lead the latest update that included:

- Updating the current multimodal network and travel conditions to reflect 2024.
- Employing the newly updated regional travel demand model to identify location through 2050 where congestion is forecasted to reach unacceptable levels.
- Developing a program for identifying high need corridors and intersection for a combination of current (2024) and forecasted (2050) conditions.
- Developing and testing a range of multimodal alternatives and programs to address current and/or future deficiencies in the network.
- Preparing a funding program to address the highest priority needs.
- Carrying out a robust engagement program that provides a range of in-person and remote opportunities to gather information and have two-way conversations with city, MPO and consultant staff.

Contact Information

Sean Hegyi, Community Development Manager
Southeastern Council of Governments
sean@SECOG.org
605-681-8176

FEE PROPOSAL

SECTION 05

FEE PROPOSAL

We propose a not-to-exceed amount of **$301,510** for the City of Plymouth Comprehensive Plan assignment, including all professional fees and project expenses. If the selection committee favors our basic approach, we are willing to work with City staff to amend our Scope of Work as necessary to meet budgetary constraints.

Project Budget by Scope Step

STEP	COST
Step 1: Project Kick-off	$ 17,325
Step 2: Upfront Public Engagement	$ 19,840
Step 3: Existing Conditions	$ 67,080
Step 4: Plan Visioning	$ 33,715
Step 5: Draft Comprehensive Plan	$ 110,970
Step 6: Revised and Final Comprehensive Plan	$ 52,580
Total Contract Amount	**$ 301,510**

Direct expenses can include costs for transportation, lodging, printing, workshop supplies, and per diems.

Optional Tasks

TASK	COST
Complete Neighborhood Index	$ 18,000
Assessed Value Per Acre Economic Analysis	$ 12,000
Subarea Planning*	$ -
Interactive Comprehensive Plan – ArcGIS StoryMap	$ 10,600

**Subarea planning depends on the quantity, size, complexity, and outreach desired for the subareas. Houseal Lavigne will work with staff to determine the subarea planning for Plymouth if this task is desired.*

HOUSEAL LAVIGNE

CHICAGO
188 W Randolph St Suite 200
Chicago, IL 60601
312-372-1008

LOS ANGELES
360 E 2nd St Suite 800
Los Angeles, CA 90012
213-259-1008

HELENA
317 Cruse Ave Suite 202
Helena, MT 59601
406-944-1008

SEATTLE
999 3rd Ave Suite 700
Seattle, WA 98104
206-828-1008

MILWAUKEE
313 North Plankinton Ave Suite 207
Milwaukee, WI 53203
414-392-1008

MEMORANDUM

Date: December 10, 2025 *SENT VIA EMAIL*

To: Lori Sommers, AICP, LEED AP | Planning Manager
City of Plymouth

From: Josh Koonce, AICP | Practice Lead
Houseal Lavigne

Re: Draft Contract and Revised Scope – Plymouth Comprehensive Plan

Dear Lori,

Attached for your review are the draft contract and a revised scope of work for the Plymouth Comprehensive Plan. The revised scope reflects the refinements and additions discussed with City staff during contracting conversations.

As a result of these updates, the overall project budget has increased from the original proposal amount of $301,510 to a revised total of $374,695, an increase of $73,185. This adjustment accounts for the following added or expanded tasks:

- **Step 3b. Complete Neighborhood Index:** A service-area–based analysis using GIS to evaluate access to key quality-of-life amenities (such as parks, food access, and transit), identify underserved areas, and support land use and policy decision-making, delivered with the Existing Conditions Memorandum.
- **Step 5a. Draft Subarea Plans (Two to Three Areas):** Preparation of detailed subarea plans for key locations, including staff working sessions, conceptual land use and urban design frameworks, and one illustrative 3D visualization per subarea to convey development potential and character.
- **Step 6g. Interactive Web-Based Executive Summary (ArcGIS StoryMap):** Development of an interactive, web-based executive summary of the adopted Comprehensive Plan using ArcGIS StoryMaps, hosted on the City's ArcGIS Hub platform and linked to the City website.

In addition, the scope has been updated to include a Parks, Trails, and Natural Systems section, and Step 6f now explicitly notes that the final Plymouth Comprehensive Plan will meet or exceed all requirements of the Metropolitan Planning Council Local Planning Handbook.

We appreciate the collaborative discussions with City staff and believe these scope additions and refinements will strengthen the City's new Comprehensive Plan. We look forward to your review and welcome any additional revisions, questions, or comments on both the Draft Contract and Revised Scope. We are looking forward to attending the January 27, 2026 City Council Meeting for contract approval.

Sincerely,

Josh Koonce, AICP
Practice Lead
t. (312) 372-1008 ext 112 | m. (312) 488-9458 | e. JKoonce@hlplanning.com

PROFESSIONAL SERVICES

AGREEMENT

_____, 2026

BETWEEN

CITY OF PLYMOUTH

AND

HOUSEAL LAVIGNE ASSOCIATES, LLC.

AGREEMENT FOR PROFESSIONAL SERVICES

BETWEEN CITY OF PLYMOUTH

AND

HOUSEAL LAVIGNE ASSOCIATES, LLC.

THIS AGREEMENT, made and entered into this _____ day of _____, 2026, by and between HOUSEAL LAVIGNE ASSOCIATES LLC., an Illinois Limited Liability Company with principal offices at 188 W. Randolph, Suite 200, Chicago, IL 60601 (hereinafter referred to as the "CONSULTANT"), and the City of Plymouth, a municipal corporation of the State of Minnesota, whose mailing address is 3400 Plymouth Boulevard, Plymouth MN 55447 (hereinafter referred to as the "CLIENT").

WITNESSETH THAT:

WHEREAS, the CLIENT desires to engage the services of the CONSULTANT to furnish technical and professional assistance in connection with the preparation of the Plymouth Comprehensive Plan (hereinafter referred to as the "PROJECT") and the CONSULTANT has signified its willingness to furnish technical and professional service to the CLIENT; and WHEREAS, the CONSULTANT represents to the CLIENT that it has sufficient expertise and resources to enable it to provide such advice and assistance to the CLIENT; and

WHEREAS, the CLIENT is interested in hiring a CONSULTANT to assist with a project, and

WHEREAS, CONSULTANT is qualified to do business in Minnesota and

WHEREAS, The CLIENT and CONSULTANT wish to enter into this Agreement to specify the duties and obligations of the Parties for the Services described herein, and

WHEREAS, CONSULTANT is willing to perform Services in accordance with the terms hereinafter provided, agrees to comply with all federal, state, and local laws and ordinances applicable to this Agreement.

NOW, THEREFORE, the parties do mutually agree as follows:

A. Scope of CONSULTANT's Services

The CONSULTANT agrees to perform in a good and professional manner those services described in Attachment A, *Scope of Services*, Section 2, a copy of which is attached hereto and incorporated in this AGREEMENT. All documents, work papers, maps, and study materials produced by the CONSULTANT in the performance of these services become the property of the CLIENT during and upon completion of the services to be performed under this AGREEMENT.

B. Services to be Provided by the Client

All existing information, data, reports, and records which are useful for carrying out the work on this PROJECT and which are owned or controlled by the CLIENT shall be furnished to the CONSULTANT in a timely manner. The completion of the services to be performed by the CONSULTANT under this AGREEMENT is contingent upon the receipt from the CLIENT, at no cost to the CONSULTANT, the data and reports and other material as described in Attachment A, Section 1, in a timely manner. If, by reason of any fault of CLIENT, the information, data, reports and records to be provided by the CLIENT are not made available to the CONSULTANT in a timely manner, the CONSULTANT may, at its option, stop work on the PROJECT until such materials are provided.

C. Meetings and CONSULTANT Visits

The CONSULTANT will attend meetings as specifically identified in the *Scope of Services*, Attachment A, Section 2. A “meeting” within the body of this AGREEMENT shall mean a gathering requiring the attendance of the CONSULTANT or CONSULTANT's staff, including workshops, formal presentations, interviews, meetings with CLIENT’S staff, public meetings and workshops, and public hearings. Public meetings shall be scheduled at least seven (7) to fifteen (15) days in advance, and

public hearings shall be scheduled with sufficient advance notice to comply with state and local notice requirements. Attendance at 'additional' meetings not identified in Attachment A, Section 3, Scope of Services will be subject to the provision of Article L (Extra Work) of this AGREEMENT. The CONSULTANT may conduct "site visits" to gather information, data, and perform field reconnaissance. These "site visits" shall not be counted as meetings under this AGREEMENT. When conducting “site visits” or in the community attending scheduled meetings, the CONSULTANT may informally meet with CLIENT staff to review and discuss aspects of the PROJECT. These informal CLIENT meetings with staff shall not be counted as meetings under this agreement. Throughout the PROJECT the CONSULTANT may conduct phone calls or teleconferences with CLIENT staff on an as needed basis, to maintain open communication and discuss certain aspects of the PROJECT. These phone calls and teleconferences with CLIENT staff shall not be counted as meetings under this AGREEMENT.

D. Deliverables

CONSULTANT agrees to provide products to the CLIENT as identified in Attachment A, Sections 2, *Scope of Services*. The CONSULTANT shall provide all deliverables at least five (5) days in advance of all public meetings. All deliverables become the property of the CLIENT, including all hard copies and electronic (PDF format) file copies.

E. Changes

The CLIENT may, from time to time, request changes in Attachment A, *Scope of Services*, of the services to be performed by the CONSULTANT hereunder. Such changes, including any appropriate increase or decrease in the amount of compensation, which are mutually agreed upon, shall be incorporated in written amendments to this AGREEMENT.

F. CONSULTANT's Compensation

The CONSULTANT shall be compensated for services rendered under the terms of this AGREEMENT on the basis of the CONSULTANT’s hourly rates as provided in Attachment A, Section 3, Hourly Rates and Per Diem Schedule. The Hourly Rates and Per Diem Schedule will be updated at the beginning

of every calendar year and the updated Hourly Rates and Per Diem Schedule will apply to the terms of this AGREEMENT. The CONSULTANT's compensation will include staff time devoted to the PROJECT and for directly related project expenses. The maximum cost for CONSULTANT services under this AGREEMENT is a not to exceed the amount of **$374,695**, including directly related job expenses. Directly related job expenses include but are not limited to: travel (typically including airfare, mileage, car rental, staff per diem for meals and incidentals, and lodging), printing, graphic reproduction, mailing, the purchase of additional maps, plans and reports and other out-of-pocket expenses that are related to carrying out services under this AGREEMENT. Any reimbursable expenses that are not enumerated above must be identified by the CONSULTANT and approved by the CLIENT in writing.

The CONSULTANT will not exceed the "not to exceed amount" without specific written authorization from the CLIENT or an amendment to this AGREEMENT. The CONSULTANT represents and warrants that absent Extra Work, as referenced in Article M, all work to be performed under this AGREEMENT can and will be performed without exceeding the maximum compensation amount and directly related job expense amount, both set forth above.

G. Method of Payment

The CONSULTANT will submit monthly invoices for services performed and directly related job expenses incurred on the PROJECT. Invoices are due and payable no later than thirty (30) days from the date of CLIENT's receipt of the invoice.

H. Time of Performance

The services of the CONSULTANT will begin upon delivery to the CONSULTANT of an executed copy of this AGREEMENT, and shall, absent causes beyond the reasonable control of the CONSULTANT, be completed within 18-months of delivery of said executed AGREEMENT. The completion of services by the CONSULTANT shall be, among other things, contingent upon the timely receipt of the services, data, and other reports described in Attachment A, *Scope of Services* and upon the timely conduct by

the CLIENT of meetings and decisions required for its purposes in the execution of Attachment A. If the CLIENT requests that CONSULTANT perform Extra Work as defined in Article L such as is not now included in Attachment A, the CONSULTANT, if agreed to by the CLIENT, may suspend work on the PROJECT or a portion of the PROJECT, and may extend the period of time allotted to perform the services identified in Attachment A under this AGREEMENT, to a mutually agreed upon period of time necessary to compensate for Extra Work.

I. Excusable Delays

The CONSULTANT shall not be in breach of this AGREEMENT by reason of any failure in performance of this AGREEMENT in accordance with its terms if such failure arises out of causes beyond the reasonable control and without the fault or negligence of the CONSULTANT. Such causes may include, but are not restricted or limited to, acts of God or of the public enemy, acts of government in either its sovereign or contractual capacity, fires, floods, strikes, and unusually severe weather, but in every case, so long as the failure to perform is beyond the reasonable control and without the fault or negligence of the CONSULTANT, the CONSULTANT shall not be deemed to be in breach of this AGREEMENT.

J. Termination

The CLIENT shall have the right to terminate this AGREEMENT by written prior notice to the CONSULTANT at least five (5) working days before the specified effective date of such termination. In such event, documents and work papers prepared by the CONSULTANT under this AGREEMENT shall become the property of the CLIENT. On receipt of said documents and work papers by the CLIENT, the CONSULTANT shall receive compensation and reimbursement for the work actually performed before the date of termination, in accordance with Article F, CONSULTANT's Compensation, of this AGREEMENT, less payment for services and expenses previously paid.

K. Non-discrimination

The CONSULTANT shall engage in lawful employment practices. The CONSULTANT shall not fail, refuse to hire, discharge, or otherwise discriminate against any individual with respect to his or her compensation, terms, conditions, or privileges of employment, because of such individual's race, color, religion, sex, national origin, or handicap unrelated to the individual's ability to perform the duties of the position.

L. Extra Work

If requested and agreed to in writing by the CLIENT and CONSULTANT, the CONSULTANT will be available to furnish, or obtain from others, Extra Work of the following types:

1. Extra work or extended services due to changes in the general scope or timing of the PROJECT, including, but not limited to; changes in size, complexity or character of the work items; acceleration of the work schedule involving services beyond normal working hours; non-delivery of any materials, data, or other information to be furnished by the CLIENT not within the reasonable control of the CONSULTANT.

2. Additional or extended services, including PROJECT administration due to the prolongation of the period of delivery of services specified in this AGREEMENT time through no fault of the CONSULTANT.

3. Attendance at additional meetings not identified in Attachment A, Section 2, Scope of Services.

4. Other additional services requested and agreed to by the CLIENT and CONSULTANT, which are not otherwise provided for under this AGREEMENT.

The compensation and schedule for completing Extra Work authorized by the CLIENT shall be subject to negotiation between the CLIENT and the CONSULTANT in accordance with the provision of Article E (Changes) of this AGREEMENT.

M. Entire Agreement

This AGREEMENT, including ATTACHMENT A and all other attachments to this AGREEMENT, contains the entire agreement of the parties. It may not be changed orally but only by an amendment in writing executed by the parties to this AGREEMENT.

N. Governing Law

This AGREEMENT will be governed by and construed in accordance with the laws of the State of Minnesota and within the jurisdiction of Hennepin County.

O. Client Representative to CONSULTANT

The CLIENT designates Lori Sommers to act as its representative with respect to the work to be performed under this AGREEMENT, and such person shall have authority to transmit instructions, receive information, interpret and define CLIENT's policies and provide decisions in a timely manner pertinent to the work covered by this AGREEMENT until the CONSULTANT has been advised in writing by the CLIENT that such authority has been revoked. The CONSULTANT designates John Houseal, as the CONSULTANT's representative to the CLIENT.

P. Employment Opportunity

The Consultant shall not discriminate against any employee or applicant for employment because of race, religion, color, sex or national origin. The Consultant shall take affirmative action to insure that applicants are employed, and that employees are treated during their employment, without regard for their race, religion, color, sex, or national origin or any other protected class. Such actions shall include, but not be limited to the following: employment, upgrading, demotion, or transfer; recruitment or recruitment advertising; layoff, or termination; rates of pay, or other forms of compensation; and selection for training including apprenticeship.

Q. General Compliance with Laws

CONSULTANT agrees to comply with all federal, state, and local laws and ordinances applicable to the work in effect at the time of the work. If CONSULTANT is found to have been in violation of any applicable federal, state, or local laws and ordinances, such violation may be the basis for the suspension or termination under this AGREEMENT.

IN WITNESS WHEREOF, the CLIENT and the CONSULTANT have executed this AGREEMENT on the date and year first above written.

R. Data Practices

CONSULTANT and CLIENT must comply with the Minnesota Government Data Practices Act ("MGDPA"), Minnesota Statutes, Ch. 13, as it applies to all data provided by CLIENT in accordance with this AGREEMENT and as it applies to all data, created, collected, received, stored, used, maintained, or disseminated by CONSULTANT in accordance with this AGREEMENT. The civil remedies of Minn. Stat. § 13.08 apply to the release of the data referred to in this clause by the CONSULTANT or CLIENT. In the event CONSULTANT receives a request to release the data referred to in this clause, CONSULTANT must immediately notify CLIENT. CLIENT will give the CONSULTANT instructions concerning the release of the data to the requesting party before the data is released.

S. Records

Pursuant to Minn. Stat., § 16C.05, subd. 5, CONSULTANT agrees that the books, records, documents and accounting procedures and practices of CONSULTANT, that are relevant to the services provided pursuant to this AGREEMENT, are subject to examination by CLIENT, the CLIENT's auditor, and the state auditor for a minimum of six (6) years. CONSULTANT shall maintain such records for a minimum of six (6) years after final payment.

CONSULTANT:

HOUSEAL LAVIGNE ASSOCIATES, LLC.

X_____

John Houseal, FAICP

Partner Date:_____

CLIENT:

City of Plymouth

X_____

Name/Title: _____ Date:_____

X_____

Name/Title: _____ Date:_____

ATTACHMENT A

Section 1: CLIENT ASSISTANCE TO THE CONSULTANT

Section 2: SCOPE OF SERVICES

Section 3: HOURLY RATES AND PER DIEM SCHEDULE (2025/2026)

Attachment A – Section 1:
CLIENT ASSISTANCE TO THE CONSULTANT

Whereas the scope of services will be undertaken by the CONSULTANT, it is understood and agreed that the CLIENT will provide the following assistance to the CONSULTANT:

1. The CLIENT, with the CONSULTANT's assistance, will schedule and arrange and provide notices for all meetings and workshops including contacting agencies, individuals and citizens to be invited to meetings.

2. The CLIENT, with the CONSULTANT'S assistance, will collect and compile previously prepared and available reports, projects, studies, maps and other data owned or in control of the CLIENT and that might be useful for the project.

3. The CLIENT will provide to the CONSULTANT an up-to-date base map (electronic and hard copy), including GIS files and information.

Attachment A – Section 2:
SCOPE OF SERVICES

Step 1: Project Kick-off
To “kick-off” the planning process on the right foot, meetings will be conducted with key City staff, department heads, and Planning Commission members prior to undertaking other community outreach activities.

1a. Staff Coordination Call and Data Collection
The Project Team (Houseal Lavigne staff working on the Project, in collaboration with City staff) will host an initial coordination call with City staff to review the scope of work, project timeline, and key deliverables. As needed, check-in meetings with City staff will be held throughout the planning process to ensure a fluid communication process.

The Project Team will outline data needs including, but not limited to, GIS data regarding parcels, building footprints, existing land use, zoning districts and overlays, community facilities (including City-owned properties, schools, parks, etc.), traffic volumes, traffic signals, transit, bike routes and trails, City branding guidelines and photos, past plans and studies, and a list of service providers with contact information.

1b. Branding and Collateral
As part of the project kick-off, this task will play a role in garnering support for the planning process and piquing public interest in the Comprehensive Plan as an important guide to improving the quality of life throughout Plymouth. Our graphic design and communications experts will create an “identity” for the planning process as well as the plan document. We will collaborate with staff to provide content for the project website and support the City’s social media.

1c. Staff Kick-Off Meeting
A kick-off meeting will be held with the City staff assigned to the Comprehensive Plan project. This first face-to-face meeting will allow us to review the project goals, scope, timeline, and deliverables. The Project Team will also address any outstanding data needs and discuss next steps.

1d. Department Heads Meeting
Immediately following the kick-off meeting with City staff, the Project Team will host a meeting with representatives from other City departments. The Comprehensive Plan will affect a variety of City-wide policies and support from City departments will be essential to implementation. The Project Team will work with City staff to engage other department heads throughout the process to ensure that plan recommendations are meaningful and actionable for all City departments.

1e. Staff-led Study Area Tour
The Project Team will conduct a study area tour with City staff to learn more about Plymouth’s issues, recent projects, and development opportunities.

1f. Elected and Appointed Officials Roundtable Workshop
The Project Team will facilitate a roundtable discussion with Plymouth’s elected and appointed officials to introduce the Project Team and solicit concerns and aspirations for the community. As the City’s policymakers, it is important that the City Council and Planning Commission have an opportunity to

communicate and share their priorities and concerns with the Project Team and with each other at the beginning of the process.

Recognizing that these bodies meet on separate nights, the Project Team proposes holding a special joint work session to conduct this roundtable discussion on the same evening. The primary purpose of this working session is to gather ideas from City leaders, ensuring that the Comprehensive Plan reflects the shared vision and priorities of Plymouth's elected and appointed officials. This session will offer a unique opportunity to jointly discuss the foundation of the Comprehensive Plan process, the overall direction and policy issues facing the community, and the long-term vision for Plymouth's future.

Step 2: Upfront Public Engagement

Our approach to preparing the City's Comprehensive Plan places a significant emphasis on community participation. The Project Team recognizes the importance of using the planning process to establish community consensus and foster a sense of stewardship for the Comprehensive Plan. Our creative outreach techniques during the public input phase require that residents, business owners, elected officials, and stakeholders get involved throughout the planning process to help define issues, establish a vision, formulate ideas, and shape solutions.

Anticipating a high level of participation from an active and engaged community, our proposed outreach process for the Comprehensive Plan includes both traditional (face-to-face) and innovative web-based activities to obtain the broadest levels of participation possible. This approach casts a wide net and fosters an environment for idea-sharing to generate excitement among residents, businesses, and visitors. Outreach summaries will be prepared for each public engagement activity.

2a. Project Website

At the beginning of the project, the Project Team will design and host an interactive project website built on the City's ArcGIS online account using a guest login, and linked to the City's website. The Project Team is committed to using the internet to maximize the participation and communication between the City and its residents. The website will promote and popularize the planning process and will be used to post project schedules and meeting dates; display graphics, interactive maps, and draft documents; address frequently asked questions; host map.social; and provide an online community survey.

Online Community Survey

The Project Team will prepare an online community survey for the residents and business owners of Plymouth to offer a community-wide opinion on a range of topics and issues. The business component of the survey will include the opportunity to provide specific input on those issues and concerns most important to the City's business community. The online community survey will be easily accessible on the project website. At the close of the survey, the Project Team will review and summarize results in the Existing Conditions Memorandum as a gauge of community issues and key themes.

map.social (Online Map-Based Engagement Platform)

The project website will feature map.social, a web-based community issues mapping tool on the project website. Developed by Houseal Lavigne, this tool allows users to identify, map, and comment on geographic areas of concern and valued City amenities. map.social simplifies the mapping process and familiarizes users with all areas of the City in a manner that is intuitive, interactive, and effective. Input from users allows us to create a composite map of Plymouth issues to assist with the establishment of Comprehensive Plan goals and policies.

2b. Key Stakeholder Interviews and Focus Groups (up to 16)

Key stakeholder interviews and focus group discussions allow us to gain insight into the community that the Project Team might otherwise not be able to obtain. Confidential interviews/focus group discussions will be conducted to obtain additional information regarding local issues and opportunities. The Project Team will work with City staff and elected officials to identify those individuals or groups to be interviewed. The Project Team recommend a broad sampling of interviewees who may possess unique perspectives or special insights into the community. Interviewees could include selected City staff, elected officials, school district representatives, community and business representatives, relevant city boards and commissions, property owners, developers, new or lifelong residents, service providers, and other taxing bodies or government agencies. The interviews and focus group discussions will be conducted in person during scheduled visits related to other outreach events or via web meeting during a specific scheduled day for such activities.

2c. Business Community Workshop

This workshop will be targeted specifically toward business owners and managers, developers, and Plymouth's corporate citizens as an important stakeholder group. The purpose of the workshop is to establish a dialogue and obtain feedback from those members of the business community that have a unique insight and perspective, and whose assistance and involvement is crucial to the Comprehensive Plan's ultimate success. The workshop will be scheduled to coincide with other in-person engagement activities and can be conducted in the early morning to minimize impacts on business owners or can be scheduled as part of a regular scheduled event where numerous property owners and business owners are typically in attendance.

2d. Community Kick-off Open House Event

The Project Team will collaborate with City staff to host an engaging, community-wide event, welcoming all residents and stakeholders to participate in kicking off the process to shape the City's future. This event aims to educate and inspire participants of all ages to get involved and take ownership of the planning process. The format will be tailored to Plymouth and may feature a range of activities in an open-house setting, offering an overview of the planning process, insights into community strengths, challenges, opportunities, and interactive experiences. Activities will include live polling/word cloud creation, post-it board exercises to gather input on key issues, opportunities, and priority projects, a dot-map exercise, and a map.social training session with an interactive booth. Attendance from City Council, Planning Commission, and other commissions is encouraged to demonstrate support for the planning process.

2e. DIY Kits

The Project Team will make DIY workshop kits available to City staff, as well as community groups (e.g., partner organizations, homeowners associations, places of worship, community organizations, neighborhood groups) throughout City. DIY workshop kits allow City staff and residents to facilitate their own workshops and gather input from specific segments of the population that may not otherwise participate in more formal planning activities. City staff will play a key role in helping distribute DIY workshop materials to target groups and then provide summary information to the Project Team. DIY Workshops can either be conducted by staff or volunteers as in-person events or hosted online using a small group virtual event format such as Zoom or Microsoft Teams.

2f. Public Engagement Key Themes and Takeaways Summary

This step will conclude with a summary of key themes and takeaways from initial public engagement tools and events. This input will serve as the cornerstone of our consensus-building process and provide focus

and direction for the subsequent Comprehensive Plan recommendations. The Public Engagement Key Themes and Takeaways Summary will be incorporated into the Existing Conditions Memo.

Step 3: Existing Conditions

The existing conditions assessment will provide a foundational understanding of the issues and opportunities to be addressed in the Comprehensive Plan.

3a. Existing Conditions Assessment

The existing conditions assessment will be based on issues and opportunities identified in outreach, past plans and studies, information provided by the City and partner agencies, feedback from community service providers, and field work conducted by the Project Team. We intend to move through this task efficiently, reserving project budget and resources for visioning, planning, and action.

Relevant Past Plans, Studies and Reports

This task will include an assessment of relevant past plans, studies, and policies to build on the City's previous planning efforts and initiatives. Documents to be reviewed include, but are not limited to, the following: 2040 Comprehensive Plan and approved amendments, City Center 2.0 Study, City Center Design Standards, Station 73 TRIP Project, County Road 73 Study, Inclusionary Housing Policy, 2018 Rental Housing Policy, Planned Unit Development (PUD) Policy, City Council Strategic Priorities, State Highway 55 Bus Rapid Transit Study, State Highway 169 Multimodal Corridor Study, Met Council Housing Nexus Study, and the City's current Zoning Ordinance.

This review will identify recently adopted City projects and policies to be incorporated into the new Comprehensive Plan. The Project Team will coordinate with City staff to identify additional relevant local and regional studies that should serve as a baseline and inform the existing conditions assessment.

Demographic Profile

This task will include a demographic analysis of the Plymouth community that will include an analysis of trends in population, households, income, age, labor force, and employment. This task will be undertaken using available information from American Community Survey (ACS), Esri, and data provided by City staff.

Existing Land Use and Development

This task will include an inventory of existing land uses and development patterns in Plymouth using the City's GIS data, aerial imagery, and field work. Existing land use issues and opportunities will be presented and assessed in this section.

Current Zoning Ordinance and Development Regulations

This task will include a review of the City's current zoning, subdivision regulations, and redevelopment guidelines to evaluate their consistency with existing land use patterns and potential areas of change.

Transportation

This task will inventory congestion on major corridors such as Highway 169, gaps in the pedestrian system, on-street bicycle facilities, trails, and transit routes and coverage. The Project Team will review documents such as the Highway 55 Bus Rapid Transit Study to ensure the Comprehensive Plan will align with regional goals, policies, and recommendations.

Community Facilities

This task will inventory community facilities and public infrastructure including City-owned assets as well as those owned by Hennepin County, state agencies, and any of the four school districts serving the community (Wayzata Public Schools, Robbinsdale Area Schools, Osseo Area Schools, and Hopkins

Public Schools). The Project Team will distribute a questionnaire to partners identified by the City, to confirm existing conditions, current programming offerings, and planned improvements.

Surface Water, Wastewater, and Water Supply
This task will evaluate the City's current Surface Water Management Plan and identify issues and challenges related to surface water quality, erosion control, stormwater management, and public education. This task will include a review of Plymouth's sanitary sewer system including its current conditions and operational challenges. This task will also identify potential issues and opportunities related to public infrastructure and private properties such as aging sewer mains, deteriorated service laterals, and compromised manholes. Lastly, this task will identify and inventory the City's local aquifers and recharge zones, shifts in precipitation patterns, and potential long-term climate impacts to groundwater.

Natural Areas
This task will include an inventory and analysis of the City's natural resources and environmental features, such as topography, floodplains and riparian areas, wetlands, wooded areas, open spaces, and habitat areas. The assessment will identify key environmental assets and constraints to help guide future land use and development decisions.

Subareas
This task will include a high-level overview and brief assessment of each subarea. We intend to conduct more detailed planning work as part of Step 5a: Draft Subarea Plans. Initial findings in this section will be used to guide input collected during future workshops and staff working sessions.

3b. Complete Neighborhood Index

Houseal Lavigne will conduct a service area analysis to evaluate the community's current access to essential quality-of-life amenities. Inputs can include healthy food access, parks, open spaces, and transit stops, based on available data. The team will create an index based on proximity to these amenities, identifying areas within walking and biking distance, and highlight underserved neighborhoods in the community.

Using ArcGIS Pro, the team will map the distribution and accessibility of amenities, services, and infrastructure across neighborhoods. The map will be used to support a narrative explaining how "complete" different parts of the community are. The analysis will help assess current development patterns and guide future land use and policy decisions. The Complete Neighborhood Index will be presented in the Existing Conditions Memorandum.

3c. Existing Conditions Memorandum

The Existing Conditions Memorandum will be based on issues and opportunities collected during outreach, information compiled after reviewing past plans and studies, information provided by the City and partner agencies, feedback from community service providers, and field work conducted by the Project Team.

The Existing Conditions Memorandum is not intended to be a long-form report. The intent of this task is to develop a concise interim document for the purpose of establishing baseline understanding of the Plymouth community. We intend to move through this task efficiently, reserving project budget and resources for visioning, planning, and action.

3d. Staff Review – Existing Conditions

The Project Team will meet with City staff to review and discuss the Existing Conditions Memo. The Project Team will work to ensure that substantive comments provided by City staff are addressed before

meeting with the public in the Plan Visioning phase. This meeting will be a conference call/screenshare with City staff.

Step 4: Plan Visioning and Preliminary Future Land Use

Based on previous steps in the planning process, we will prepare the vision statement, goals, and preliminary future land use plan.

4a. Community Visioning Workshop Series (Up to Four Workshops)

The community visioning workshops will allow residents and stakeholders to tell us what they think, before plans and recommendations are crafted. The community visioning workshops will involve the Project Team, City staff, elected and appointed officials, Planning Commission members, and community stakeholders and residents. It is anticipated that these workshops will take place on consecutive afternoons and/or evenings on one trip.

Each workshop will begin with a brief presentation providing an overview of the planning process, major themes and takeaways from the Public Engagement Key Themes and Takeaways Summary and the Existing Conditions Memo, and directions for the visioning exercise. Participants will then break out into small groups for a mapping exercise where they will put pen to paper and work to develop their “vision” for the future of the community. The workshops will conclude with general agreement regarding the community’s issues and opportunities, key planning themes and principles, and projects and improvements that will be desirable in the future.

To engage with the whole City, we will work with City staff to determine appropriate locations throughout the City for four in-person workshops. The in-person Community Visioning Workshops will be conducted sequentially during the same week with afternoon and evening time slots to ensure maximum community participation.

4b. Vision Statement and Goals

The Comprehensive Plan needs to establish an overall “vision statement” for the future of Plymouth that can provide focus and direction with goals based on analysis and themes identified during community outreach. Following the community visioning workshop, the Project Team will summarize all feedback received during the previous steps of the planning process and prepare a vision statement for the Plymouth Comprehensive Plan. The vision statement will be prepared using feedback from community visioning workshop, community outreach activities, and observations garnered from the Existing Conditions Memo. As part of the task, the Project Team will develop goals to provide more specific focus and direction for planning recommendations.

4c. Preliminary Future Land Use Plan

Before the preparation of the draft Comprehensive Plan begins in earnest, we will prepare the preliminary future land use plan outlining the expected recommendations for the Comprehensive Plan. The preliminary future land use plan will provide recommendations for all land use areas in the City. The purpose of this deliverable is to provide City staff with an opportunity to review and discuss the preliminary future land use plan before significant resources are spent drafting the Comprehensive Plan. This deliverable, along with the vision and goals, will form the basis for the development of more detailed recommendations in the draft Comprehensive Plan.

4d. Staff Review – Vision and Land Use

Staff and the Project Team will review the vision statement, goals, and preliminary future land use plan. Comments provided by City staff will be integrated into the revised deliverable. This meeting will be a conference call/screenshare with City staff.

4e. Planning Commission Meeting

The Project Team will meet with and present the Vision, Goals, and Preliminary Future Land Use Plan to the Planning Commission to gather feedback and input.

Step 5: Draft Comprehensive Plan

This step will entail the preparation of draft City-wide policies and recommendations for the core elements of the Comprehensive Plan. The draft Comprehensive Plan prepared in this step will reflect the revised vision statement, goals, and preliminary future land use plan developed in previous step of the planning process.

5a. Draft Subarea Plans (Two to Three Areas)

In addition to city-wide plan elements, policies, and recommendations, Houseal Lavigne will prepare detailed subarea plans within the Comprehensive Plan for two or three key areas, as identified in step 3a. The Project Team will develop subarea plans for these key locations, depending on their size and the complexity of issues being addressed. Areas impacted by housing needs, neighborhoods where a more connected, “complete neighborhood” character is desired, and locations where new development or significant redevelopment is anticipated may be considered for subarea planning. Each subarea plan can address land use and development, urban design, and access and mobility considerations within its character area. Subareas will establish guiding principles, objectives, and priorities to define the future character and intent of each area and will incorporate graphics, illustrative plans, and images to visually convey important local planning concepts. Subarea planning will include the following sub-tasks:

Subarea Framing – City Staff Working Session

The Project Team will facilitate a working session with City staff to review the selected subareas and discuss existing opportunities and constraints, examine past and ongoing development interest, explore different land use and development scenarios, and work together to establish preliminary objectives, land use, and development frameworks. This working session will provide additional context, along with community outreach/feedback and previous steps in the planning process, and help to facilitate the start of the subarea planning process.

Conceptual Plans and Illustrative 3D Visualizations (One per Subarea)

As part of the Subarea Plans, conceptual plans and illustrative 3D visualizations will be prepared for the identified catalyst sites. Together with the Subarea Plans, these illustrative 3D visualizations will provide a sense of scale, orientation, land use, and development character for key portions of the subarea. Although not rising to the level of a “recommended development plan,” these development concepts illustrate the potential of an area in a manner that is market viable and consistent with the aspirations and values of the Plymouth community.

5b. Draft Comprehensive Plan

We will prepare the draft Comprehensive Plan using input obtained during the previous steps of the project. The draft Comprehensive Plan will be well-organized and user-friendly, highly illustrative, and visually compelling rather than being too heavy on narrative. Concise, well-written text will be combined with attractive and easy-to-understand maps, graphics, illustrations, and photos to effectively

communicate the draft Comprehensive Plan's policies and recommendations. The following sections will be developed as part of draft Comprehensive Plan:

Introduction and Community Background
This section will include the introduction for the Comprehensive Plan describing how to use it and how the Plan was created along with summarized components from the Existing Conditions Memorandum including the regional context and study area; concise summaries of relevant past plans, studies and reports; demographic profile snapshot; and abbreviated summaries of public engagement events and key themes and takeaways. This will be a concise section meant to set the foundation for the Comprehensive Plan's policies and recommendations.

Vision and Goals
This section will include the revised Vision and Goals that will serve as a framework for decision-making, resource allocation, and policy development. This section will inform and integrate the following Plan sections to collectively achieve the community's vision for the future.

Land Use and Development
This section will include policies and recommendations for all land use areas in the City and its planning area, including residential neighborhoods, commercial areas, medical, open space, natural environment, and public and semi-public uses. This section will identify and address a range of land use topics such as desired development patterns, new growth areas, potential annexation opportunities, land use compatibility issues, commercial and mixed-use development, and conservation areas.

Housing and Neighborhoods – Residential Areas
This section will focus on the City's residential areas providing policies and recommendations that will prioritize maintaining and improving the City's established and mature neighborhoods, promoting housing affordability and diversity, and guiding infill development and reinvestment with a desirable mix of diverse residential types, missing middle housing, multifamily, and mixed-use developments to meet the current and future needs of City's residents.

Economic Development – Commercial Areas
This section will focus on the City's commercial areas providing policies and recommendations designed to strengthen employment, job creation, business attraction and retention, and to provide and grow a diverse and thriving tax base for the City. This section will provide high-level recommendations for the City's commercial areas.

Transportation
This section will begin by mapping and describing the full roadway functional classification system, including principal and minor arterials, collectors, and local roads. This will also include detailing existing lane configurations and traffic volumes and incorporating planned investments from the Imagine 2050 Transportation Policy Plan (TPP), such as interchanges and managed lanes. Further, it will be important to include findings from corridor studies and safety analyses, using recent crash data to prioritize improvements through USDOT's Safe Systems Approach. The Project Team will work to address the following across various modes:

- The Project Team's transit team will identify and map transit market areas, existing and planned services, transit centers, park-and-rides, and transit advantages. We will collaborate with providers to document service expansion plans.
- For biking, the Project Team will map the local and regional network, including connections to transit and the Regional Bicycle Transportation Network (RBTN).

- For pedestrian system, the Project Team will map sidewalk coverage, key activity to areas to help in building pedestrian priority areas, Safe Routes to School locations, and ADA infrastructure gaps where already documented.
- The Project Team's freight planning practice experts will work to include mapping of rail, truck, and intermodal facilities, truck volumes, and problem areas such as weight-restricted roads or inadequate intersections.
- Updates to aviation policies will be included to protect airspace and identify any seaplane operations.

Public Facilities
This section will identify and inventory all public facilities and service providers in the City and include policy recommendations for expansion or other changes to municipal facilities, services, and intergovernmental coordination and cooperation. The Public Facilities section will consider fire protection, parks and community center facilities including the Hilde Performance Center, emergency medical services and libraries.

Surface Water, Wastewater, and Water Supply
This section will inventory and analyze data on the physical environment and existing land use, referencing existing Watershed Management Organization (WMO) plans where applicable, and supplementing with City data as needed. This includes delineating drainage areas and assessing water quality and quantity issues. City-wide policies for surface water improvement in coordination with future land use will be provided.

Additionally, this section will provide an overview of sanitary sewer lines, structures, connection points, service areas, and treatment facilities, ensuring attributes like pipe size, material, and conveyance method are included as needed. An important component will be the inflow and infiltration (I/I) strategy. SRF Consulting Group will define policies to remove improper connections and summarize existing I/I sources, including a breakdown of housing stock age and susceptibility to I/I. Additional policies will address steps to meet the needs of forecasted growth, service agreement expectations, and other language to ensure consistent wastewater system service through 2050.

Lastly, this section will identify source water protection areas. This includes identifying risks to water quality from development and redevelopment through 2050. The Project Team will establish clear policies to protect water sources. Approaches to collaboration with neighboring communities, watershed organizations, and regulatory agencies will be detailed, particularly where drinking water supply management areas (DWSMAs) cross jurisdictional boundaries.

The water supply element will also incorporate feedback from neighboring jurisdictions regarding shared water supply concerns and privately-owned wells. For the system, the Project Team will describe current and planned service areas. Policies will be provided for service provision, along with strategies and controls to meet future demand, address infrastructure limitations, and support emergency preparedness. The element will reference the DNR-approved local water supply plan.

Parks, Trails, and Natural Systems
This section will identify linkages, open space and parkland, and unique and sensitive natural resources and environmental features. The Comprehensive Plan will recognize the importance of the City's open space and environmental features, and seek ways to use enhance parks and recreation, improve trail quality and connectivity, and ensure a connected network of parks, trail, and open space throughout the community and into the connected region.

Subarea Plans
Subarea Plans prepared in step 5a. will be included in this section.

Implementation
The Comprehensive Plan will include a practical and actionable implementation strategy necessary to bring the Plan's goals, policies, and strategies to fruition. The implementation strategy will include general administration procedures, a list of potential funding sources, implementation methods, and potential zoning and regulatory actions (as needed).

5c. Staff Review – Draft Comprehensive Plan
The draft Comprehensive Plan will be delivered to City staff for review and comment. Appropriate revisions will be made prior to publishing the draft Comprehensive Plan for public for review. This meeting will be a conference call/screenshare with City staff.

5d. Planning Commission Meeting
The Project Team will meet with and present the Draft Comprehensive Plan to the Planning Commission to gather feedback and input. Appropriate revisions will be made prior to presenting the draft document to the public and initiating the adoption process.

Step 6: Revised and Final Comprehensive Plan
Based on the previous steps in the planning process, the draft and final version of the Comprehensive Plan will be prepared for review, consideration, and adoption.

6a. Revised Draft Comprehensive Plan Document
Based on feedback received on the previous steps the Project Team will prepare the revised Comprehensive Plan. The revised Comprehensive Plan will be user-friendly, highly illustrative, and visually compelling.

Revised Implementation Strategy – Draft Action Matrix
The revised Comprehensive Plan will include the draft Action Matrix that includes key implementation actions, priority improvement projects, short-, medium- and long-range strategies, and key partners. The Action Matrix will serve as a checklist to track implementation progress necessary to realize the vision and goals outlined in the Comprehensive Plan.

Zoning Audit
We will review and assess the City's Zoning Ordinance to identify inconsistent policies and land use incompatibilities as part of the new Comprehensive Plan. The Zoning Audit will include potential regulatory changes and procedures to be implemented after adopting the Comprehensive Plan. The Zoning Audit can be incorporated into the Implementation chapter or be a standalone Memo. This is a critical first step in understanding what changes need to be made in the City's Zoning Ordinance to help implement the Comprehensive Plan policies and recommendations through regulations.

6b. Staff Review – Revised Draft Comprehensive Plan
The Project Team will submit the revised draft Comprehensive Plan to City staff for internal review. Appropriate revisions will be made prior to the community open house and presentation to the Planning Commission.

6c. Community Open House Series – Revised Draft Comprehensive Plan (Up to Four)
The community open house series will be held to give residents an opportunity to drop in, review the revised draft Comprehensive Plan, and ask questions of the Project Team and City staff. The open house

format will provide an opportunity to see and learn about the City's revised draft Comprehensive Plan before the adoption process begins. Open house materials and collateral will be provided so that City staff can facilitate additional informational meetings as needed. Following the community open house, the final Comprehensive Plan will be prepared for the public hearing presentation and the adoption process. The four open houses will be conducted in one trip, on consecutive days.

6d. Final Comprehensive Plan to Planning Commission – Public Hearing

The Project Team will present the final Comprehensive Plan to the Planning Commission at a public hearing. Based on review and discussion, and public feedback during the public hearing, the final Comprehensive Plan will be presented to City Council for adoption.

6e. Final Comprehensive Plan to City Council (Up to Three Meetings)

The Project Team will present the final Comprehensive Plan to the City Council for consideration and adoption at up to three meetings as deemed necessary by City staff. Presentation materials that incorporate plan revisions will be provided to City staff to conduct any additional adoption meetings required by the City of Plymouth.

6f. Final Comprehensive Plan Document

Following the presentations to the Planning Commission and City Council, the Project Team will work with City staff to prepare the final Comprehensive Plan document. The Project Team will provide the Existing Conditions Memorandum and final Comprehensive Plan in an editable PDF format. The Project Team will provide survey data (excel or PDFs), outreach summaries (PDFs), and GIS data compiled during the planning process (geodatabase or shapefile). Completeness of GIS will be dependent on several factors including the quality of GIS data provided by the City, direction provided by City staff during the project kick-off meeting, and the level of GIS work conducted by the Project Team during the planning project.

The final Plymouth Comprehensive Plan will meet or exceed all requirements of the Metropolitan Planning Council Local Planning Handbook.

6g. Interactive Web-based Executive Summary – ArcGIS StoryMap

The planning process will yield a traditional "long-form" plan for printing, on-screen viewing, and easy distribution, searching, and navigation. In this task, we will leverage ArcGIS Online StoryMaps to create an "app," providing an interactive "executive summary" version of the Comprehensive Plan. Combined with photos, text, websites, and other media, ArcGIS Online will power interactive maps that can be queried and explored, providing an engaging way to experience summary content from the Comprehensive Plan. Content can be interwoven with maps, visuals, and interactive content that simplifies navigation between related, cross-referenced components of the plan. This step would take place after the Comprehensive Plan is adopted. The StoryMap will be built using a guest login on the City's ArcGIS Hub platform, and linked to the City's website.

Attachment A – Section 3:
HOURLY RATES AND PER DIEM SCHEDULE (2026)

This Hourly Rates and Per Diem Schedule will be updated at the beginning of every calendar year and will apply to all AGREEMENTs as specified in Article F. CONSULTANT's Compensation, for the calendar year specified above.

Houseal Lavigne Hourly Rates

Partner	$305
Principal	$295
Practice Lead	$245
Senior Project Manager/Analyst	$200
Project Manager	$190
Planner II/Analyst II	$140-$160
Planner I/Analyst I	$120-$130
Clerical/Technical	$90

Houseal Lavigne Per Diem

Full Day	$65
Local Region - Full Day	$40

City of Plymouth

To: **Andrea Rich – Finance Director**

From: **Chris McKenzie, PE - Engineering Services Manager**
Mike Payne, PE – City Engineer/Deputy Public Works Director

Subject: **2050 Comprehensive Plan Update – Public Works Budget Considerations**

Date: **July 14, 2025**

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1. Purpose

The purpose of this memo is to outline the budgetary needs to update the public works sections of the City's 2050 Comprehensive Plan, a process mandated by the Metropolitan Council every 10 years. To avoid a significant, once-per-decade increase in operating budgets—which are designed to remain stable annually—this memo identifies anticipated needs so that an alternative funding source can be planned for and utilized.

2. Background

State law requires municipalities within the seven-county metropolitan area to review and, if necessary, revise their comprehensive plans every ten years. Including implementation in the plan ensures that the City's goals are translated into everyday decision-making. Each chapter's implementation section guides policymakers and staff on the timing and priority of a wide range of strategies to carry out the plan.

The Metropolitan Council officially adopted its 2050 regional development guide, Imagine 2050, in the early months of 2025. Work for the 2050 Comprehensive Plan is expected to begin in 2026, with a multi-year effort to complete. This significant effort is expected to result in large budget impacts to support this plan development.

Each chapter's needs will be captured in the following sections. Note, the chapter number is based on the 2040 Comprehensive Plan, and subject to change as more information is released for the 2050 Plan.

3. City Planning

The 2050 Comprehensive Plan will differ from previous plans as the City of Plymouth is now nearly fully developed. The Community & Economic Development department, at the direction of the Council, will be more in depth and inclusive across the community to account for possible redevelopment scenarios.

As the 2050 Comprehensive Plan contemplates potential redevelopment nodes, it will be critical to understand the implications redevelopment, and resulting increased density, will have on existing city systems such as stormwater management, transportation, water distribution, and sanitary sewer collection. A holistic understanding and the ability to simulate redevelopment scenarios will be important to understand how re-guiding or rezoning affects city systems and to identifying

infrastructure upgrade costs associated with needs of redevelopment. This information can also be used to plan city projects and consider upsizing infrastructure with redevelopment in mind.

Over the last 10 years, technology has increased substantially to allow for detailed computer modeling and simulations, allowing analysis to be performed that were previously not possible. These advancements enable comprehensive city planning by incorporating current buildout, projected redevelopment, anticipated climate change, emerging contaminants and regulations, and upcoming capital projects.

These advancements can be realized through the efforts detailed in the following chapter sections.

4. Chapter 5 – Surface Water Management Plan

The surface water management plan provides a comprehensive framework that guides a municipality in conserving, protecting, and managing its surface water resources and storm sewer system, consisting of pipes, ponds, lakes, and wetlands. This is crucial for addressing stormwater runoff, flooding, water quality, and other related issues, ensuring adequate flood protection and the long-term health of the water bodies. To provide the ability for the city to proactively identify areas needing improvement, and to evaluate the impacts of development across the city, a consultant will need to be retained to assist in furthering the city-wide model of our drainage systems.

The efforts of the consultant will feed both into the 2050 Comprehensive Plan required by the Metropolitan Council, and the Surface Water Management Plan, required by the Board of Water and Soil Resources (BWSR). The Surface Water Management Plan will become supplementary to the 2050 Comprehensive Plan.

Chapter 5 Budget:

Year	Amount
2026	$200,000
2027	$100,000
Total	**$300,000**

5. Chapter 6 – Transportation Plan

The Transportation Plan provides the policy and program guidance needed to make appropriate transportation-related decisions when development occurs, when elements of the transportation system need to be upgraded or when transportation problems occur. The Transportation Plan demonstrates how the City of Plymouth will provide for an integrated transportation system that will serve the future needs of its residents and businesses, support the City's development plans and complement the portion of the metropolitan transportation system that lies within the city's boundaries.

This will contemplate the needs of all users on the system, operated to be safe, accessible, and convenient for all users, including pedestrians, bicyclists, transit riders, and motorists of all ages and

abilities. This approach balances prioritizing vehicle speed and flow while considering the needs of all users within the public right-of-way.

As development shifts from open space to infill and redevelopment, the transportation plan must evolve accordingly. To proactively identify areas needing improvement and assess the impacts of growth citywide, the city will retain a consultant to support the expansion of the city-wide transportation model.

Chapter 6 Budget:

Year	Amount
2026	$50,000
2027	$50,000
Total	**$100,000**

6. Chapter 8 – Water Supply and Distribution Plan

The Water Supply and Distribution Plan examines the City's water system to assess the capability of the system to provide safe, reliable drinking water and meet current and future water demands. To that end, this analysis of the capacity and hydraulic properties of storage, supply, treatment, and distribution has been undertaken.

In addition to the 2050 Comprehensive Plan, the Minnesota Department of Natural Resources requires all water suppliers in the Twin Cities metropolitan area to prepare and submit a water Supply Plan (WSP). The goal of the WSP is to help water suppliers in implementing long-term sustainability and conservation measures, as well as developing essential emergency preparedness strategies. The WSP will become supplementary to the 2050 Comprehensive Plan.

To align the WSP with the city's shift from open space development to in-fill and redevelopment, a consultant will need to be retained. This will enable the city to proactively identify areas in need of improvement and to assess the impacts of development across the community by advancing the city-wide model of the water system.

Since a modern, dynamic water distribution model has already been created, the efforts will focus on updating the Comprehensive Plan Chapter, continuing to identify system deficiencies, and providing the ability to understand the impact of redevelopment scenarios on the system, and if the city has the ability to provide potable water to envisioned redevelopment.

Chapter 8 Budget:

Year	Amount
2026	$25,000
2027	$25,000
Total	**$50,000**

7. Chapter 9 – Sanitary Sewer Plan

The Sanitary Sewer Plan provides an analysis of the City's existing sewer system and a guide for expanding and upgrading the system to accommodate future development and redevelopment. The plan is intended to meet the requirements in state law for a "comprehensive sanitary sewer plan" and incorporate the requirements established by the Metropolitan Council.

Retaining a consultant to develop a modern, complete sanitary sewer model will provide the ability for the city to proactively identify areas needing improvement, and to evaluate the impacts of development across the city. Recent development proposals and subsequent localized capacity studies suggest that portions of the city's sanitary sewer system are at or near full capacity.

Identifying and understanding impacts of the sanitary sewer system on development will be paramount to the 2050 Comprehensive Plan.

Chapter 9 Budget:

Year	Amount
2026	$200,000
2027	$100,000
Total	**$300,000**

8. Cost Summary

The anticipated needs required to update the Comprehensive Plan are $730,000 and are summarized below.

Chapter	Year 2026	Year 2027	Total
Chapter 5 – Surface Water Management Plan	$200,000	$100,000	$300,000
Chapter 6 – Transportation Plan	$50,000	$50,000	$100,000
Chapter 8 – Water Supply and Distribution Plan	$25,000	$25,000	$50,000
Chapter 9 – Sanitary Sewer Plan	$200,000	$100,000	$300,000
Total	**$475,000**	**$275,000**	**$750,000**

CITY OF PLYMOUTH

RESOLUTION NO. 2026-050

RESOLUTION APPROVING THE PROFESSIONAL SERVICES AGREEMENT FOR THE 2050 COMPREHENSIVE PLAN (CED260001)

WHEREAS, the Metropolitan Council officially adopted Imagine 2050, the regional development guide for the seven-county Twin Cities metro area, setting the long-term vision for housing, transportation, water resources, and parks through the year 2050; and

WHEREAS, Metropolitan Council requires Comprehensive Plan Updates every 10 years; and

WHEREAS, Metropolitan Council is required by state statute to inform local governments about changes to regional system plans as it impacts the local comprehensive plans; and

WHEREAS, the City of Plymouth has received the Metropolitan Council System Statement, a customized document informing how it is affected by the Metropolitan Council's newly adopted plans for regional systems – transportation, aviation, water resources, and regional parks and trails to amend their local comprehensive plans; and

WHEREAS, the city has nationally solicited Request for Proposals from qualified planning consulting consultants; and

WHEREAS, Houseal Lavigne Associates was selected as the preferred consultant among six total proposals received; and

WHEREAS, Houseal Lavigne Associates is nationally regarded and awarded for work in numerous similar communities' comprehensive plans; and

WHEREAS, staff recommends that the professional service agreement with Houseal Lavigne Associates facilitate and deliver the 2050 Comprehensive Plan update be approved.

NOW, THEREFORE, BE IT HEREBY RESOLVED BY THE CITY COUNCIL OF THE CITY OF PLYMOUTH, MINNESOTA:

1. The Mayor and City Manager are authorized and directed to enter into the Agreement with Houseal Lavigne Associates in the name of the City of Plymouth for the 2050 Comprehensive Plan in the amount of $374,695.

2. The total cost of the Comprehensive Plan is $1,124,695 and includes the overall Comprehensive Plan Agreement with Houseal Lavigne Associates ($374,695), and the upcoming supplemental technical studies to feed into the overall Comprehensive Plan for surface water resources ($300,000), water supply & distribution plan ($50,000), sanitary sewer plan ($300,000), and transportation plan ($100,000).

BE IT FURTHER RESOLVED, that the project would be funded from the Planning Resource Funds and Surplus Funds ($374,695), enterprise funds for water resources ($300,000), water supply & distribution ($50,000), and sanitary sewer ($300,000) respectively; and transit fund for the transportation plan ($100,000).

APPROVED by the City Council on this 27th day of January, 2026.

STATE OF MINNESOTA)
COUNTY OF HENNEPIN) SS.

The undersigned, being the duly qualified and appointed City Clerk of the City of Plymouth, Minnesota, certifies that I compared the foregoing resolution adopted at a meeting of the Plymouth City Council on January 27, 2026, with the original thereof on file in my office, and the same is a correct transcription thereof.

WITNESS my hand officially as such City Clerk and the corporate seal of the city this _____ day of _____,_____.

_____
City Clerk

Regular City Council
January 27, 2026
Agenda Number: 8.2

To:	Dave Callister, City Manager
Prepared by:	Shawn Drill, Senior Planner
Reviewed by:	Grant Fernelius, CED Director
Item:	**Pre-application sketch review for potential subdivision of 5600 Vagabond Lane (Twin Cities Land Development -- 2025063)**

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1. Action Requested:

Provide the developer with informal comments. No vote or other official action is required.

2. Background:

On January 7, the Planning Commission conducted a public meeting for this item and subsequently provided the developer with their informal review comments. In addition to the developer and landowner, three neighboring landowners spoke on the matter. One neighbor supported subdivision of the parcel, and two neighbors expressed concerns about traffic safety on Troy Lane. The attached correspondence includes: 1) a letter from Debra Larson, owner of the subject parcel; and 2) a follow-up email from one of the neighbors who expressed concerns about traffic safety on Troy Lane. The following summarizes the informal review comments of the five planning commissioners in attendance:

- Three commented that subdivision of the parcel would not be premature and should proceed pursuant to the concept sketch;
- One commented that if the development goes forward, the developer and neighbors should work together; and
- One commented that he feels, but not with deep conviction, that the subdivision could be considered to be premature.

The Planning Commission minutes and report are attached.

Notice of the Planning Commission's public meeting was mailed to all properties within 750 feet, and also to two properties served by the private segment of Vagabond Lane that lie beyond 750 feet.

3. Budget Impact:

N/A

4. Attachments:

1. Presentation
2. Planning Commission Minutes
3. Planning Commission Report with Attachments
4. Correspondence Received

Request by:
Twin Cities Land Development
Pre-Application Sketch Review

5600 Vagabond Lane – Ward 1

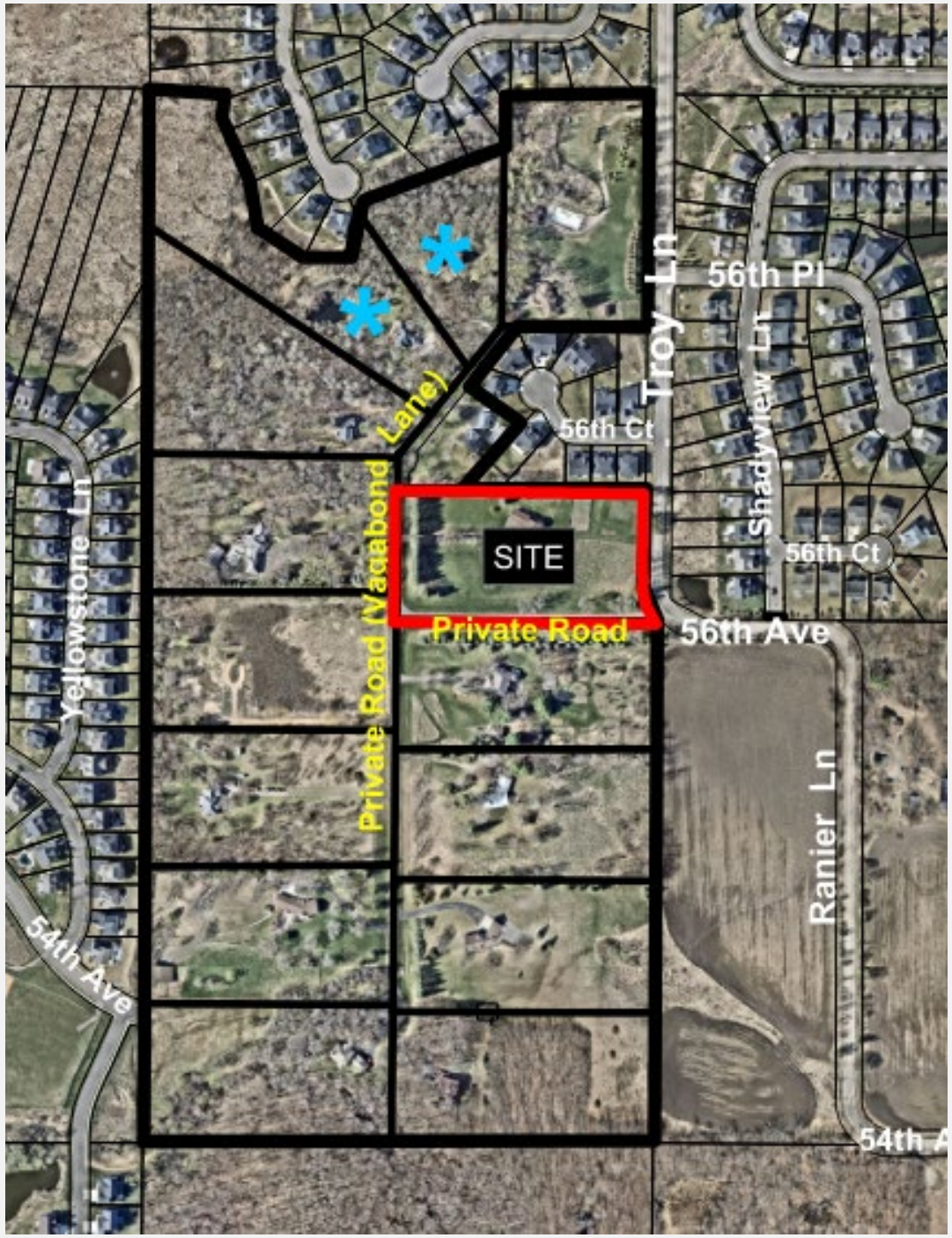
City of Plymouth

Troy Ridge HOA

- 15 parcels
- Laid out in 1980
- Served by a private road/private roadway easement
- City is not a party to the private road easement
- Private wells & septic

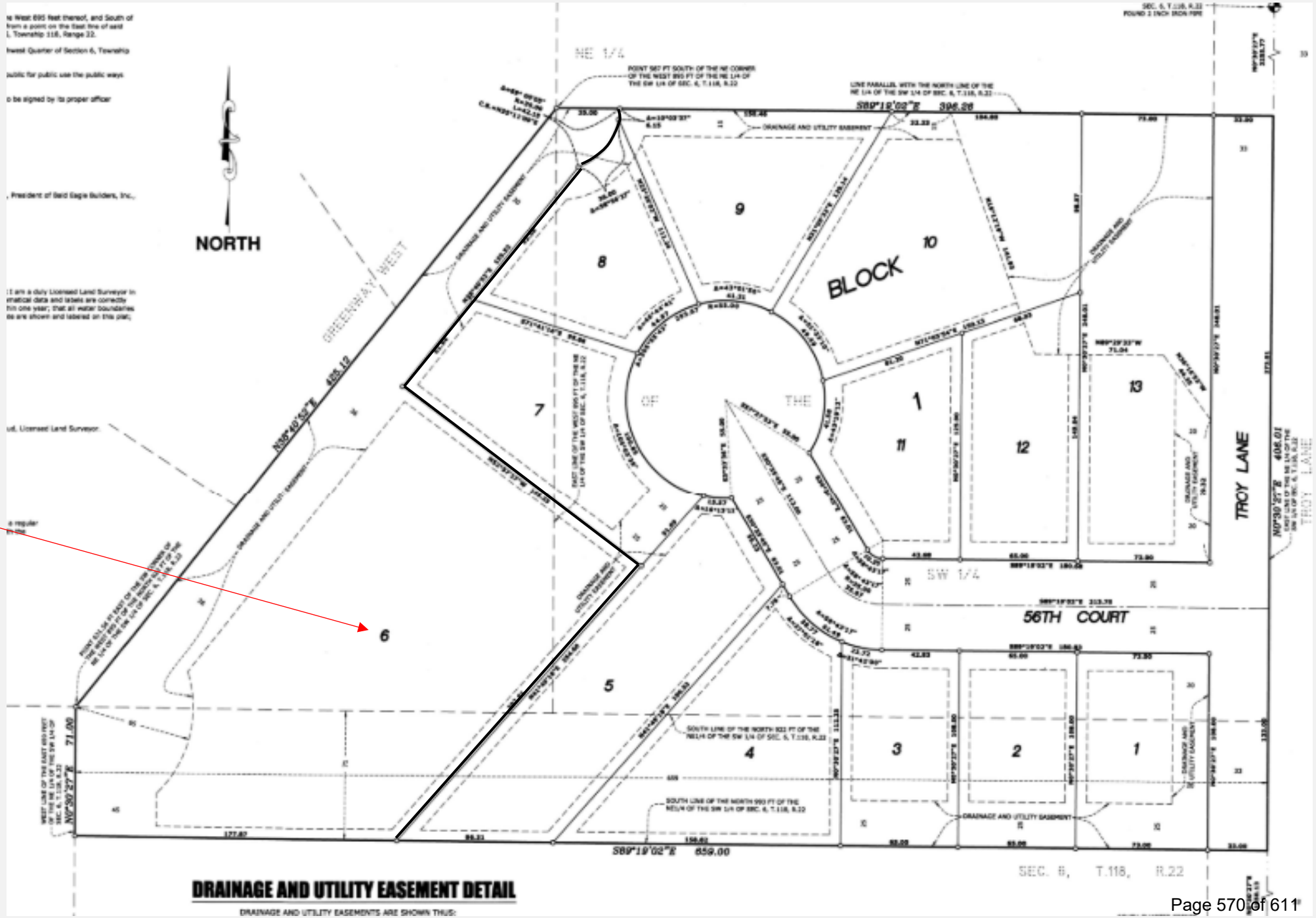
* Rear of 2 parcels - sold to Pulte 2018

- “Carlson Ridge” 2022



Carlson Ridge

- 13 Total Lots
- 12 of the Lots (1-5 &7-13) gain access to Troy Ln. via 56th Court
- Lot 6 (site of original home that remains) is party to/ gains access from the Private Road Easement



Co. Rd. 101
Yellowstone Ln
54th Ave
Private Road (Vagabond Lane)
Troy Ln
56th Pl
SITE
Private Road
56th Ave
Ranier Ln
Peony Ln.
54th Ave

Aerial Map

- 4.78-Acre Site
- Guided LA-1; Zoned FRD
- Home Built 1987
- ~330’ of Public Street Frontage along Troy Ln.
- Gains Access via Private Road System

Request:

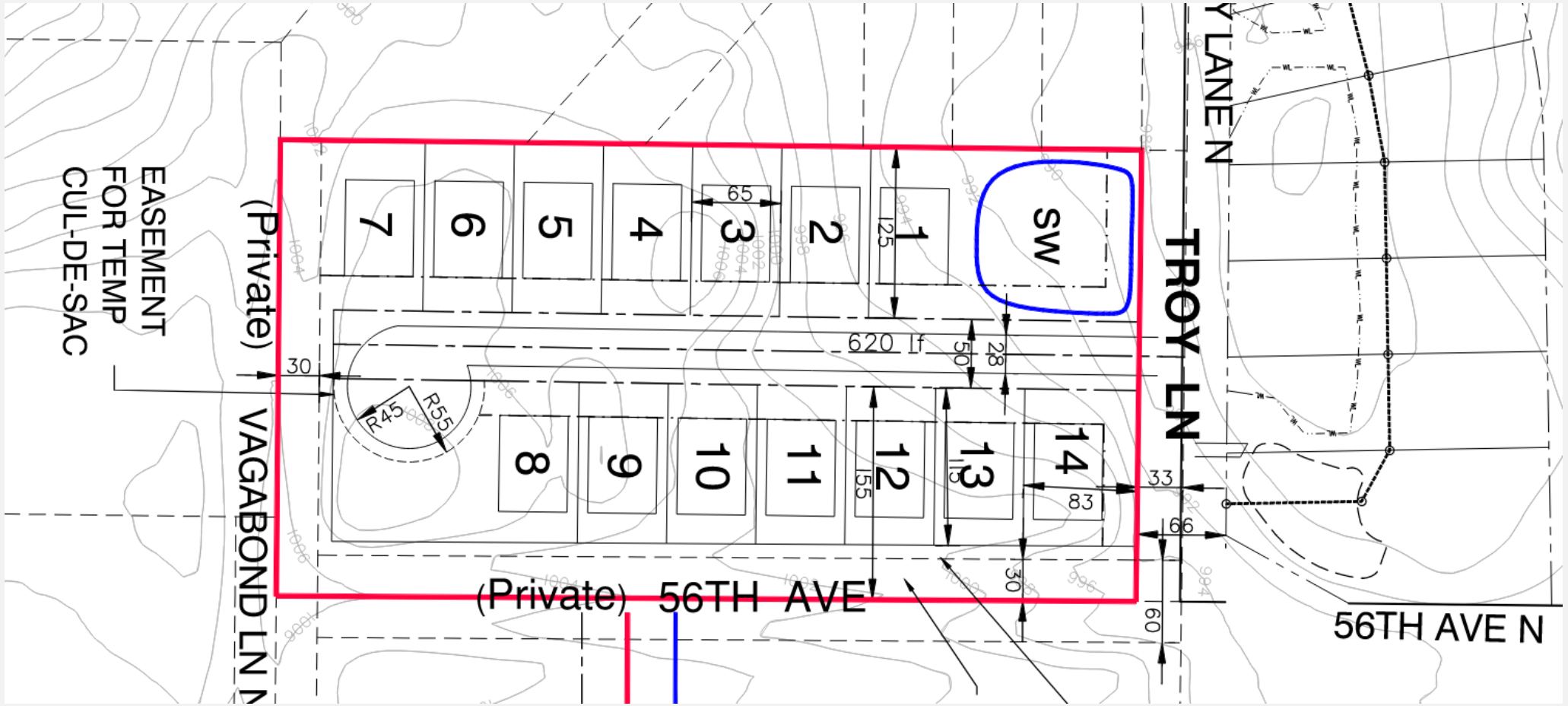
Pre-Application Sketch -- Potential Single-Family Residential Subdivision for 14 New Homes

- Opportunity to weigh in on potential future development at a high level
- Provide informal feedback
- Identify preliminary issues
- Any comments made are “advisory only”; Non-binding
- No official action/no vote taken

Private Road
56th Ct
Troy Ln
SITE
Private Road (Vagabond Ln)
Private Road
56th

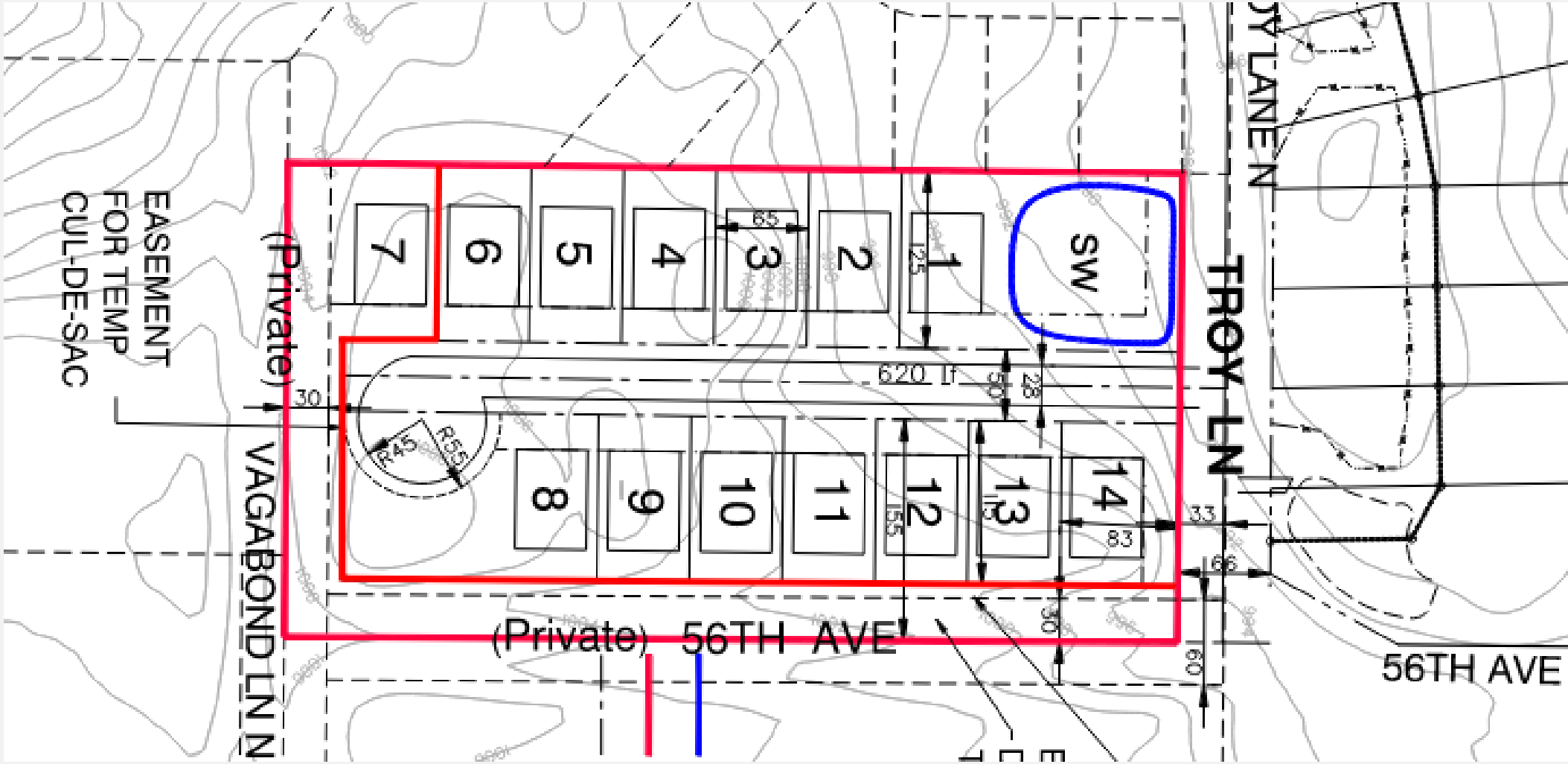
Concept Sketch

- 14 SF lots
- Cul-de-sac
- Comply w/ guiding & RSF-3
- Lot 7



Lot 7

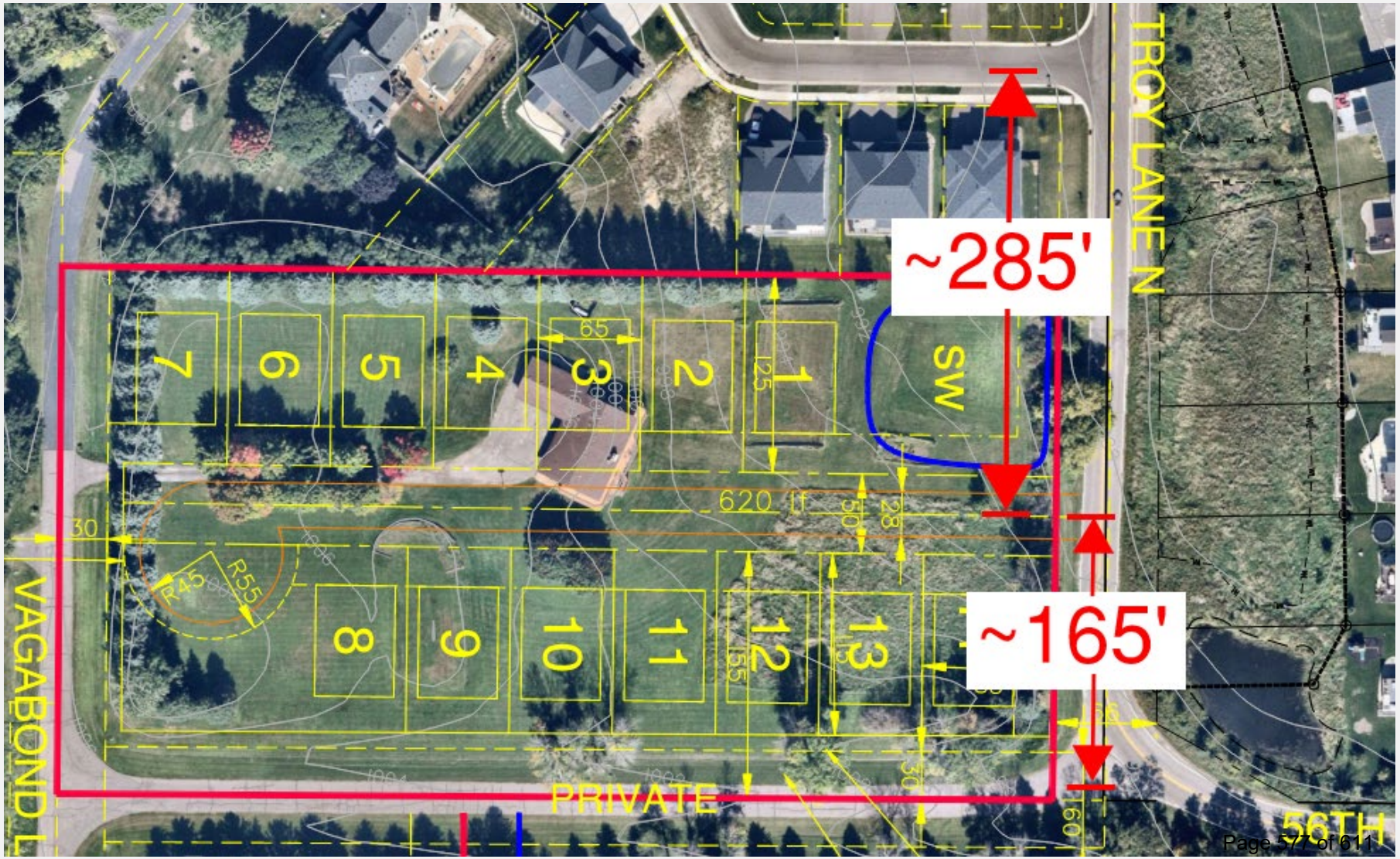
- Addressed as 5600 Vagabond Ln (same as existing home to be removed)
- Includes private road
- Access
- Owner would be party to the private road easement



Deemed Premature by Staff – traffic safety concerns for Troy Lane

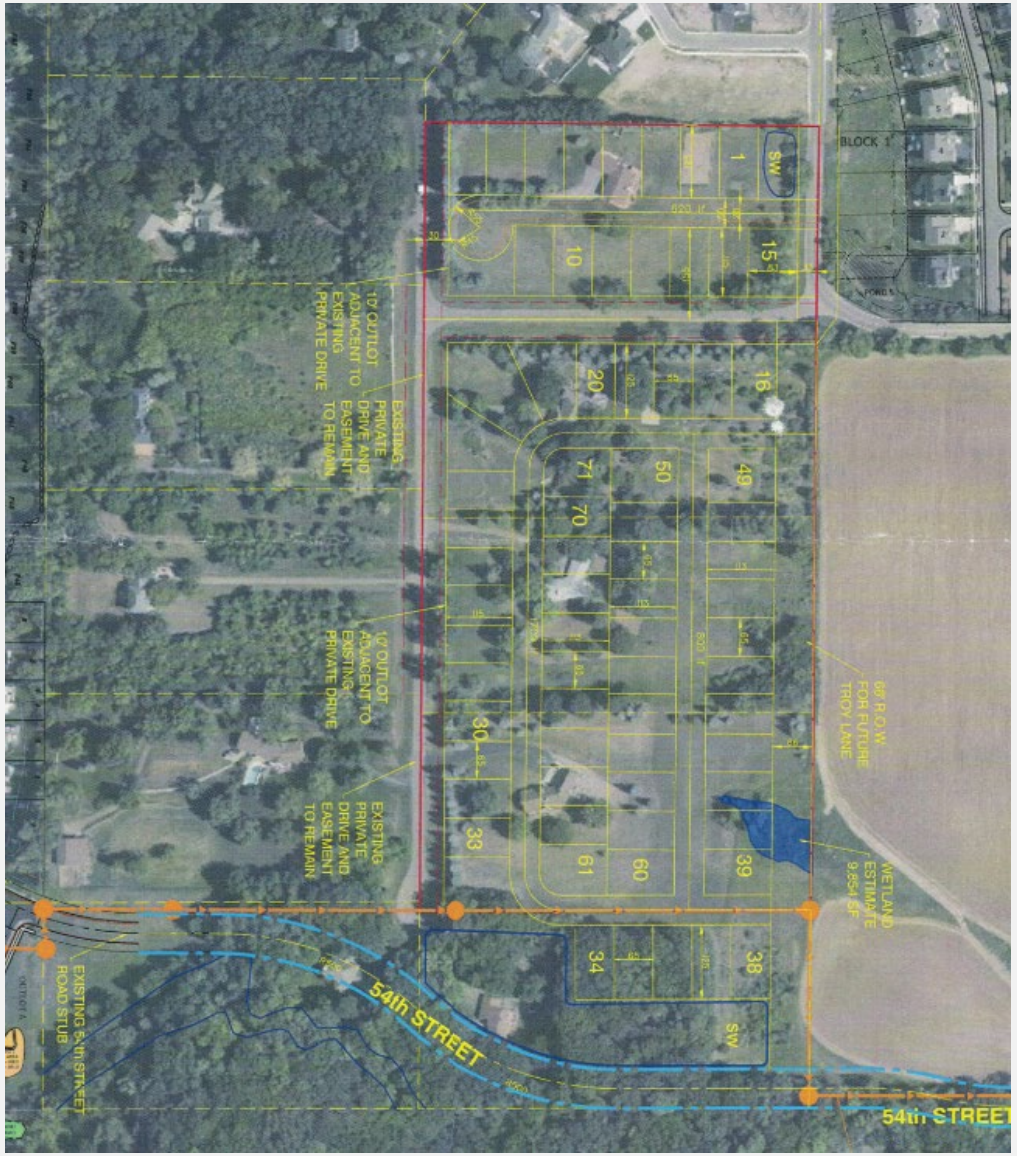
Proposed public street connection to Troy Lane would not meet spacing guidelines of 660’

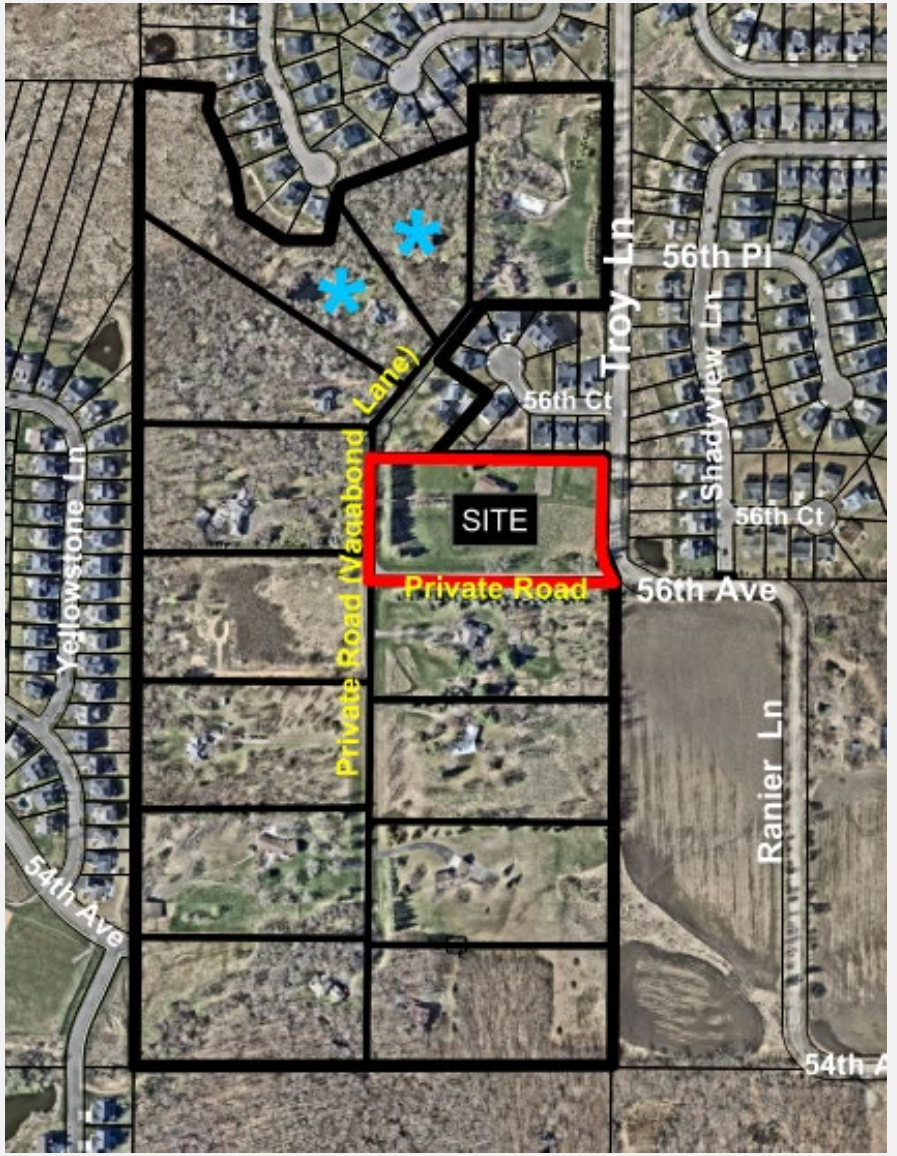
- Major collector roadway
- ~285’ from 56th Court intersection to the north
- ~165’ from 56th Ave. intersection to the south



Piecemeal Development –

- Inefficient street/utility layout
- Connectivity





Feedback Requested

1. Would a separate subdivision of the site at this time, in your opinion, result in premature development?

2. Should additional land be acquired so intersection spacing could be increased, and so an efficient public infrastructure layout could be provided in the future? *--This may not be possible due to the private roadway easement, unless all 15 owners would agree.*

3. Informal comments/feedback on sketch layout

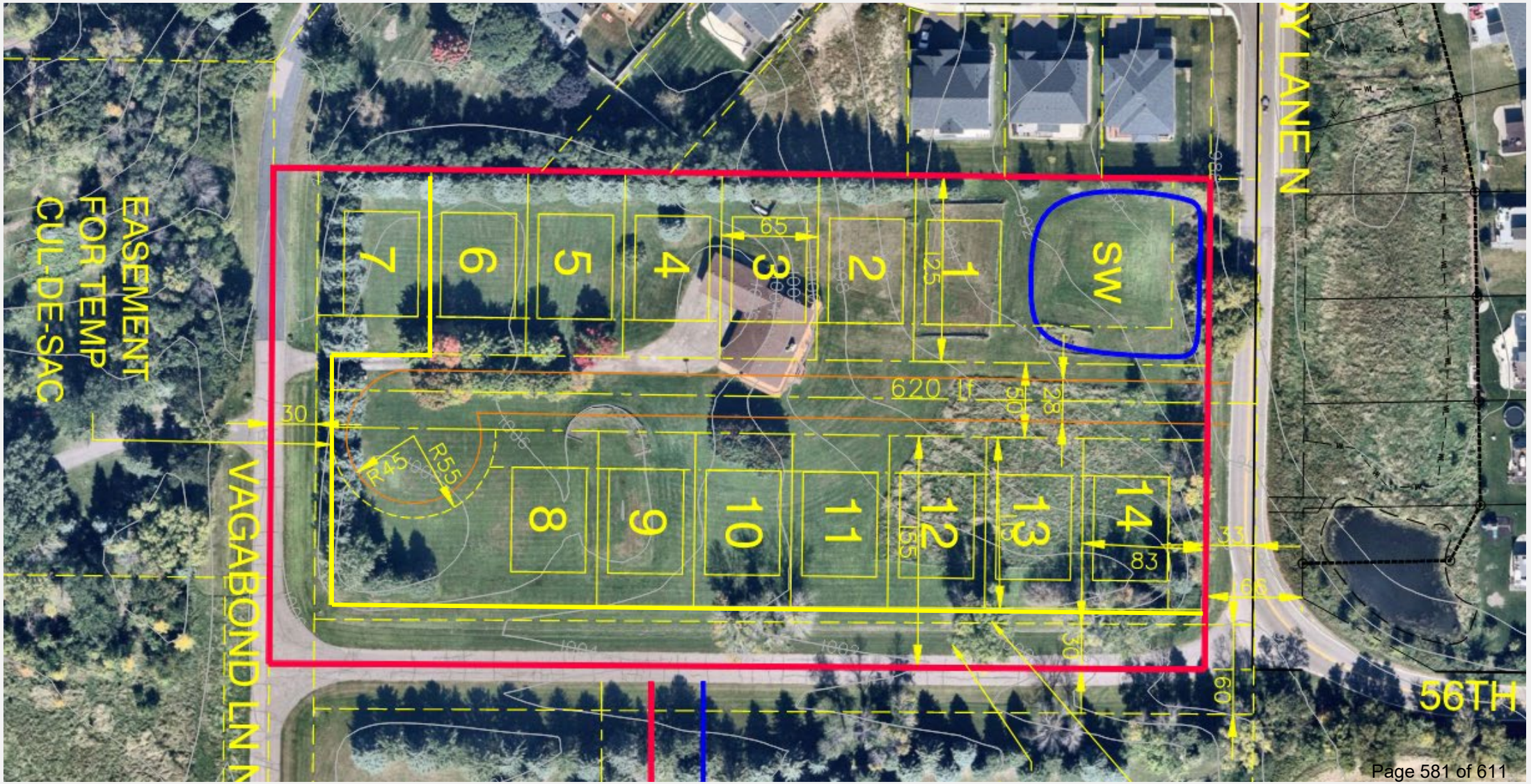
Recommendation:

Provide “informal comments” – no formal action or vote required

Next Steps: Application for…

- Rezoning site from FRD (future restricted development) to RSF-3 (residential single-family detached 3)
- Preliminary Plat
- Final Plat / Development Contract

Concept Sketch



Proposed Minutes
Planning Commission Meeting
January 7, 2026

Chair Boo called a Meeting of the Plymouth Planning Commission to order at 7:00 p.m. in the Council Chambers of City Hall, 3400 Plymouth Boulevard, on January 7, 2026.

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

COMMISSIONERS ABSENT: Jim Willis and Bill Wixon

STAFF PRESENT: Planning Manager Lori Sommers, Engineering Services Manager Chris McKenzie, Associate Planner Geoff Solomonson, Senior Planner Shawn Drill, and Community and Economic Development Director Grant Fernelius

New Business

(6.1) Pre-application sketch review for potential subdivision of 5600 Vagabond Lane (Twin Cities Land Development – 2025063)

Senior Planner Drill presented the staff report.

Commissioner Anderson asked for more information on the accessibility of utilities.

Senior Planner Drill identified a potential stormwater pond and where utilities could be pulled from. He confirmed that the properties would be connected to city water and sewer.

Chair Boo referenced the 660-foot spacing guideline and asked for more information.

Engineering Services Manager McKenzie replied that the spacing is based on the road classification, with the intent of limiting the number of accesses onto Troy Lane, in order to not impede the function of that roadway.

Chair Boo asked what zoning would be appropriate.

Senior Planner Drill stated that the developer has specified they would request RSF-3 zoning and that all lots, as preliminarily designed, would exceed those standards. He noted that the adjacent developments are also zoned RSF-3.

Chair Boo introduced Ben Schmidt of Twin Cities Land Development, the developer, who stated that he agrees with the staff that it would be nice to have more land with a master plan. He explained that they have been working on this for a number of years and previously had several of the properties under contract, but because of the private streets, they were unable to develop a plan that would work. He explained that unless every person in that area were ready to sell at the

same time, that would not happen. He stated that while they would not be able to meet the 660-foot spacing, the other developments in this area also do not meet that guideline. He recognized the odd shape of lot seven, which addresses the private road easement. He noted that there would be a potential for double fronted lots if the public road were to be developed in the future. He did not anticipate a way in which the area could develop at once, but noted that this would still provide better access if that were to happen. He recognized that this is not an ideal situation, but it is a reasonable way to develop this, given the restraints and similar to other parcels that have been developed in the area.

Commissioner Anderson asked if the applicant had master planned how roads may flow through and how the private drive may change.

Mr. Schmidt stated that they have probably about 20 different sketches of how things could develop with a number of parcels developing at once or in a more piecemeal phased method. He believed that this could be done more piecemeal and still plan for that and end up with a good overall development.

Commissioner Anderson asked if they had considered a plan in which the road is on the other side and this is closed off in a cul-de-sac around lot 14 to meet the 660 feet guideline. He stated that sometimes development is done with a stub street that is then connected to a future development, where this seems to be on its own.

Mr. Schmidt stated that, given the size and linear nature of the parcel, it is challenging to do too much differently, but they do envision that this could be accessed from either side.

Chair Boo recognized that, ideally, Troy Lane would be extended southerly to connect to future 54th Avenue with a series of feeder roads. He asked if 56th Avenue would be a feeder road into Troy Lane at some point in the future.

Senior Planner Drill replied that if and when the adjacent Baer property to the east is developed, the streets (56th Avenue and Ranier Lane) running through that property could be vacated. If the private road was also vacated, the property to the south could be developed with lots backing up to the lots on 5600 Vagabond Lane rather than having a series of single rows of homes on through lots.

Mr. Schmidt commented that if Ranier Lane is vacated, then most likely 56th would not have a purpose going east, and therefore, that is not a magical spot that would be likely to flow to the west for a street.

Commissioner Olson recognized the challenges of infill development and asked for more information on the property product to be built.

Mr. Schmidt replied that it would be similar to Carlson Ridge, with two-story homes in the $700,000 to $800,000 range for purchase.

Chair Boo introduced Debra Larson, property owner, who stated that a few years ago her neighbor sold and developed their property as Carlson Ridge. She noted that her property was originally sold and included within the developer's preliminary concept plan for Carlson Ridge,

but the city denied the inclusion of her property within that development, as the city had future plans to curve Troy Lane slightly into her property in the future. She stated that when she and her husband met with city staff, there was no mention of the street layout spacing guideline. She stated that they did discuss the Saddle Club development off Chankahda Trail, and noted that street system will create a hazard and is an example of premature development. She commented that multiple lots within Carlson Ridge also have double frontage lots, which is no different than the proposed development of her property. She stated that the city is asserting domain over her property, but did not assert that same domain over her neighbor's property when he developed Carlson Ridge. She asked that the commission be supportive of this development, as it has supported other similar developments in the past.

Chair Boo introduced Rena Sugarbaker, Ward 1, who stated that her family lives across from the subject property. She referenced the comments that the proposed public roadway connection would not meet the roadway spacing guidelines and provided additional comments related to roadway safety concerns for vehicles and pedestrians on Troy Lane. She asked that the commission consider the risks for the city to accept an exception to the roadway standards and the potential safety hazard that it could create.

Chair Boo introduced Faisale Boukari, Ward 1, who lives within Troy Ridge and stated that he supports the request. He recognized that the neighborhood is unique, with 15 homes, each having roughly five acres. He stated that while he values the character of the neighborhood, they are also surrounded by urban development without the benefits, noting that they have septic systems and do not even have access to high-speed internet or natural gas service. He commented that thoughtful redevelopment would be a positive thing, not just for the property owner but for the neighborhood, as it would provide an opportunity for modern utilities.

Chair Boo introduced Paul Schoolmeesters, Ward 1, who stated that he purchased the original home within the Carlson Ridge development. He shared the concern with the intersection spacing and roadway safety. He commented that there is a lengthy history related to the private road easement, which involved a lawsuit and provided additional information on that process. He noted that the legal action commented that private roadway would need to steer clear of the private roadway easement, and the only way for the easement to go away is through a unanimous vote of the 15 property owners. He stated that if this does proceed, there should be documentation related to the private easement responsibility that would be intended to pass to Lot 7 rather than be split across the 14 properties on the overall parcel.

Chair Boo commented that this is a difficult issue, noting that the city wants to plan for effective use of properties through development, and additional residential development is identified for this area of the community, and the conflict with property rights.

Commissioner Markanda asked if there were documented incidents related to traffic and safety on Troy Lane.

Engineering Services Manager McKenzie replied that he did not have that information.

Commissioner Markanda referenced the proposed intersection spacing and asked for a comparison to Carlson Ridge.

Senior Planner Drill provided the intersection distances for Carlson Ridge, noting that even though the 660 feet was not met, it was closer to meeting the guidelines than the proposed sketch concept.

Commissioner Markanda recognized that the city says that ideally 660 feet of spacing is desired, but asked if there is also a range in which staff is comfortable with under that threshold.

Engineering Services Manager McKenzie replied that the spacing guidelines are based on optimal transportation principles, and they would adhere strictly to them if this were a new development. He recognized that there are challenges with infill development and therefore there is a balance between providing safe access and allowing development of the property.

Commissioner Anderson stated that in 1980, a developer took 75 acres of property and developed 15 five-acre lots, which were sold and developed on a private drive and easement. He stated that 45 years later, different configurations of property are desired, which creates this challenge. He commented that those 15 property owners without public right-of-way have a say on the private easement in terms of development. He stated that the sketch seems to be a creative attempt to open an area for development, putting Lot 7 off Vagabond Lane and giving it the easement rights is a creative solution. He stated that the cul-de-sac could be the front door, and the right-of-way to Troy Lane could be cut off at some point. He believed that this could be one step by step development of properties, as they have seen throughout the city. He did not consider this to be premature. He commented that he prefers a curve in the road rather than a straight road.

Commissioner Fowler asked if this would require a traffic study.

Senior Planner Drill replied that he did not believe that a traffic study would be required and provided a summary of the anticipated daily traffic count from this size of development.

Engineering Services Manager McKenzie replied that this has also been accounted for within the comprehensive plan traffic study and counts. He stated that he did look up the crash history for the intersection, noting two crashes on Troy Lane at 56th Avenue in the last five years, which were both rear-end collisions due to the curve.

Commissioner Fowler asked about the portion of the subdivision that staff is using to deem this as premature development.

Engineer Services Manager McKenzie replied that it could be argued that both A and B would apply, as the access spacing would create the hazard.

Commissioner Fowler asked if there is a way this site could be redeveloped in any fashion that would require a connection to Troy Lane that would meet that standard.

Engineering Services Manager McKenzie replied that is the push and pull between the access spacing guidelines and allowable access to the property.

Commissioner Fowler asked if the private easement prohibits additional development from connecting to the private road.

Senior Planner Drill replied that his understanding is that the existing private easement cannot be impacted in any way.

Commissioner Fowler commented that he tends to think of this in the view of a variance, where this situation was created outside the control of the landowner, and therefore, he would not deem this as a premature subdivision. He stated that if they could package a few lots together with a larger development, that would be better, but they have to analyze the development in front of them rather than the development they would like to see. He believed that this could move forward, making as many accommodations as possible to reduce the traffic hazard to the extent possible.

Commissioner Olson agreed with the previous comments and did not believe this to be premature development. She commented that this person wants to sell their property and has a developer who is willing to work with them through these challenges.

Chair Boo stated that he leans the other way, but not with deep conviction. He considered that there were 15 parcels that created a separate roadway designed to preserve this area in this manner, with restrictions to protect it. He recognized that it is not likely that all 15 property owners would vote to change that. He stated that the city needs to determine if this development is in the best interest of the city.

Commissioner Markanda commented that there are mechanisms that could be put into place between the builder and parcel owners to determine what could be put into place to ensure all voices are being heard and reflected. She believed that they should continue to see what could be done in terms of accommodations.

Commissioner Fowler stated that in looking at the lots and where they connect to current city roads, it appears that there would be two or three lots that could be developed in the future without changes to the existing roadway structure or access easement and therefore he did not believe they would see five lots in a row connecting to Troy, as there would need to be an agreement in order to secure additional land for the extension of Troy Lane.

Regular Planning Commission
January 7, 2026
Agenda Number: 6.1

To:	Planning Commission
Prepared by:	Shawn Drill, Senior Planner
Reviewed by:	Grant Fernelius, CED Director
Item:	**Pre-application sketch review for potential subdivision of 5600 Vagabond Lane (Twin Cities Land Development -- 2025063)**

1. Action Requested:
Provide the developer with informal feedback. No official action is required.

2. Background:
See attached Planning Report.

3. Budget Impact:
N/A

4. Attachments:
1. Planning Report
2. Location Map
3. Aerial Map
4. Developer's Narrative
5. Carlson Ridge Plat
6. Section 508 -- Premature Subdivision Prohibited
7. Concept Sketch -- Black & White
8. Concept Sketch laid over Aerial Photgraph
9. Concept Sketch -- Utilities
10. Troy Ridge Area Map

To: Plymouth Planning Commission

From: Shawn Drill, Senior Planner (763-509-5456)
Community and Economic Development Department

Subject: Twin Cities Land Development
Pre-application sketch review for property located at 5600 Vagabond Lane
(City File No. 2025-063)

Ward: 1

Review Deadline: N/A

Summary

The developer is requesting discussion and informal feedback, opinions, and review comments on their pre-application sketch, as relates to a potential future redevelopment of the roughly 4.78-acre parcel located at 5600 Vagabond Lane. The attached concept sketch shows a single-family residential subdivision with 14 new homes on the parcel.

Recommended Action

Provide the developer with informal feedback. No official action is required.

A pre-application sketch review provides the staff, Planning Commission, City Council, and residents with an opportunity to weigh in on a potential future development project at a high level – to identify any preliminary issues and to provide informal comments and feedback prior to a developer's decision on whether to proceed with submission of a formal development application in the future.

Site Information

Subject Property and Surrounding Guiding, Zoning, and Land Use

	Land Use Guiding (2040 Comprehensive Plan)	Zoning	Land Use
Subject Property	*LA-1 (living area 1)	**FRD (future restricted development)	Single-family home on rural lot
North	LA-1	RSF-3 (single-family detached 3)	Single-family development on city-serviced lots
East *(across Troy Lane)*	LA-2 (living area 2)	RSF-3	Single-family development on city-serviced lots
South *(across private road)*	LA-1	FRD	Single-family development on rural lots
West *(across private road)*	LA-1	FRD	Single-family development on rural lots

* LA-1 guiding allows a residential density of 2-3 units per acre.

** FRD zoning serves as a holding zone; FRD sites must be rezoned when development occurs.

School District

The site is located in ISD #284 (Wayzata).

Natural Characteristics of Site

This site is located in the Elm Creek drainage district. It does not contain any land within the flood plain or shoreland overlay management district. There are no wetlands on the site.

Previous Actions

The subject site together with 14 other parcels to the north, west, and south – collectively referred to as "Troy Ridge" – was laid out in 1980 and is served by a private road system. The private road system consists of the segments of 56th Avenue and Vagabond Lane lying west of Troy Lane. See map below. A private roadway access and utility/drainage easement is in place for the private road. That easement is between the owners within the Troy Ridge area, and the City is not a party to that private easement.

* The rear portion of two parcels in the northwest corner of the Troy Ridge area were sold to and developed by Pulte Homes in 2018. See map to the right.

In 2022, the City Council approved the final plat for "Carlson Ridge" which abuts the north boundary of the site. That plat included 13 single-family lots. Twelve of the lots were for new homes along 56th Court, and Lot 6 of that plat was created for the original/pre-existing home that remains in place. Lot 6 continues to gain access from the private road and is a party to the private road easement. A copy of the Carlson Ridge plat is attached.

The existing home on the subject site (5600 Vagabond Lane) was built in 1987. Under the sketch, that home would be removed.

Background

When the developer and landowners initially inquired about subdivision of the subject site, staff responded that a subdivision, as shown on the concept sketch, would be premature. This is because a public street connection to Troy Lane at the north/south mid-point of the site (per the sketch) would result in a street layout that does not meet the spacing guidelines of 660 feet between intersections along Troy Lane, which serves as a major collector roadway. The new street would be:

- roughly 285 feet away from the 56th Court intersection to the north, and
- roughly 165 feet away from the 56th Avenue intersection to the south.

Section 508.01, Subd. 5 of the city code (copy attached) states that a proposed subdivision may be deemed to be premature if a determination is made that the street system would create a hazard to public safety and general welfare. The proposed intersection spacing along Troy Lane would create traffic safety and traffic congestion concerns along the abutting segment of Troy Lane.

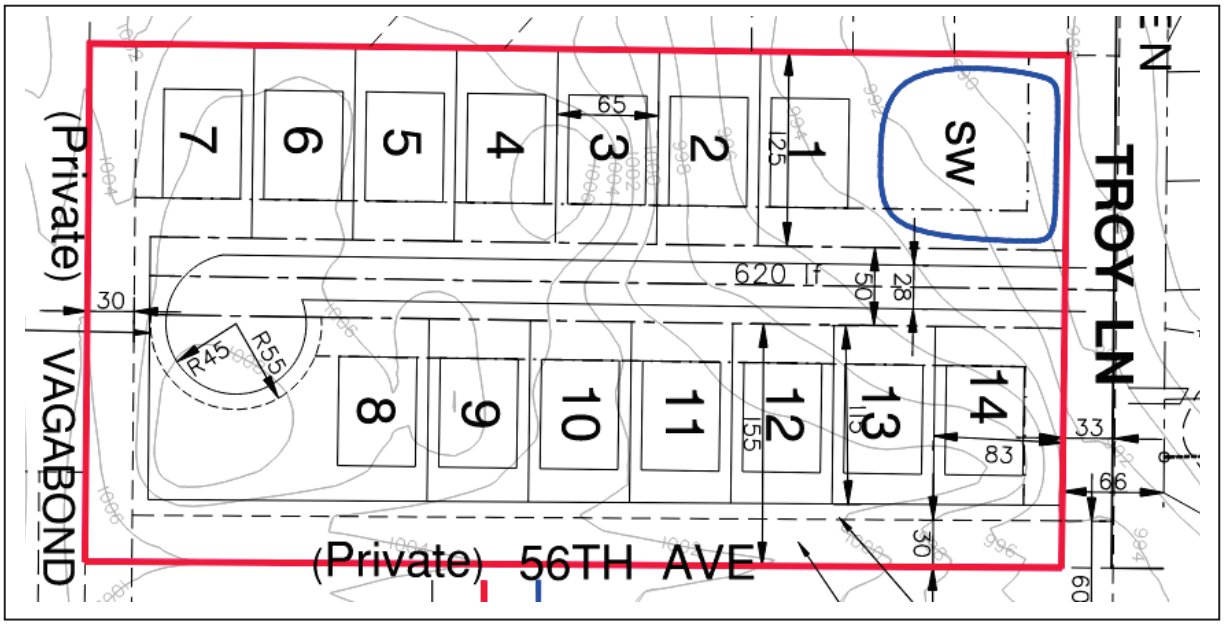
Staff further responded that a piecemeal development approach for this area would result in an inefficient street and utility layout – which, in turn, could result in increased long-term maintenance costs for the city. For instance, the southerly row of lots shown on the sketch would be double-frontage "through" lots, having frontage on both the new local street within the subdivision and the private road to the south.

Subsequent to staff informing the developer and landowners that subdivision based on the concept sketch would be premature, a meeting was held between the staff, developer, and landowners. The developer and landowners stated that they disagree with staff's interpretation that subdivision as shown on the sketch would be premature. The landowners stated that they feel they are being treated unfairly by not being allowed to develop their site separately and independent of neighboring parcels. They pointed to the "Carlson Ridge" development to the north as an example of development that was allowed to occur. Staff responded that "Carlson Ridge" was different because: 1) it abuts the private road along only one frontage; 2) the original/pre-existing home remains on that site; and 3) intersection spacing from the new street (56th Court) within the "Carlson Ridge" plat came significantly closer to meeting the spacing guidelines along Troy Lane, as it is roughly 400 feet from 56th Court to the north and roughly 450 feet from 56th Avenue to the south.

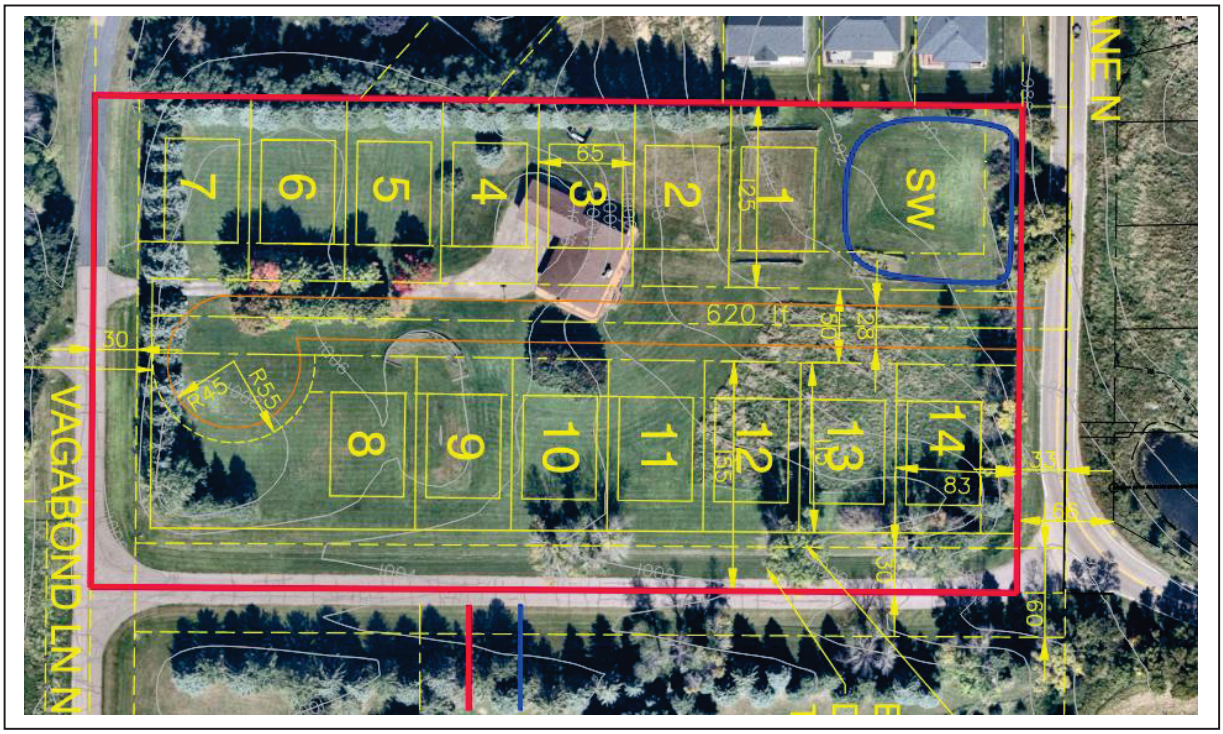
At the conclusion of the meeting, it was determined that a pre-application sketch review would be the appropriate method for the developer and landowners to make their case for single-site development of the parcel at this time.

Analysis

The concept sketch (see below and attached) shows 14 single-family lots with a new public street connection to Troy Lane.



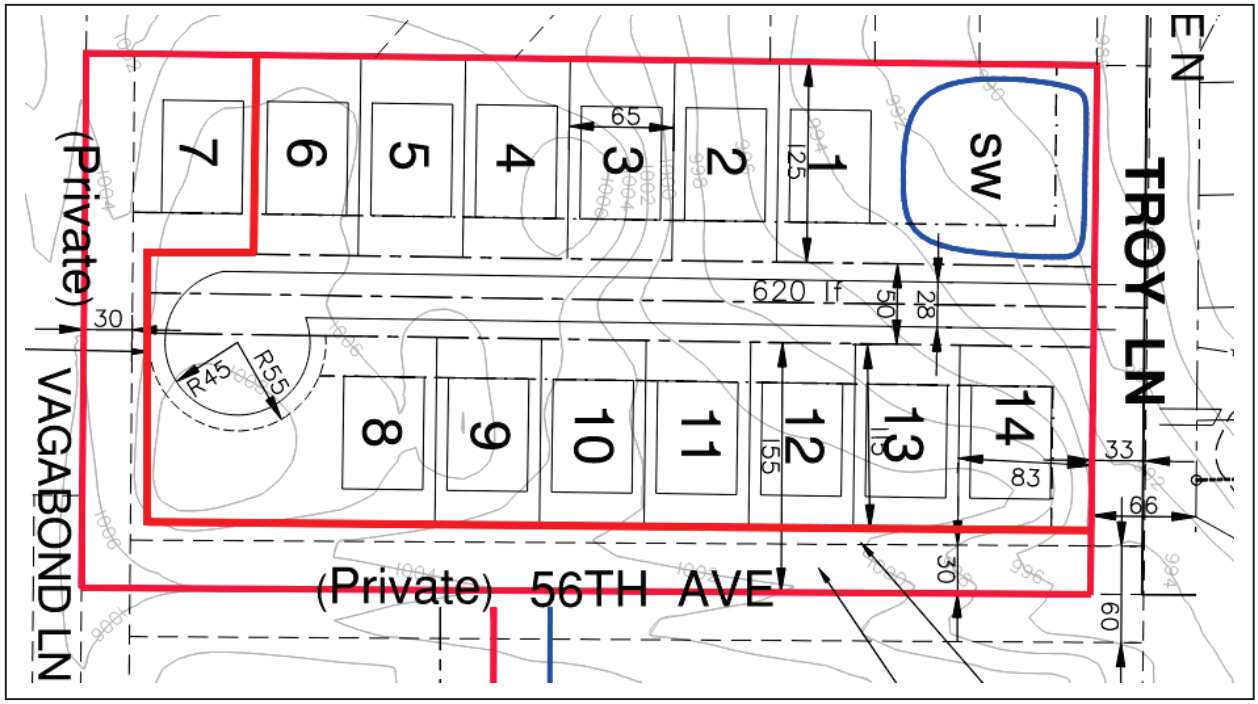
Concept Sketch – Black & White



Concept Sketch laid over Aerial Photograph

The new local public street within the subdivision would be of standard size and design (28-foot pavement width within a 50-foot-wide public right-of-way), and would terminate with a standard cul-de-sac turn-around (90-foot pavement width within a 110-foot-wide public right-of-way). The right-of-way would be stubbed such that the street could be extended westerly to accommodate additional development in the future.

Proposed Lot 7 – to be located in the northwest corner of the subdivision – would be addressed as 5600 Vagabond Lane, which is the same address as the existing home located in the mid-portion of the site. As previously noted, the existing home would be removed. Lot 7 would be platted to extend southerly and then easterly to include all of the site's abutting private road system (to centerline) plus a ten-foot-wide strip of land abutting the private road system. The owner of Lot 7 would become a party to the private easement agreement for the Troy Ridge area. Additionally, Lot 7 would gain access from the existing private road system and not from the new public street within the subdivision. All other lots within the plat would gain access from the new public street. See below:



As previously noted, the LA-1 (living area 1) guiding of the site allows a residential density of two to three dwelling units per acre. Based on the guiding, this roughly 4.78-acre site could accommodate between 9 and 14 dwelling units. If the project proceeds, the developer would propose to rezone the site to RSF-3 (single family detached 3) where the minimum lot size required is 7,000 square feet, and the minimum lot width required is 65 feet. The sketch indicates compliance with RSF-3 zoning standards.

The primary issues that the Planning Commission and City Council should address through the pre-application sketch review include:

- Would a separate subdivision of the site at this time result in premature development?

- Should additional land be acquired so intersection spacing could be increased, and so an efficient public infrastructure layout could be provided in the future?

- Provide any informal feedback, opinions, or review comments related to the sketch layout.

If subdivision of the parcel goes forward, the developer would need to provide the following development applications in the future:

1. Rezoning of the site from FRD (future restricted development) to RSF-3 (single-family detached 3); and

2. Preliminary and final plat.

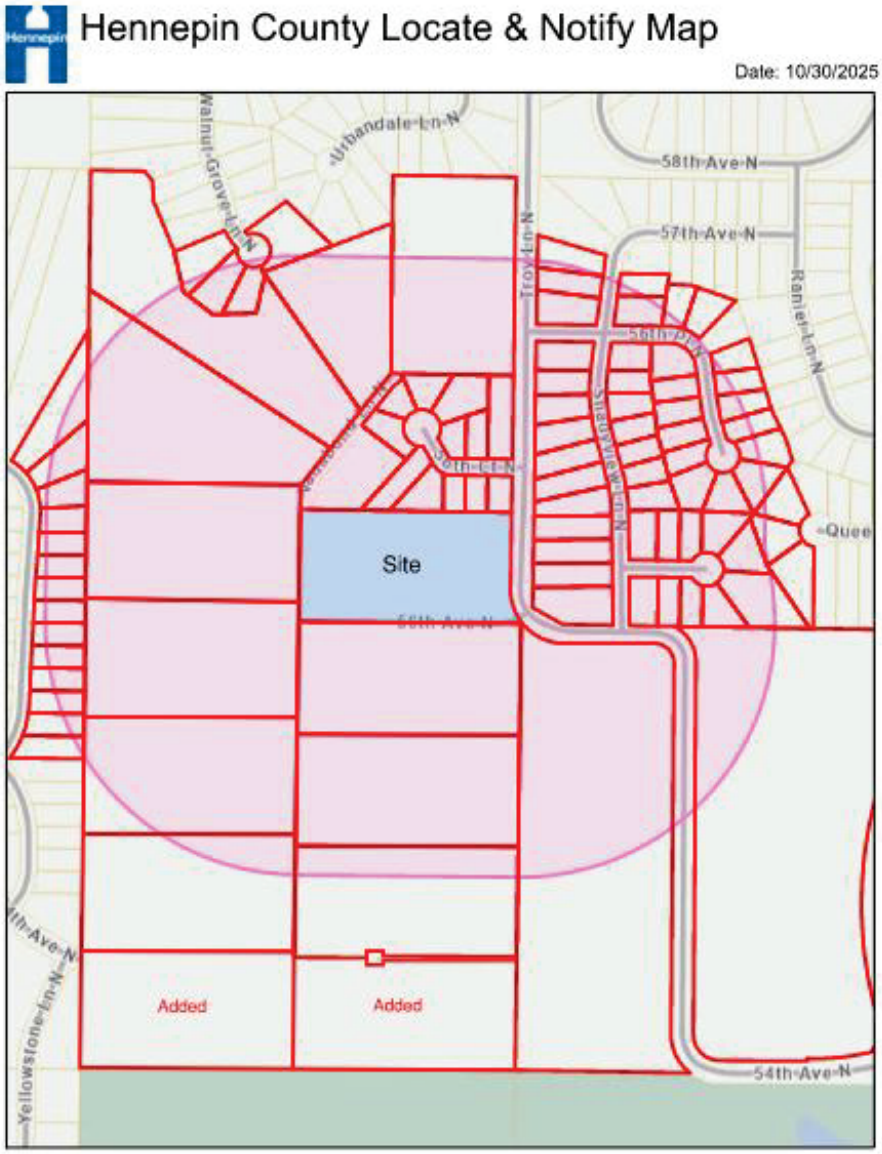
The comprehensive plan does not identify the need for additional park land acquisition on the subject site. As a result, the developer would not be required to dedicate park land to the city. Rather, the developer would be required to pay an equivalent cash fee in lieu of land dedication if the project moves forward.

Level of Discretion in Decision-Making

The City has a high level of discretion in conducting pre-application sketch reviews. Any opinions, comments, or feedback provided to the developer by the staff, Planning Commission, or City Council shall be considered "advisory only" and shall not constitute a binding decision. A pre-application sketch review is neither approved nor denied.

Public Notice

Notice of the public meeting was mailed to all property owners within 750 feet of the site. It was also mailed to the two property owners at the south end of the private road within the Troy Ridge area.



2025-063
Twin Cities Land Development
5600 Vagabond Lane
Pre-Application Sketch Review

N

350 175 0 350 700
Feet

City of Plymouth

2025-063 -- Aerial Map

200 100 0 200 400 Feet

N

City of Plymouth

December 3rd, 2025

City of Plymouth

3400 Plymouth Boulevard

Plymouth, MN 55447

RE: Plymouth Larson Sketch Plan Resubmittal

Narrative

The proposed Larson concept plan includes (14) 65' wide single-family lots that are in accordance with the applicable zoning rules. The concept plan would be quite straightforward but for the fact that the property is included in the Troy Ridge homeowner's association (HOA). The HOA includes ownership and maintenance of the adjacent private streets known as 56th Avenue and Vagabond Lane, which does create some complications. That said, the adjacent development known as Carlson Ridge faced the same complication and was approved and developed in 2022. The strategy used to develop Carlson Ridge included isolating the private roadway from the newly created lots through the use of a strip of land that remains connected to an existing lot. This concept plan employs the same strategy to isolate the new lots from the private roadway. In addition, this concept plan provides a future opportunity to use the proposed public roadway to the future public roadways, should that make sense if/when additional development occurs.

We look forward to further discussion on how the proposed development meets the applicable rules and regulations and how the development fits with the neighborhood now and into the future.

Thank you

CARLSON RIDGE

R.T. DOC. NO. _____

KNOW ALL PERSONS BY THESE PRESENTS: That Bald Eagle Builders, Inc., a Minnesota corporation, fee owner of the following described property situated in the County of Hennepin, State of Minnesota to-wit:

That part of the West 895 feet of the North 922 feet of the Northeast Quarter of the Southwest Quarter lying Easterly of a line from a point on the South line of said North 922 feet distant 631.56 feet east from the Southwest corner of said West 895 feet of the North 922 feet, to a point on the East line of said West 895 feet distant 587 feet South from the Northeast corner of said West 895 feet of the North 922 feet of Section 6, Township 118, Range 22.

That part of the North 922 feet of the Northeast Quarter of the Southwest Quarter lying East of the West 895 feet thereof, and South of a line drawn East parallel with the North line of said Northeast Quarter of the Southwest Quarter from a point on the East line of said West 895 feet distant 587 feet South from the Northeast corner of said West 895 feet of Section 6, Township 118, Range 22.

The South 71 feet of the North 993 feet of the East 659 feet of the Northeast Quarter of the Southwest Quarter of Section 6, Township 118, Range 22.

Has caused the same to be surveyed and platted as CARLSON RIDGE and does hereby dedicate to the public for public use the public ways and easements for drainage and utility purposes created by this plat.

In witness whereof said Bald Eagle Builders, Inc., a Minnesota corporation, has caused these presents to be signed by its proper officer this 21 day of February, 2025.

Signed: BALD EAGLE BUILDERS, INC.

Jason B. Hohn, President

STATE OF Minnesota
COUNTY OF Hennepin

This instrument was acknowledged before me this 21 day of February, 2025 by Jason B. Hohn, President of Bald Eagle Builders, Inc., a Minnesota corporation, on behalf of the corporation.

Notary Public, Hennepin County, Minnesota
My Commission Expires 1/31/26

I Jason E. Rud do hereby certify that this plat was prepared by me or under my direct supervision; that I am a duly Licensed Land Surveyor in the State of Minnesota; that this plat is a correct representation of the boundary survey; that all mathematical data and labels are correctly designated on this plat; that all monuments depicted on this plat have been, or will be correctly set within one year; that all water boundaries and wet lands as defined in Minnesota Statutes, Section 505.01, Subd. 3, as of the date of this certificate are shown and labeled on this plat; and all public ways are shown and labeled on this plat.

Dated 21st day of January, 2025

Jason E. Rud, Licensed Land Surveyor
Minnesota License No. 41578

STATE OF MINNESOTA
COUNTY OF Anoka

This instrument was acknowledged before me this 21st day of January, 2025 by Jason E. Rud, Licensed Surveyor.

LaVae Mack

Notary Public, Anoka County, Minnesota
My Commission Expires 1/31/27

CITY COUNCIL, CITY OF PLYMOUTH, MINNESOTA

This plat of CARLSON RIDGE was approved and accepted by the City Council of Plymouth, Minnesota at a regular meeting thereof held this 6th day of January, 2025, and said plat is in compliance with the provisions of Minnesota Statutes, Section 505.03, Subdivision 2.

CITY COUNCIL, CITY OF PLYMOUTH, MINNESOTA

Mayor _____ Clerk

RESIDENT AND REAL ESTATE SERVICES, HENNEPIN COUNTY, MINNESOTA

I hereby certify that taxes payable in ____ and prior years have been paid for the land described on this plat.
Dated ___ day of _____, 20__.

Mark V. Chapin, County Auditor By _____ Deputy

SURVEY DIVISION, HENNEPIN COUNTY, MINNESOTA

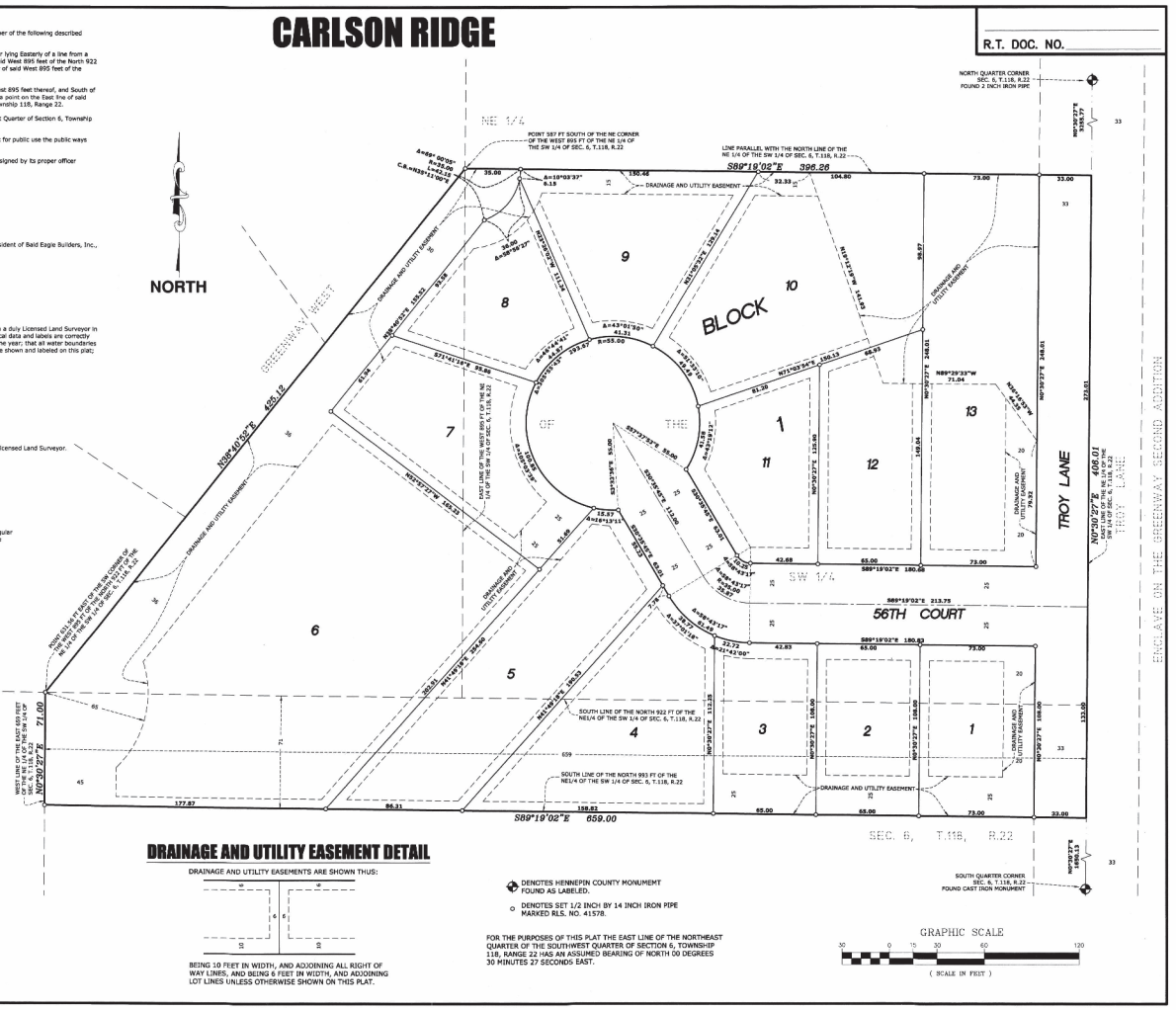
Pursuant to Minnesota Statutes Section 383B.565 (1969), this plat has been approved this ___ day of _____, 20__.

Chris F. Mavis, County Surveyor By _____

REGISTRAR OF TITLES, HENNEPIN COUNTY, MINNESOTA

I do hereby certify that the within plat of CARLSON RIDGE was filed in this office this day of _____, 20__, at ___ o'clock ___ M.

Amber Bougie, Registrar of Titles By _____ Deputy



DRAINAGE AND UTILITY EASEMENT DETAIL

DRAINAGE AND UTILITY EASEMENTS ARE SHOWN THUS:

BEING 10 FEET IN WIDTH, AND ADJOINING ALL RIGHT OF WAY LINES, AND BEING 6 FEET IN WIDTH, AND ADJOINING LOT LINES UNLESS OTHERWISE SHOWN ON THIS PLAT.

◆ DENOTES HENNEPIN COUNTY MONUMENT FOUND AS LABELED.

○ DENOTES SET 1/2 INCH BY 14 INCH IRON PIPE MARKED RLS. NO. 41578.

FOR THE PURPOSES OF THIS PLAT THE EAST LINE OF THE NORTHEAST QUARTER OF THE SOUTHWEST QUARTER OF SECTION 6, TOWNSHIP 118, RANGE 22 HAS AN ASSUMED BEARING OF NORTH 00 DEGREES 30 MINUTES 27 SECONDS EAST.

GRAPHIC SCALE

30 0 15 30 60 120

(SCALE IN FEET)

E. G. RUD & SONS, INC.
EST. 1977
Professional Land Surveyors

SECTION 508. PREMATURE SUBDIVISION PROHIBITED

508.01. Premature Subdivision Prohibited.

Any proposed subdivision deemed premature for development shall not be approved by the Council. A subdivision shall be deemed premature if the Council determines that any of the following conditions exist. The burden of proof shall be upon the subdivider to show that the proposed subdivision is not premature.

Subd. 1. **Inconsistent with the Comprehensive Plan.** A proposed subdivision may be deemed premature if it is inconsistent with the purposes, objectives, development staging plan, or recommendations of the City's Comprehensive Plan, as may be amended. Application for reguiding and/or rezoning may be made simultaneously with an application for subdivision approval, however, a subdivision application will not be considered for approval by the Council until and unless any necessary reguiding and/or rezoning application is approved by the Council.

Subd. 2. **Inconsistent with the Capital Improvements Program.** A proposed subdivision may be deemed premature if it is inconsistent with the capital improvements program because public improvements, facilities, or services necessary to accommodate the proposed subdivision would not be completed within two years of the date of application.

Subd. 3. **Lack of Adequate Water Supply.** A proposed subdivision may be deemed premature if public water is not available to serve the proposed subdivision.

Subd. 4. **Lack of Adequate Waste Disposal Systems.** A proposed subdivision may be deemed premature if:

A. Sanitary sewer is neither available nor proposed; or

B. Available or proposed sanitary sewer is inadequate to support the subdivision if developed to its maximum permissible density after reasonable sewer capacity is reserved for schools, public facilities, and other developments planned within five years of the date of application.

Subd. 5. **Lack of Adequate Streets to Serve the Subdivision.** A proposed subdivision may be deemed premature if:

A. Streets which serve the proposed subdivision are of such a width, grade, stability, vertical and horizontal alignment, site distance or surface condition that the traffic volume generated by the proposed subdivision would create a hazard to public safety and general welfare, or would seriously aggravate an existing hazardous condition; or

B. The traffic volume generated by the proposed subdivision would create congestion or unsafe conditions on existing or proposed streets.

Subd. 6. **Lack of Adequate Drainage.** A proposed subdivision may be deemed premature if:

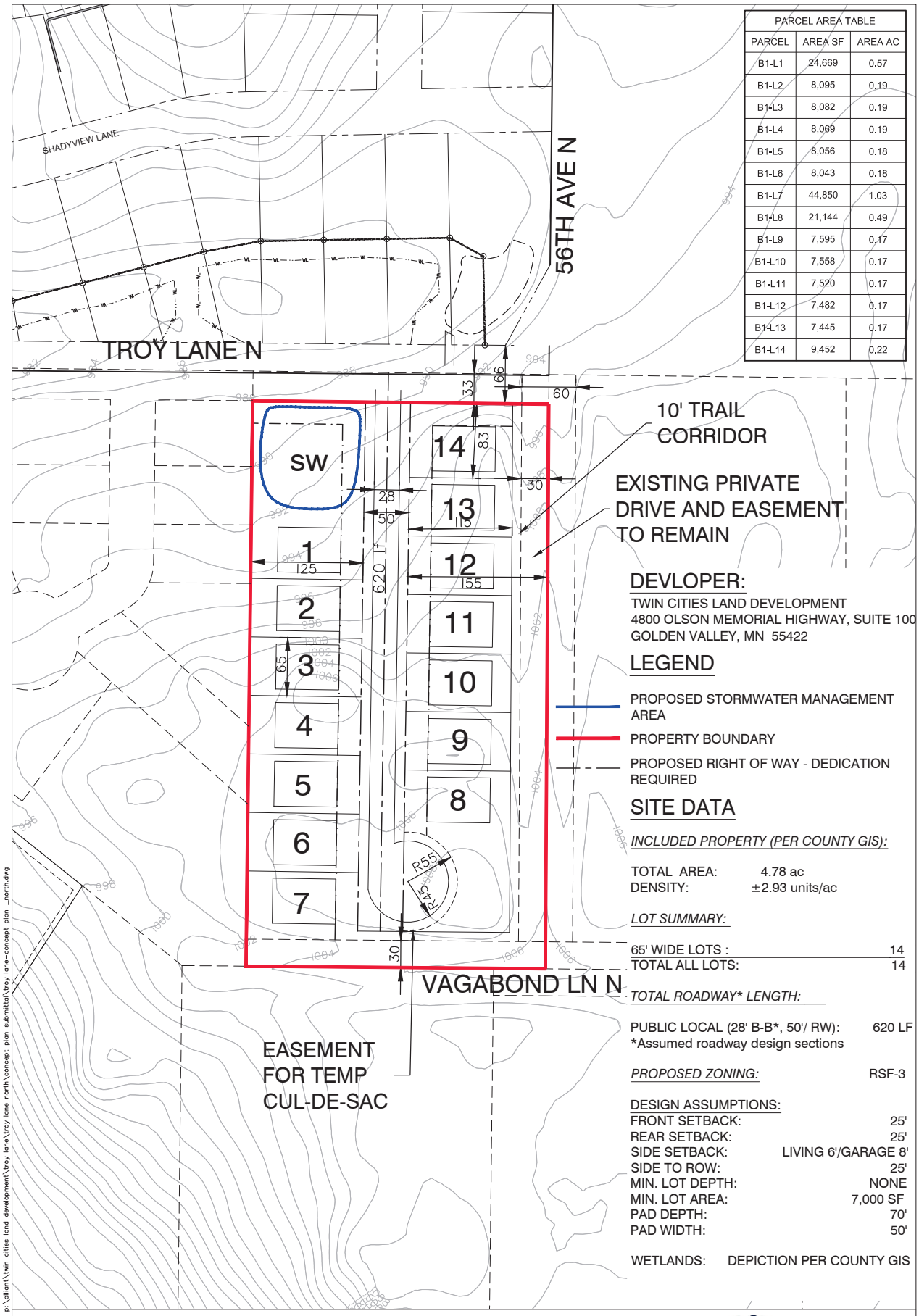
A. Surface or subsurface water retention and runoff is such that it constitutes a hazard to the stability of proposed or existing structures; or

B. The proposed subdivision would cause pollution of water sources or would cause damage from erosion or siltation on downstream property; or

C. Factors including, but not limited to, the presence of floodplain, poor soils or subsoils, or steep slopes exist in such a manner as to preclude adequate site drainage or treatment of runoff.

Subd. 7. **Inconsistent with Environmental Requirements.** A proposed subdivision may be deemed premature if it is inconsistent with the rules and policies of the Minnesota Environmental Quality Board, as may be amended, and could adversely impact critical environmental areas, or potentially disrupt or destroy, in violation of State historical preservation laws, historic areas which are designated or officially recognized by the Council.

(Ord. 2003-15, 6/10/2003; Ord. 2011-29, 10/25/2011)



PARCEL AREA TABLE		
PARCEL	AREA SF	AREA AC
B1-L1	24,669	0.57
B1-L2	8,095	0.19
B1-L3	8,082	0.19
B1-L4	8,069	0.19
B1-L5	8,056	0.18
B1-L6	8,043	0.18
B1-L7	44,850	1.03
B1-L8	21,144	0.49
B1-L9	7,595	0.17
B1-L10	7,558	0.17
B1-L11	7,520	0.17
B1-L12	7,482	0.17
B1-L13	7,445	0.17
B1-L14	9,452	0.22

DEVLOPER:

TWIN CITIES LAND DEVELOPMENT
4800 OLSON MEMORIAL HIGHWAY, SUITE 100
GOLDEN VALLEY, MN 55422

LEGEND

PROPOSED STORMWATER MANAGEMENT AREA

PROPERTY BOUNDARY

PROPOSED RIGHT OF WAY - DEDICATION REQUIRED

SITE DATA

INCLUDED PROPERTY (PER COUNTY GIS):

TOTAL AREA: 4.78 ac
DENSITY: ±2.93 units/ac

LOT SUMMARY:

65' WIDE LOTS :	14
TOTAL ALL LOTS:	14

TOTAL ROADWAY LENGTH:*

PUBLIC LOCAL (28' B-B*, 50'/ RW): 620 LF
*Assumed roadway design sections

PROPOSED ZONING: RSF-3

DESIGN ASSUMPTIONS:

FRONT SETBACK:	25'
REAR SETBACK:	25'
SIDE SETBACK:	LIVING 6'/GARAGE 8'
SIDE TO ROW:	25'
MIN. LOT DEPTH:	NONE
MIN. LOT AREA:	7,000 SF
PAD DEPTH:	70'
PAD WIDTH:	50'

WETLANDS: DEPICTION PER COUNTY GIS

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TROY RIDGE CONCEPT SITE PLAN

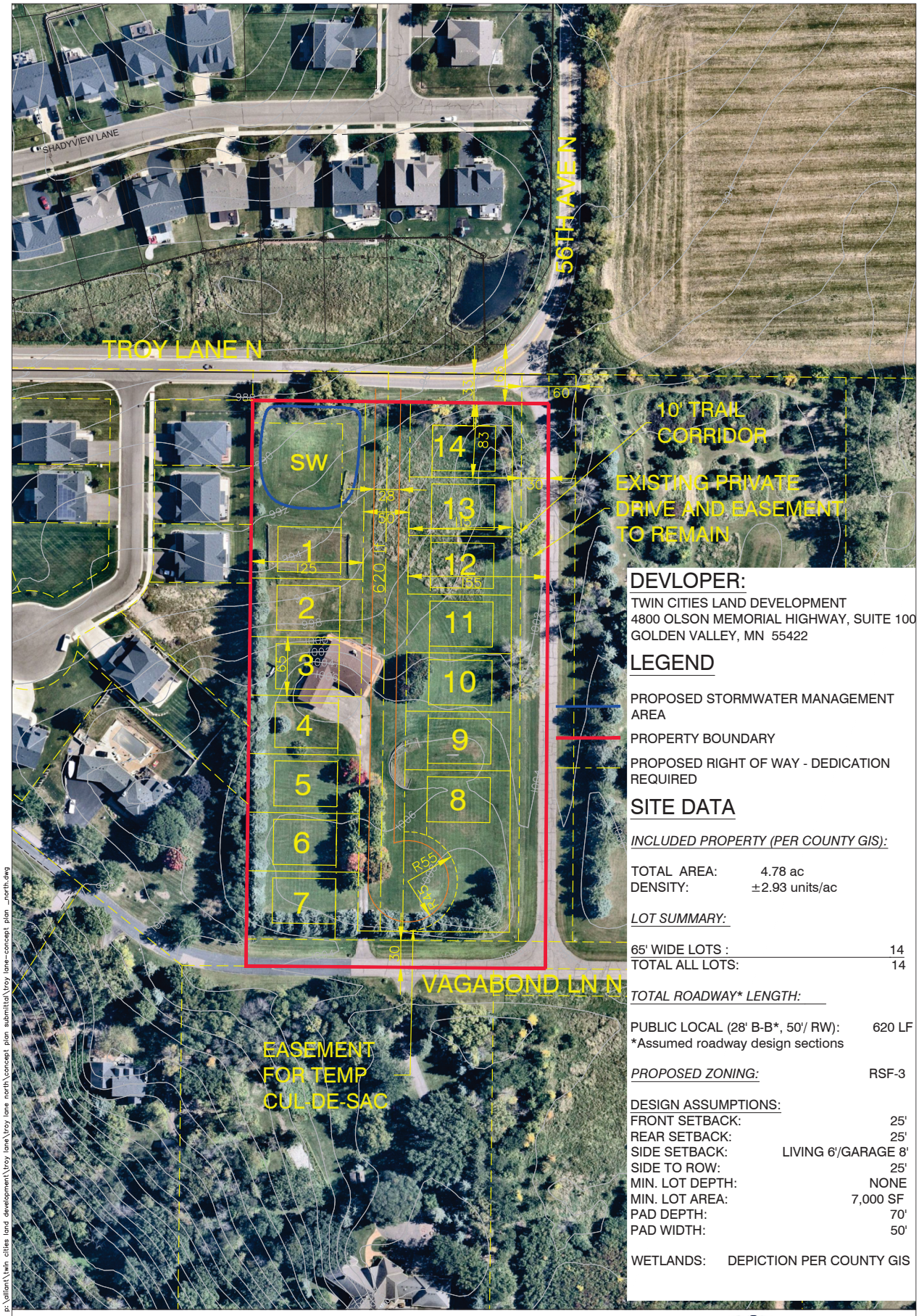
PLYMOUTH, MINNESOTA

1" 0' 50' 100'

DATE: 11-19-25
DRAWN BY: LRJ

TWIN CITIES LAND DEVELOPMENT

ALLIANT ENGINEERING



DEVLOPER:

TWIN CITIES LAND DEVELOPMENT
4800 OLSON MEMORIAL HIGHWAY, SUITE 100
GOLDEN VALLEY, MN 55422

LEGEND

PROPOSED STORMWATER MANAGEMENT AREA

PROPERTY BOUNDARY

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TOTAL ROADWAY LENGTH:*

PUBLIC LOCAL (28' B-B*, 50'/ RW): 620 LF
*Assumed roadway design sections

PROPOSED ZONING: RSF-3

DESIGN ASSUMPTIONS:

FRONT SETBACK:	25'
REAR SETBACK:	25'
SIDE SETBACK:	LIVING 6'/GARAGE 8'
SIDE TO ROW:	25'
MIN. LOT DEPTH:	NONE
MIN. LOT AREA:	7,000 SF
PAD DEPTH:	70'
PAD WIDTH:	50'

WETLANDS: DEPICTION PER COUNTY GIS

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TROY RIDGE CONCEPT SITE PLAN W/ AERIAL

PLYMOUTH, MINNESOTA

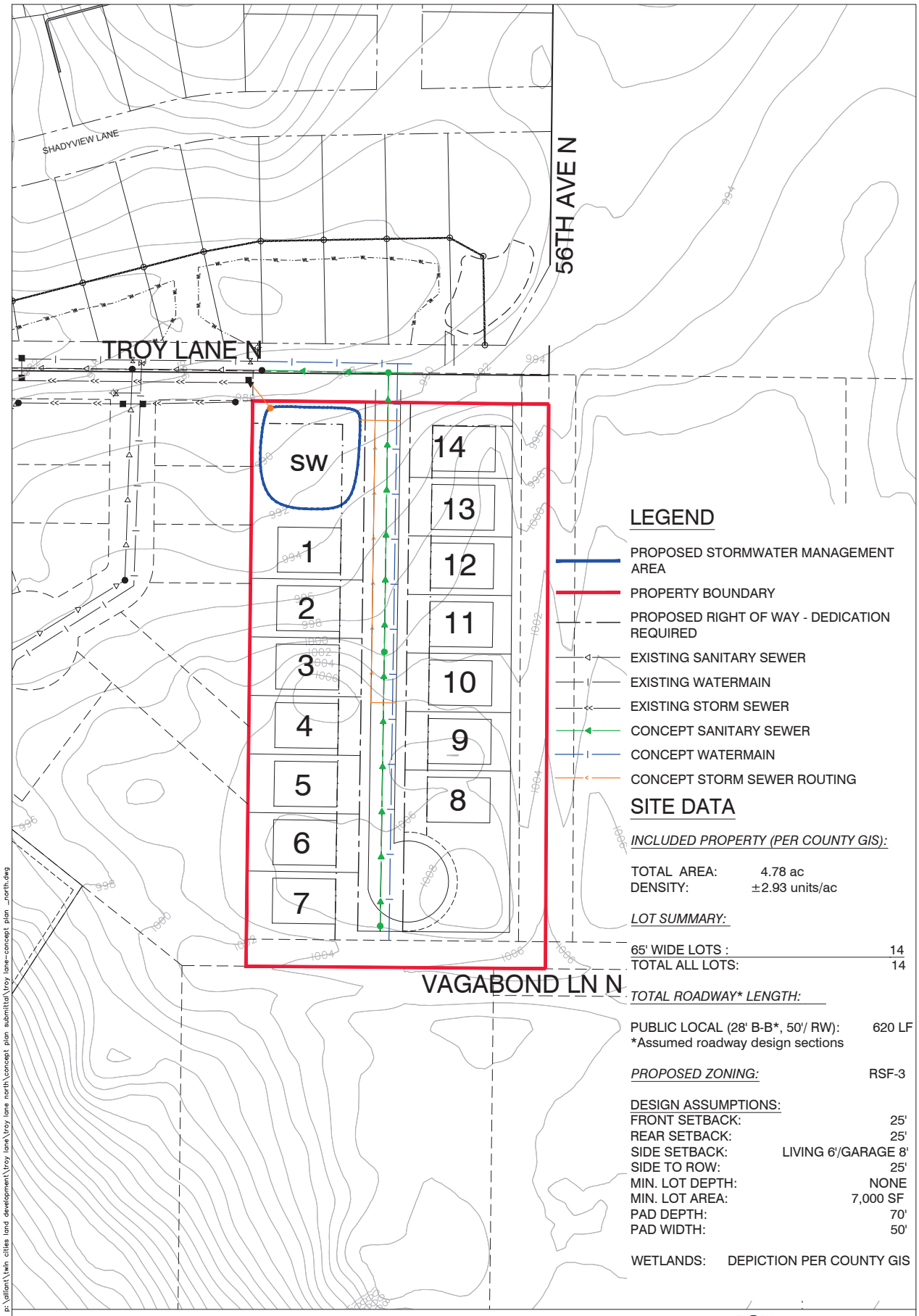
N

1" = 0' 50' 100'

DATE: 11-19-25
DRAWN BY: LRJ

TWIN CITIES LAND DEVELOPMENT

ALLIANT ENGINEERING



LEGEND

- PROPOSED STORMWATER MANAGEMENT AREA
- PROPERTY BOUNDARY
- PROPOSED RIGHT OF WAY - DEDICATION REQUIRED
- EXISTING SANITARY SEWER
- EXISTING WATERMAIN
- EXISTING STORM SEWER
- CONCEPT SANITARY SEWER
- CONCEPT WATERMAIN
- CONCEPT STORM SEWER ROUTING

SITE DATA

INCLUDED PROPERTY (PER COUNTY GIS):

TOTAL AREA: 4.78 ac
DENSITY: ±2.93 units/ac

LOT SUMMARY:

65' WIDE LOTS :	14
TOTAL ALL LOTS:	14

TOTAL ROADWAY LENGTH:*

PUBLIC LOCAL (28' B-B*, 50'/ RW): 620 LF
*Assumed roadway design sections

PROPOSED ZONING: RSF-3

DESIGN ASSUMPTIONS:

FRONT SETBACK:	25'
REAR SETBACK:	25'
SIDE SETBACK:	LIVING 6'/GARAGE 8'
SIDE TO ROW:	25'
MIN. LOT DEPTH:	NONE
MIN. LOT AREA:	7,000 SF
PAD DEPTH:	70'
PAD WIDTH:	50'

WETLANDS: DEPICTION PER COUNTY GIS

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TROY RIDGE CONCEPT UTILITY PLAN

PLYMOUTH, MINNESOTA

1" = 0' 50' 100'

DATE: 11-19-25
DRAWN BY: LRJ

TWIN CITIES LAND DEVELOPMENT

ALLIANT ENGINEERING

Troy Ridge Area

660 330 0 660 1,320

Feet

N

City of Plymouth

Shawn Drill

From: Todd Russ [redacted]
Sent: Tuesday, January 27, 2026 10:03 AM
To: Shawn Drill
Subject: Deb Larson 5600 Vagabond Lane N.

External email
First time sender

You don't often get email from [redacted] Learn why this is important

Dear Mr. Shawn Drill,

I am writing you this email today to support the development of the property listed at
5600 Vagabond Lane North Plymouth, MN
Agenda # 8.22 Pre-Application Sketch

I have been in the neighborhood at 5[redacted] Vagabond Lane N. for over 38 years and are open to new ideas for development
and upgrading of Troy Lane.

Unfortunately I cannot make tonight meeting but, I would like this email in the meeting minutes.

Thank you Todd Russ Ward 1
--
Todd Russ [redacted]
Email: [redacted]

2025-063

JAN 20 2026
BY:

January 20, 2026

Dear Commission & Council Members,

Thank you for the January 7, 2026, Planning Commission meeting discussion regarding Agenda Item 6.1, a pre-application sketch review for the proposed development of my property at 5600 Vagabond Lane. I am writing to briefly summarize several issues that were discussed and layout a few other considerations.

Chief among these issues is that my former next door neighbor of decades had the proposed development of his property approved ("Carlson Ridge"), and the property has since been developed in the same way we propose to develop my property now. Moreover, my property was originally part of the Carlson Ridge development plan and I was denied the right to develop.

When my husband and I met with City Staff on June 5 and June 30, 2025, there was NO mention of the street layout spacing guideline. Road access spacing was first mentioned in the City Planning Commission meeting, where it was noted that Carlson Ridge was approved even though there were two examples of the spacing guidelines not being followed or utilized: 56th Court ('Carlson Ridge') to 56th Place ('Greenway East'), and 56th Court to 56th Avenue. Was Carlson Ridge approved and developed prematurely? At the June meetings City Staff gave a few reasons why my development proposal was premature, or 'too different from Carlson Ridge': (a) double frontage lots, and (b) the original Carlson home was left intact and the new 5600 home "will be too new". Regarding (a), the City approved two or three double frontage lots on the Carlson Ridge property. Apparently this wasn't an issue when approving the Carlson Ridge development. So just like road spacing, additional restrictions are being placed on and adversely impacting my property rights. In addition, the double frontage lots in the developer's plan for my lot are only temporary until further development occurs in the HOA neighborhood. Turning to (b), would a property owner be denied a permit to re-side their home because updating their home would make it look too new as compared to other nearby homes. This reasoning is farcical.

City Staff suggested my development would be premature. Then there was a discussion that if the same logic being applied to call development of my property premature were applied to other developments that have already been approved, well then those developments would have been premature. The Saddle Club is another example of recent "premature" development. The Saddle Club development ingress/egress will wind through a large existing neighborhood, potentially causing safety issues. The Saddle Club parcel was approved for development without waiting for an abutting property owner to be ready to sell. Please add this to the growing list of circumstantial pretenses why the City has said my property cannot be developed, even though other properties with the same circumstances were approved for development.

During the Planning Commission meeting on January 7, 2026, one neighbor (who owns two homes in the HOA) spoke in support, and two HOA neighbors expressed safety concerns about Troy Lane. I do not believe the proposed subdivision road will create a hazard to public safety and general welfare for several reasons:

- Traffic on Troy Lane has significantly reduced since Peony Lane was completed Oct 26, 2015. Additionally, there are yellow caution signs depicting the two upcoming 90 degree turns

with 20 MPH, located on (1) Troy Lane just south of 56th Court (Carlson Ridge), and (2) Ranier Ave (near the Baer driveway) for traffic coming north toward Troy Lane.

- From 1992 - 2002 my three children and other HOA children were picked up by school buses at the corner of Troy Lane and 56th Avenue. Troy Lane traffic was heavier at that time since Peony Lane didn't exist north of 54th Avenue. There were no safety issues involving school buses or children at the corner. School buses have stop signs and flashing lights. In addition, any cars entering or leaving the proposed development would be slow moving--it is a must for any vehicle entering or exiting any neighborhood with a street that runs perpendicular to another road.
- My home faces east, looking at Troy Lane and the intersection with 56th Avenue. An impromptu traffic observation study conducted by my husband and me during school bus timeframes from the afternoon of January 14th through the morning of January 20th produced the following anecdotal yet relevant observations:

(1) Traffic speeds were slow at all times, and traffic did not cross the centerline.
(2) Elevation at the intersection of Troy Lane and 56th Avenue is the highest point on the road, optimizing visibility at the intersection.
(3) The afternoon drop-off bus stopped for less than one minute. The bus is clearly visible in both directions and bus safety equipment is deployed. (A School bus did not stop in the mornings).
(4) There was enough spacing between vehicles on the city roads that vehicles leaving my neighborhood did not have to wait to turn north on Troy Lane or continue on 56th.
(5)There were no pedestrians.
(6) The Carlson Ridge development did not overburden southbound Troy Lane with vehicles. Development of my property will also certainly NOT overburden the roads with traffic. These city roads have minimal use and can support more traffic safely in the future.

- When 5600 is developed, Troy Lane will be improved to meet city standards which would include extending the sidewalk on the east side of the road, as was done when 'Greenway East' and Carlson Ridge were developed, thus improving safety for vehicles, children and pedestrians in the area.
- Twin Cities Land Development's subdivision sketch for my property supports future development within the HOA neighborhood, since a "New 56th Avenue" (city road) would become the future ingress/egress to the area.

<u>Remedies:</u>

- Years ago, school buses drove up private 56th Avenue to private Vagabond Lane for pickups and drop-offs. When the 5600 development proposal is approved and completed, it may be possible school buses can drive up "New" 56th Avenue and pickup any children residing at the14 new homes as well as in Troy Ridge HOA, at a designated location on the proposed new cul-de-sac.
- Additional caution signs can be installed on Troy Lane and 56th Avenue, noting "School Bus Stop Ahead".
- The landscape at the intersection of Troy Lane and 56th Avenue could be improved. When Pulte applied for approval of their Gateway East development I spoke at the City Council meeting and recommended changes to the landscaping plan in order to increase visibility. The Council agreed at that time to this suggestion.

In Summary,

A number of prior developments in Plymouth have been approved in spite of Section 508.01. This proposed development should not be treated differently. It is unjust that the City is reluctant to approve this proposed development when it is similar to Carlson Ridge. Over the years it feels like the City has continued to move the goal post, and floated justifications for denying development of my property that have not been applied to development of other properties. I think Commissioner Fowler said it eloquently, "the road spacing situation was created outside landowner control" when the City approved Carlson Ridge without inclusion of my property and thus is not premature.

I respectfully request that this correspondence be included as part of the official record for Agenda item 6.1.

Sincerely,

Debra Larson

Debra Larson, Ward 1

From: Rena Sugarbaker [redacted].com>
Sent: Tuesday, January 13, 2026 10:07 AM
To: Webmail - Planning <planning@plymouthmn.gov>
Subject: Written follow-up to January 7 Planning Commission discussion – Agenda Item 6.1

External email >
First time sender >

You don't often get email from [redacted].com. Learn why this is important

Dear Planning Commission Members,

Thank you for the discussion at the January 7 Planning Commission meeting regarding Agenda Item 6.1. I am writing to briefly summarize and confirm several roadway access and safety points that were acknowledged during the public discussion and to formally submit my concerns for the record.

During the meeting, City staff and Commissioners acknowledged the following:

- The segment of Troy Lane approximately 165 feet from the proposed access point includes a pronounced horizontal curve, resulting in limited sight distance.
- Troy Lane in this area is narrow, lacks sidewalks, serves as the location of a school bus stop, and contains multiple nearby neighborhood access points that are already spaced closer than recommended by the City due to safety considerations (Section 508.01).
- There have been two documented rear-end collisions near 56th Avenue at the curve within the past five years.
- The proposed access for the 14-home development would be located substantially closer to existing neighborhood access points than recommended—approximately 165 feet from 56th Avenue (at the curve) and approximately 280 feet from 56th Court. This is significantly less than the City's recommended 660-foot intersection spacing for collector roads. Additionally, 56th Court is already spaced closer than recommended to both 56th Avenue and 56th Place North.
- City staff raised concerns in their report that the development is premature due to safety compromises created by the proximity of access points along this collector roadway.
- Future roadway extension or broader neighborhood connectivity is uncertain and cannot be required or predicted due to existing legal constraints.
- City staff indicated that a formal traffic study would not typically be required for a development of this size, while also acknowledging the pronounced horizontal curve, documented crash history, presence of a school bus stop, and entrance spacing that is significantly below City standards. No traffic study was prepared for this proposal.

These points were central to the Commission's discussion and understanding of the proposal, and I want to ensure they are accurately reflected in the official record.

I live in this neighborhood with my young family and feel a responsibility to raise these safety concerns. Based on the acknowledgments made during the meeting, **it appears that established access spacing and roadway safety standards for new development are not being met at this location, despite known adverse roadway geometry and compounding safety risk factors, including a pronounced horizontal curve that limits stopping sight distance, documented crash history, a school bus stop, and access spacing that falls well below City standards.**

Proceeding under these conditions raises serious concerns about foreseeable safety risks for residents, pedestrians, and school-aged children who use this corridor daily.

Thank you for your time and service to the City of Plymouth. I respectfully request that this correspondence be included as part of the official record for Agenda Item 6.1.

Sincerely,

Rena Sugarbaker Ward 1
[redacted]
Plymouth, MN 55446