

PLYMOUTH COUNTY ROAD 73

SMALL AREA STUDY



NOVEMBER 29TH
2022

ABOUT

The City of Plymouth is conducting a Small Area Study for the land area surrounding the intersection of County Road 73 and Highway 55 in the southeastern portion of the city. This study will look to evaluate current conditions and make recommendations regarding:

- Future land uses and redevelopment potential.
- Transportation, transit, and utility improvements.
- Future investments into existing parks and open space areas.

The study effort will help lay the ground work to:

- Encourage new investment in the area that support a mix of land uses.
- Provide multi-modal transportation opportunities and stronger pedestrian connections.
- Enhance the parks and open space amenities in the study area.



ACKNOWLEDGMENTS

City Council Members

- **Jeffry Wosje** - Mayor
- **Alise McGregor** - Ward 1 (Northwest)
- **Nick Roehl** - Ward 2 (Southwest)
- **Jim Davis** - Ward 3 (Southeast)
- **James Prom** - Ward 4 (Northeast)
- **Ned Carroll** - At Large
- **Jim Willis** - At Large

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- **Michael Boo** - (Chair) Ward 2
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- **Julie Pointner** - (Vice Chair) Ward 4
- **Julie Olson** - At Large
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Engineering Analysis





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PROJECT OVERVIEW

PURPOSE

The City of Plymouth conducted a Small Area Study for the area surrounding the intersection of County Road 73 and Highway 55 in the Southeastern portion of the city (see Figure 1.1). The study evaluated existing conditions and makes recommendations regarding transportation improvements and future redevelopment potential.

The intent of the study is to allow the City of Plymouth to be proactive in responding to issues, opportunities, and redevelopment interests. It will serve as a guide to managing transit supportive growth in the area. The study establishes the groundwork to help:

- Encourage reinvestment and new investment in the area.
- Promote mobility improvements, including safer pedestrian, biking, transit, and vehicle connectivity.
- Promote transit supportive mixed-use development.
- Enhance potential park, trail, and open space improvements.
- Roadway and transportation improvements.

The planning process involved multiple rounds of engagement with numerous project stakeholders including property owners, business owners, regulatory agencies, and City of Plymouth leadership. Full details of the planning process and community engagement are attached.

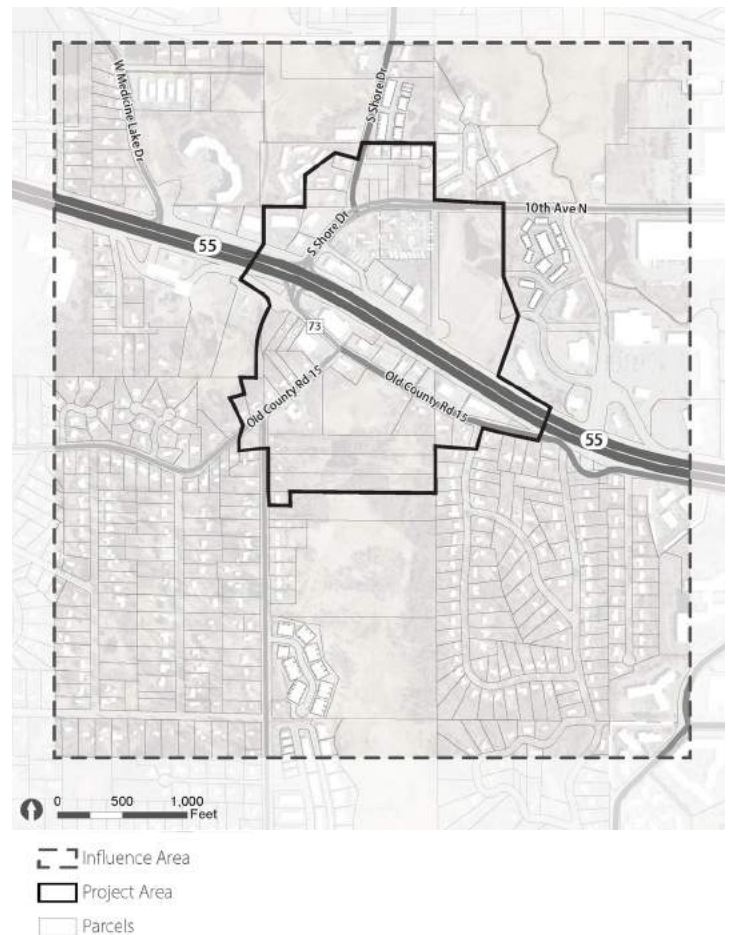


Figure 1.1 - Project Study Area

WHY PLAN?

The intent of the study is to allow the City of Plymouth to be proactive in responding to issues, opportunities, and redevelopment interests. It will serve as a guide to creating a phased approach to desired residential and business growth in the area that is transit supportive. The County Road 73 Small Area Study will help to:

- Encourage reinvestment and new investment in the study area.
- Promote unique opportunities for residential, commercial, and mixed-use development that is transit supportive.
- Help drive future infrastructure decisions and roadway improvements.
- Suggest land use, comprehensive plan changes, and zoning ordinance changes.
- Enhance potential park, trail, and open space improvements, and enhanced pedestrian and bicycle connectivity.

PLANNING PROCESS

There were five key steps in the planning process. Staff and the consulting team began the project by exploring the study area's existing conditions, identifying the needs and wants of the community, and pinpointing opportunities and constraints. Preliminary designs were developed and reviewed by the public and key stakeholders. The feedback helped to establish a preferred direction that is assembled here in the County Road 73 Small Area Study.



Understand
the Context



Confirm
Project
Objectives



Explore
Alternatives



Converge on
a Preferred
Direction



Assemble
the Final
Document



Aerial view of the study area

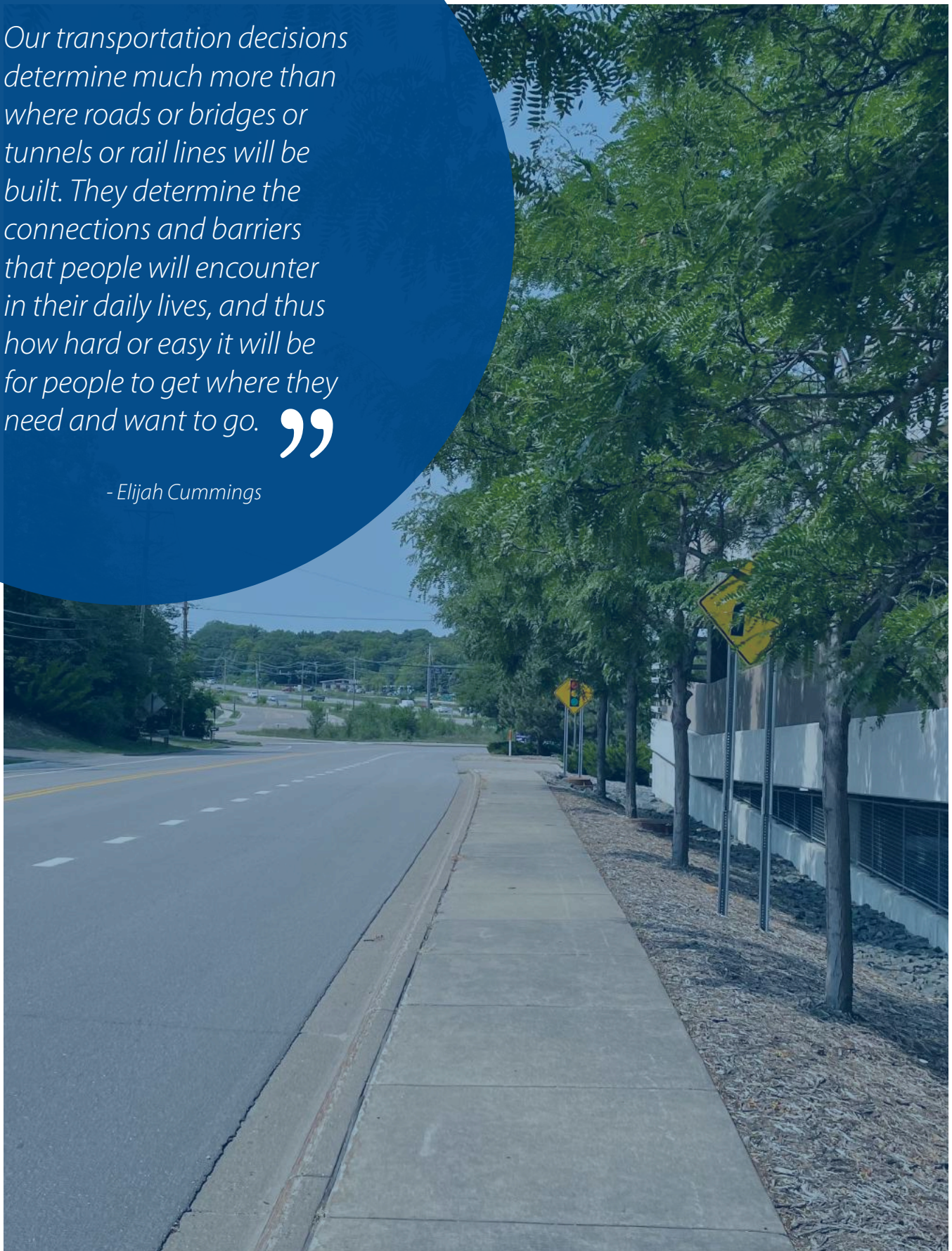
PROJECT TIMELINE

The planning process began in late summer of 2021 and continued into spring of 2022. The timeline for this Small Area Study included:



“ Our transportation decisions determine much more than where roads or bridges or tunnels or rail lines will be built. They determine the connections and barriers that people will encounter in their daily lives, and thus how hard or easy it will be for people to get where they need and want to go. ”

- Elijah Cummings



Sidewalk along County Road 73 looking towards Highway 55

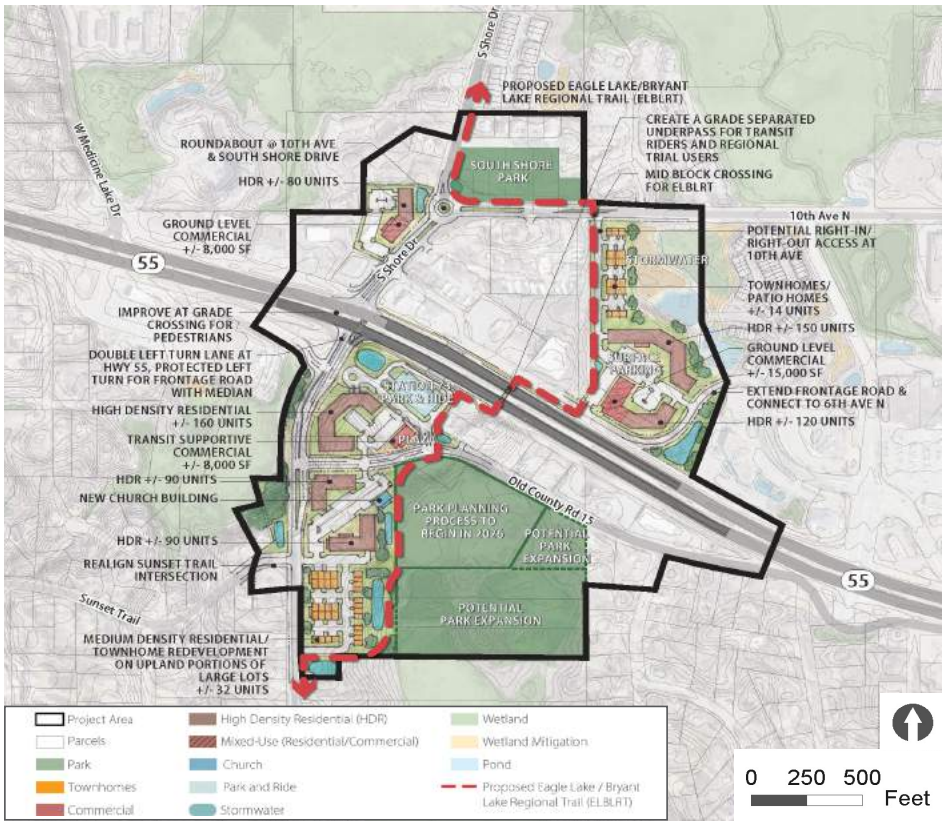


STUDY RECOMMENDATIONS



PREFERRED CONCEPT

This chapter provides a vision for the future with additional detail into proposed transportation improvements, land uses, parks, and connectivity improvements to the study area. These recommendations seek to balance anticipated infrastructure investments in regional transit, a planned regional trail route through the study area, planned future park improvements, and development potential that support transit ridership and improve safety and mobility for all. Over time, individual development proposals that come forward to the City may not look exactly like is prescribed in this plan, but future proposals should generally conform to this recommended concept plan.



REDEVELOPMENT GOALS AND OBJECTIVES

The following sections are intended to provide guidance for developers, engineers, and architects as they begin to plan and design the built environment of the Plymouth County Road 73 Study Area. These guidelines are not intended to define a specific style, but rather, to assist the designers of a development relate to the mass, scale, form, and character of the surrounding area.

The Objectives of the Plymouth County Road 73 Study Area are:

- Balance – To balance design expectations with private investment and the capacity of public funds to produce results.
- Long-Term Value & Quality – By achieving uniformity in design expectations the value of public and private investment can be preserved through the creation of a quality environment.
- Design – To achieve a design aesthetic of unique form and character through guiding high-quality architecture and construction with attention to placement, relationship, and orientation of structures to provide a greater sense of place.
- Compact Mixed Use – To create a compact concentration of multiple land uses that generate the critical mass necessary to sustain transit and achieve economic stability of the area.
- Pedestrian Oriented – While it is recognized that automobiles play a pivotal role in the use of the area these guidelines aim to lay the framework to reduce the dependence upon and dominance of the automobile through street design, shared parking, pedestrian scaled buildings, pathways, and spaces.
- Public Space – To preserve, enhance, or create many forms of publicly accessible open space, such as parks, plazas, tree-lined streets and community gathering areas.
- Street Activity – To encourage a sense of place through street level activity by allowing the imaginative and efficient utilization of land. To develop a sense of community by promoting year-round pedestrian and outdoor activities at the street level.



Outdoor plaza space with dining and shopping



Mixed use

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Urban streetscape with adjacent high density residential use



Boulevard streetscape



Regional trail along urban roadway

RECOMMENDED CONCEPT PLAN

The Concept Plan provides guidance for the area’s transformation including new roadway alignments, traffic control measures, new buildings, and site layouts. The Concept Plan generally identifies how these potential new development areas integrate with existing uses and features. The following identifies the redevelopment framework for the two distinct areas of the study.

Redevelopment Framework

South of Highway 55:

Roadway Improvements:

- County Road 73 - Realign roadway straight north to connect to Highway 55.
- Old County Road 15 – Align to create a “T” with newly aligned County Road 73.
- Sunset Trail – Sunset Trail – Align to create a “T” with newly aligned County Road 73.

Station 73 Park and Ride Facility Area:

- Develop high density residential and commercial mixed-use buildings.
- Integrate outdoor gather areas, attractive streetscapes, and place making.
- Create a grade separated crossing under Highway 55 for transit users.

Eagle Lake/Bryant Lake Regional Trails (ELBLRT):

- Create a grade separated crossing under Highway 55 for trail users.
- Extend the ELBLRT from the transit station across Old County Road 15 and into LaCompte Playfield. Continue the regional trail along the western edge of the park to the south. Connect the trail back to County Road 73 at the southern edge of the study area and extend the trail further south to the southern boundary of Plymouth
- Provide enhanced sidewalk and trail connections along all streets in the study area.
- Anticipate the future park improvements for LaCompte Playfield in 2027.

North of Highway 55:

Roadway Improvements:

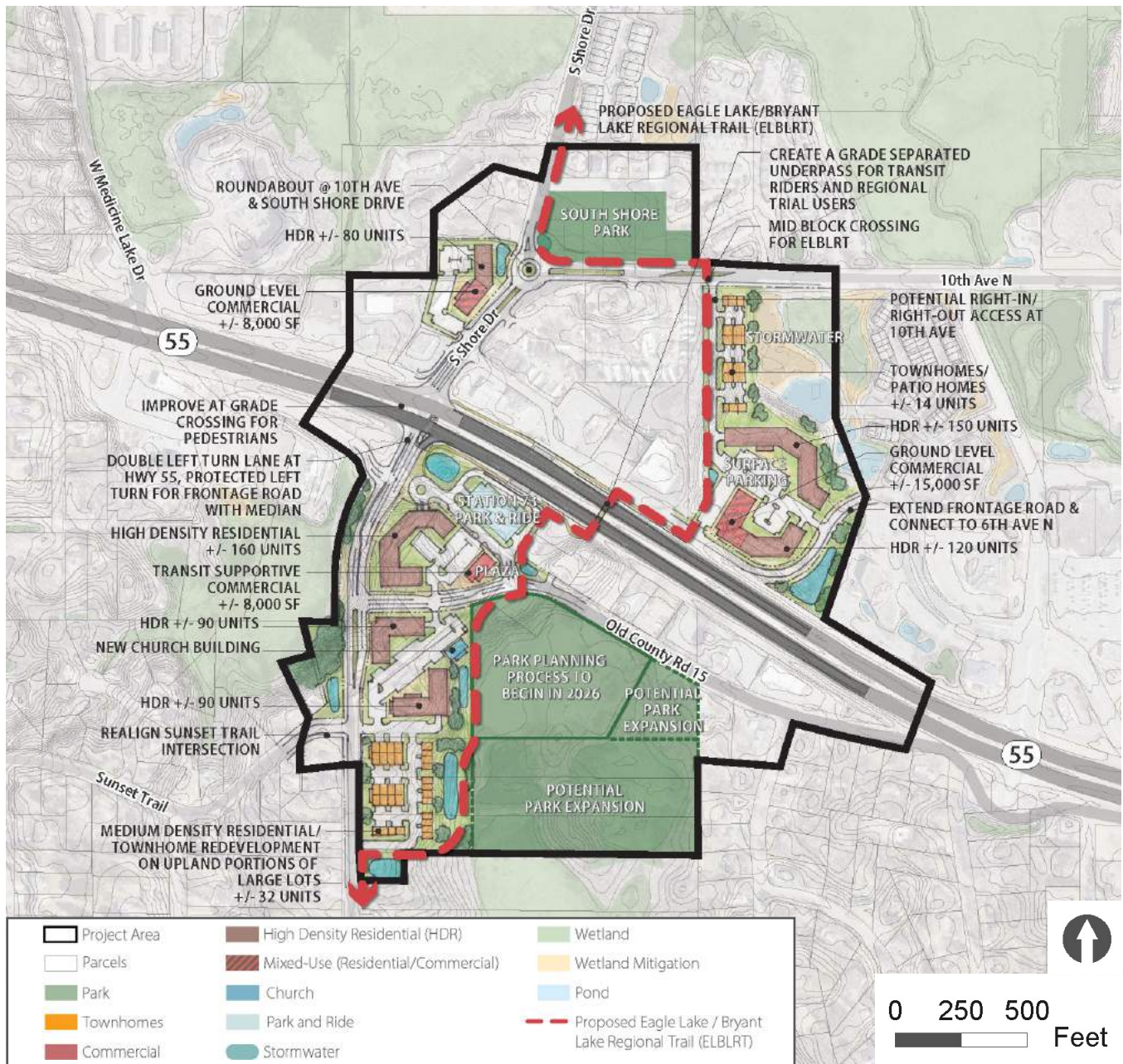
- Develop a roundabout at the intersection of 10th Avenue and South Shore Drive to improve traffic flow.
- Provide a dedicated right turn lane, through lane, and dedicated left turn lane for southbound South Shore Drive at Highway 55.
- Reduce Highway 55 Frontage Road access to right-in, right-out to improve the safety and efficiency of the southbound approach to the traffic signal.
- Extend the frontage road to the east and connect with 6th Avenue as part of the development of the John Allen parcel.
- Provide a right-in, right-out access for the development of the John Allen site at 10th Avenue to help disperse vehicle trips in the area.

Eagle Lake/Bryant Lake Regional Trails (ELBLRT):

- Extend the ELBLRT from the Luce Line Regional trail along the eastern side of South Shore Drive. Continue the trail east along the north side of 10th Avenue and create a mid-block crossing of 10th Avenue and extend the regional trail south within the existing right-of-way and connect to the grade separated crossing under Highway 55.

General Area:

- Develop transit supportive uses including high density residential, medium density residential, commercial, and mixed use.



RECOMMENDED CONCEPT PLAN

New Development		
	Units +/-	SF +/-
HDR	690	
MDR	46	
Office		0
Retail		31,000
Totals	736	31,000

Existing Development Removed		
	Units	SF +/-
LDR	10	
MDR	0	
HDR	0	
Commercial		5,000
Office		30,000
Industrial		3,000
Totals	10	38,000

Figure 2.1 - Recommended Concept Plan

Net Development		
	Units	SF +/-
	726	-7,000

LAND USE PLAN

The transit oriented land use changes recommended in this study help to support the transit system and reflect regional and national trends in redevelopment occurring in transit oriented districts. The primary change is adjusting land uses of specific parcels to a mixed use residential designation. This designation would allow for additional residential density. The land use plan identifies areas recommended to transition to a Mixed Use (MXD) or Mixed Use Residential (MXD-R) land use guidance.

FROM THE CITY OF PLYMOUTH'S 2040 COMPREHENSIVE PLAN:

Mixed use development allows the mixing of higher intensity land uses in one building or the physical integration of different uses on the same lot or within close proximity. Typically, mixed use includes a combination of retail, office, cultural or entertainment uses with higher density residential use.

With the MXD-R classification, high density housing is a required component. Mixed use developments will be processed as planned unit developments (PUDs), with the location of specific uses and development criteria determined through that process.



Commercial with patio



4-story urban residential



Rowhouse townhome



Back-to-back townhomes



Patio homes

The proposed land use change areas generally involve parcels that are currently vacant, correspond to the planned roadway realignments for safety improvements and traffic management, or are in close proximity to the Station 73 transit facility. The subsequent Transportation and Transit Recommendations section provides additional insight to the roadway realignment recommendations. These transportation recommendations take into consideration the additional density shown in the Concept Plan (forecasting the number trips in the analysis of the future transportation network). The anticipated traffic generation of this increased density is built into the recommended transportation improvements (see transportation section and traffic analysis in the appendix). The County Road 73 Small Area Study recommends maintaining residential uses within the mixed-use land use guidance to further support the existing transit investment and the expanded transit service that is being studied with the all-day service and the BRT route along Highway 55. Generally, proposed land uses in study area remain a mix of commercial, office, and residential uses, but more specific land use objectives are to:

- Introduce mixed use land use designations for development and redevelopment areas shown, primarily along the County Road 73 corridor and the vacant sites north of Highway 55.
- Maintain offices uses along the south side of Highway 55.
- Maintain highway commercial oriented uses along the north frontage of Highway 55.

Figure 2.2 - Small Area Study Proposed Future Land Use

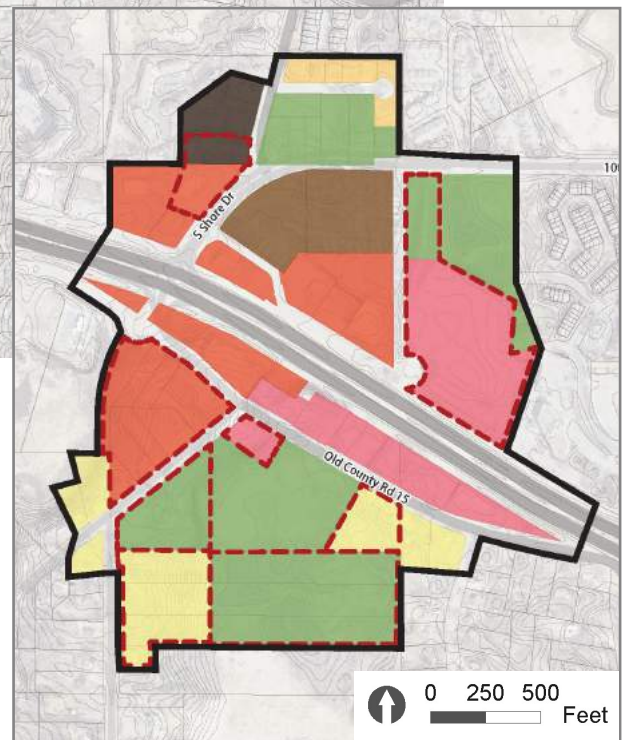
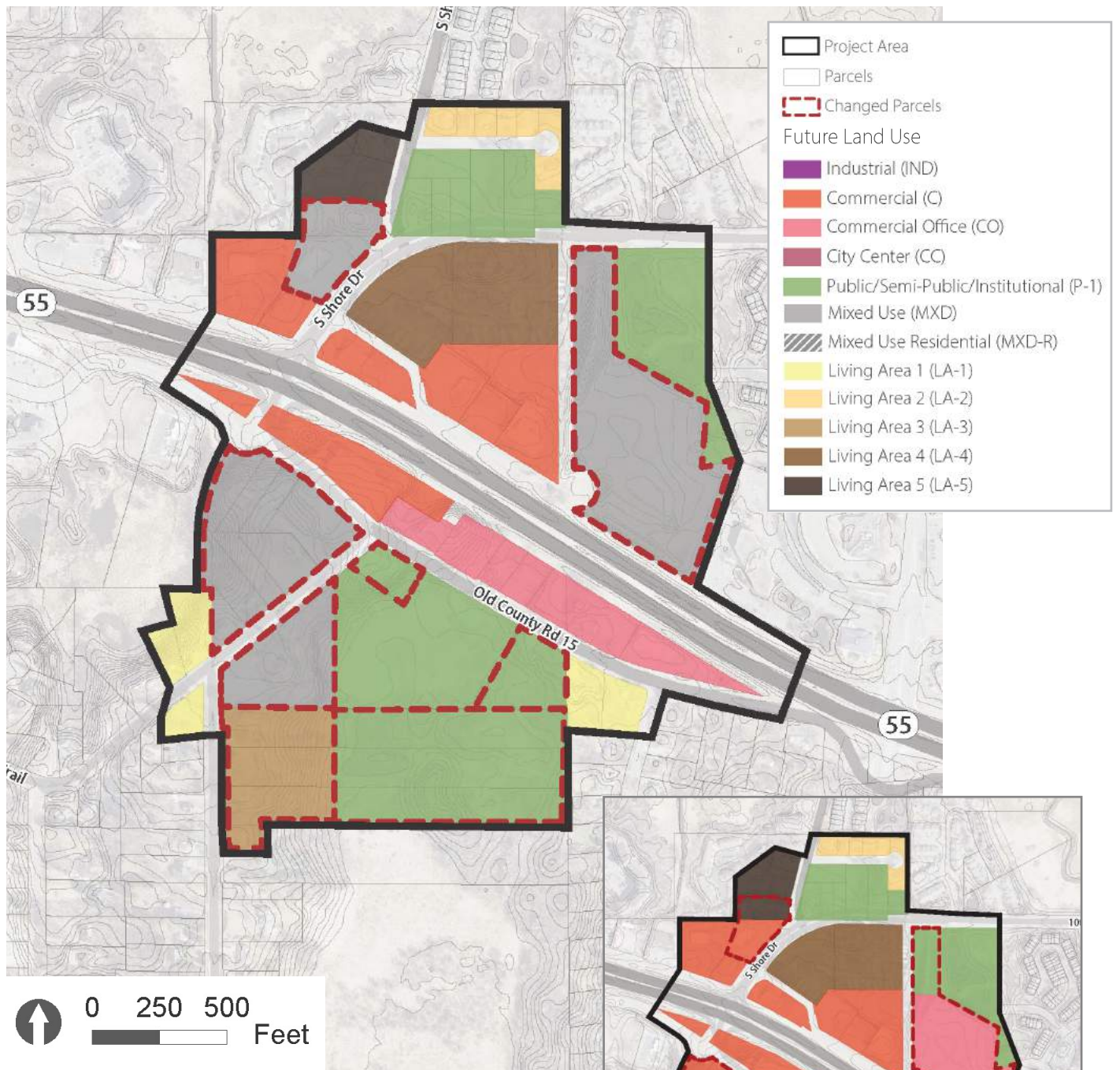


Figure 2.3 - 2040 Guided Land Use

TRANSPORTATION AND TRANSIT PLAN



Bike/pedestrian underpass



Roundabout

At the heart of the study area is the City of Plymouth's commuter park and ride facility, Station 73. Station 73 is a 288-vehicle four-story parking ramp with lobby and restroom facilities. This Plymouth MetroLink facility is major transit investment, that continues to expand with the anticipation of an all-day transit service trial beginning in 2025 and the potential for Bus Rapid Transit (BRT). The Plymouth express bus services will utilize the future in-line platforms along Highway 55 while the local on-demand buses will circulate into the transit facility utilizing the realigned County Road 73 and Old County Road 15. Beyond the recommended transportation improvements are the improved mobility enhancements that address the safety concerns for pedestrians, bicyclists, and motorists. These included added sidewalks, improvements to queuing and stacking issues, improved intersection movements and visibility concerns. To better support improved transit, mobility, and the anticipated redevelopment densities the following key recommendations include:

South of Highway 55:

Roadway Improvements:

- County Road 73 - Realign roadway straight north to connect to Highway 55.
- Old County Road 15 – Align to create a “T” with newly aligned County Road 73.
 - The realigned Old County Road 15 will provide access for buses and park and ride patrons to Station 73. The ultimate configuration of traffic control of this intersection could either be a signal or roundabout based on determination of final design considerations.
 - Close access of the Old County Road 15 roadway alignment near the County Road 73/Highway 55 intersection near Station 73 by creating a cul-de-sac.
- Sunset Trail – Align to create a “T” with newly aligned County Road 73.
 - The realigned Sunset Trail will provide a controlled intersection for motorists and safer crossing for pedestrian and bicyclists.
- County Road 73 to westbound Highway 55 with double left turn lanes at the Highway 55 intersection.
- Allow for a left turn on northbound County Road 73 to the southern frontage road (access to Starbucks/McDonald's), but limit access out to County Road 73 from the southern frontage road to a right-in, right-out movement.
- Provide a dedicated southbound right turn lane with adequate queuing onto eastbound Highway 55.

Create an urban streetscape aesthetic through the study area to provide a unique character to the area, calm traffic, and support a pedestrian oriented public realm. Include features such as pedestrian scaled lighting, landscaping, site furnishings, and station area branding elements and signage.

Recommend designing roads to encourage a 30mph speed limit for County Road 73 and Old County Road 15 through the study area.

Consolidate access points on County Road 73 and provide a supporting network of private streets and parking lot drives to further enhance internal vehicular circulation for redevelopment areas on the east side of County Road 73.

Turning Movements and Queuing:

- Provide additional queuing for northbound

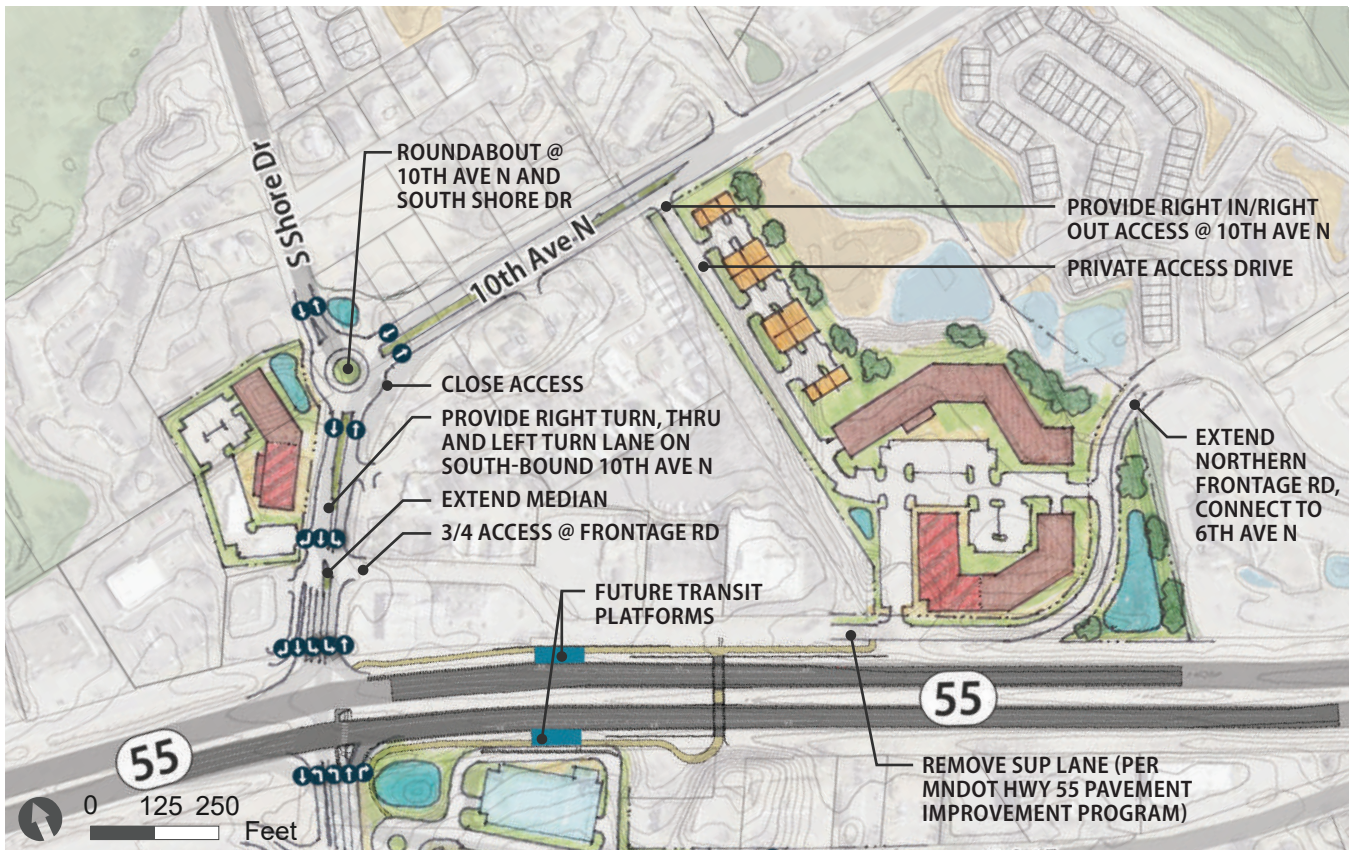


Figure 2.4 - Transportation & Transit Plan North of HWY 55

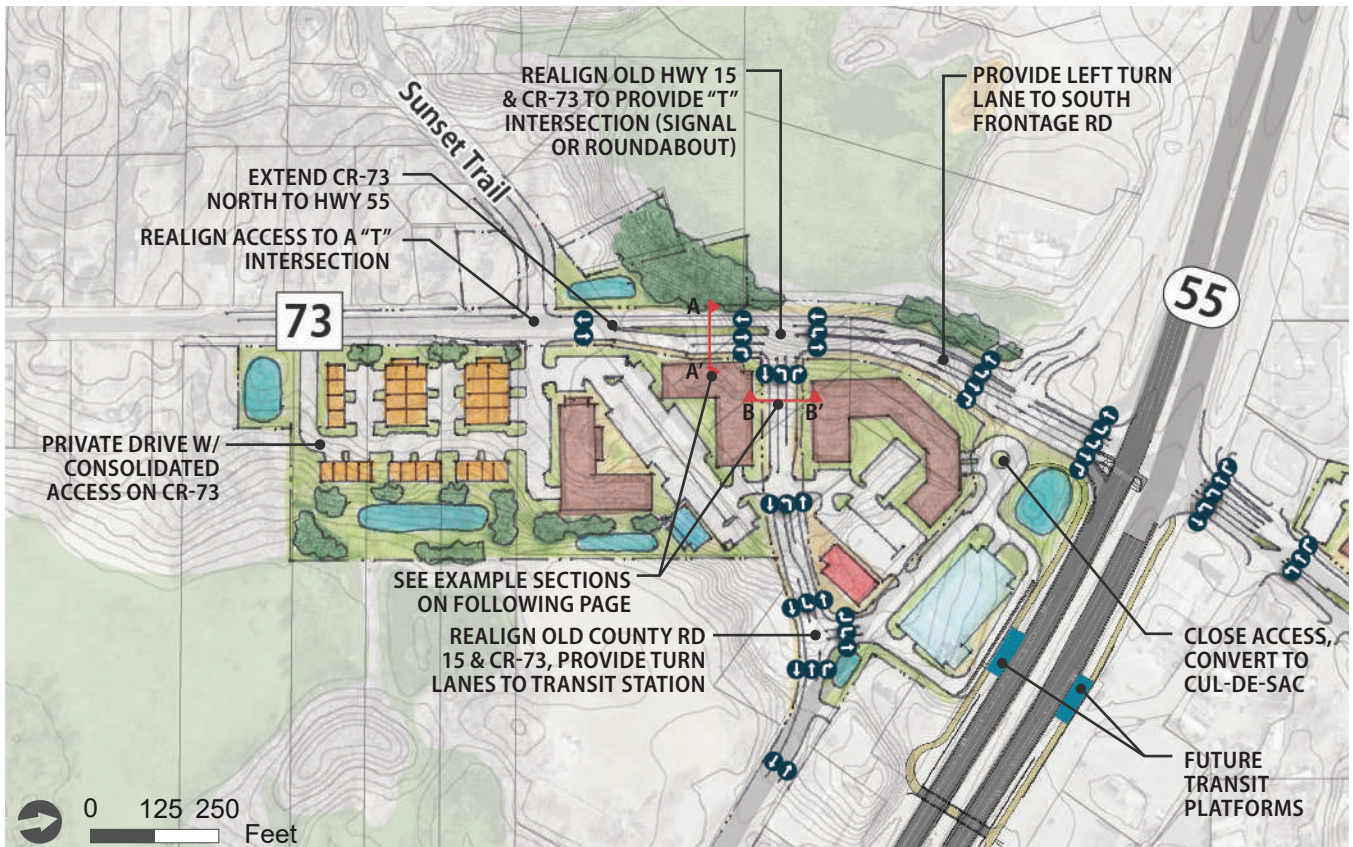


Figure 2.5 - Transportation & Transit Plan South of HWY 55

Proposed Street Sections



Figure 2.6 - County Road 73 Street Section

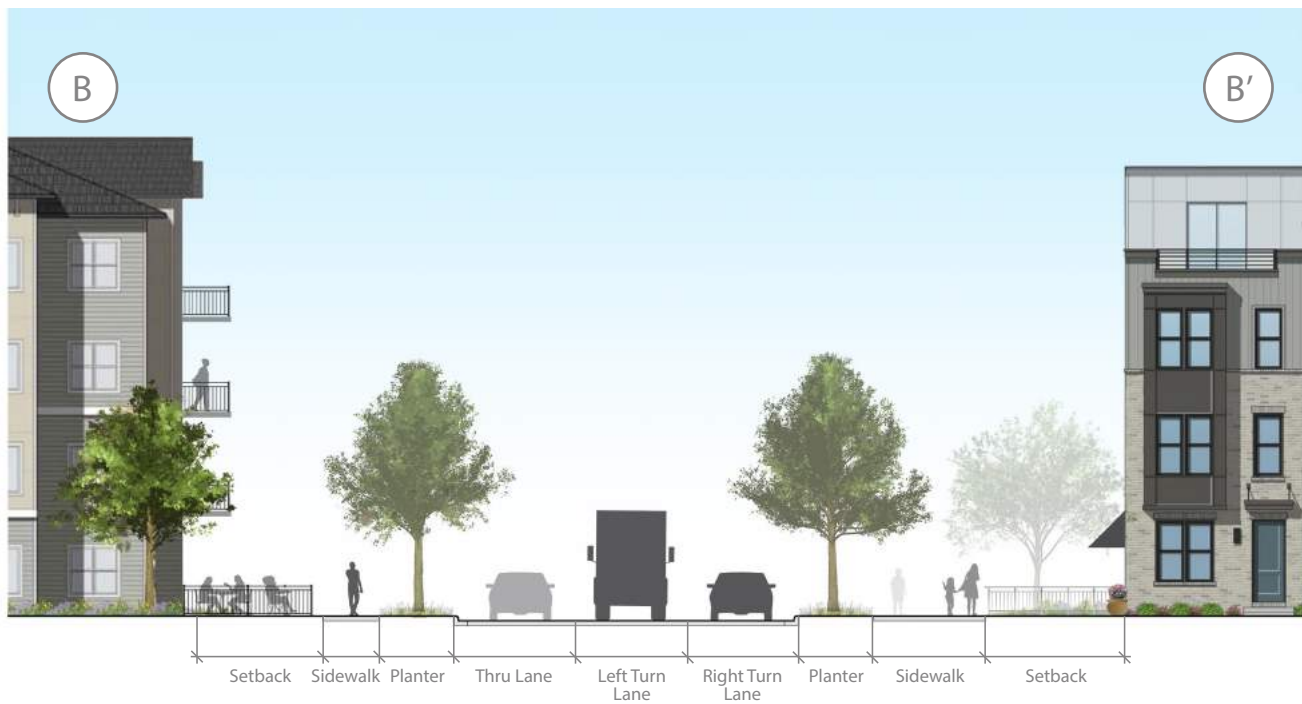


Figure 2.7 - Old County Road 15 Street Section

North of Highway 55:

Roadway Improvements:

- Develop a roundabout at the intersection of 10th Avenue and South Shore Drive to improve traffic flow.
- Close access to manufactured home park at the roundabout location (maintain the two other existing access points to 10th Avenue).
- Provide a dedicated right turn lane, through lane, and dedicated left turn lane for southbound South Shore Drive at Highway 55.
- Reduce Highway 55 Frontage Road access to right-in, right-out to improve the safety and efficiency of the southbound approach to the traffic signal.
- Extend the frontage road to the east and connect with 6th Avenue as part of the development of the John Allen parcel.
- Provide a right-in, right-out access for the development of the John Allen site at 10th Avenue to help disperse vehicle trips in the area

Turning Movements and Queuing:

- Extend the frontage road to the east and connect to existing 6th Avenue as part of the development of the large vacant parcel north of Highway 55 to help disperse vehicular trips.
- Create a right-in, right-out access on 10th Avenue to the large vacant parcel north of Highway 55 to provide additional vehicular circulation.
- Prohibit left turns from northbound 10th Avenue to the frontage road west of 10th Avenue (the roundabout allows for access to the west frontage road via circulation around the roundabout).
- Improve the intersection at the north frontage road and South Shore Drive. Prohibit left turns from southbound 10th Avenue to the frontage road east of 10th. This will ensure the queues from the Highway 55 signal do not block the access and create safety concerns.

GREEN INFRASTRUCTURE OPPORTUNITIES WITH TRANSPORTATION IMPROVEMENTS

Elements of green infrastructure such as permeable pavers, tree trenches, rainwater gardens, curb cuts, and the use of native plantings are all examples of design elements that can have a positive lasting effect when incorporated into trail and streetscape design. These features also offer interpretive opportunities for educational signage to explain green infrastructure processes to users.



Enhanced pedestrian crossing



Transit station platforms



Pedestrian crossing for trail

PARKS, TRAILS, AND OPEN SPACE PLAN

Providing enhanced pedestrian and bicycle connections to LaCompte Playfield and Station 73 were some of the most common responses heard during the community engagement process. The recommendations for parks and trails in the study area include adding sidewalks and trails to public roadways, routing a regional trail through the study area, and creating a grade separated crossing of Highway 55 for safer pedestrian movements north to south. Improvements are planned for LaCompte Playfield in 2027 and a separate planning/design process for the park improvements will take place in 2026. This study provides a guide for surrounding connections to the park, how future development could interface with the park, and a high-level list of desired amenities from the community engagement that should be considered. The following are the recommendations for parks, trails, and open spaces in the study area:



Boulevard streetscape



Bike/pedestrian underpass

- Create a grade separated crossing of Highway 55 (underpass) for pedestrians and bicycles.
- Extend the ELBLRT through the study area – following South Shore Drive, 10th Avenue, through existing right-of-way, under Highway 55, along the west side of LaCompte Playfield, and south along County Road 73 to Minnetonka.
- Provide a trail connection along the eastern side of the realigned County Road 73 that can also connect to Station 73 and the anticipated transit platforms.
- Provide a trail on the south side of Old County Road 15 realignment and along the northern edge of LaCompte Playfield.
- Provide for ADA accessibility improvements and enhanced pedestrian crossings at key intersections throughout the study area.
- Provide sidewalks throughout the study area with roadway realignment projects.
- Provide more trees and well landscaped areas throughout the study area.
- Maintain the neighborhood park function of South Shore Park with a playground, basketball court, and open playfield area.



Natural surface trails



High visibility pedestrian crossing

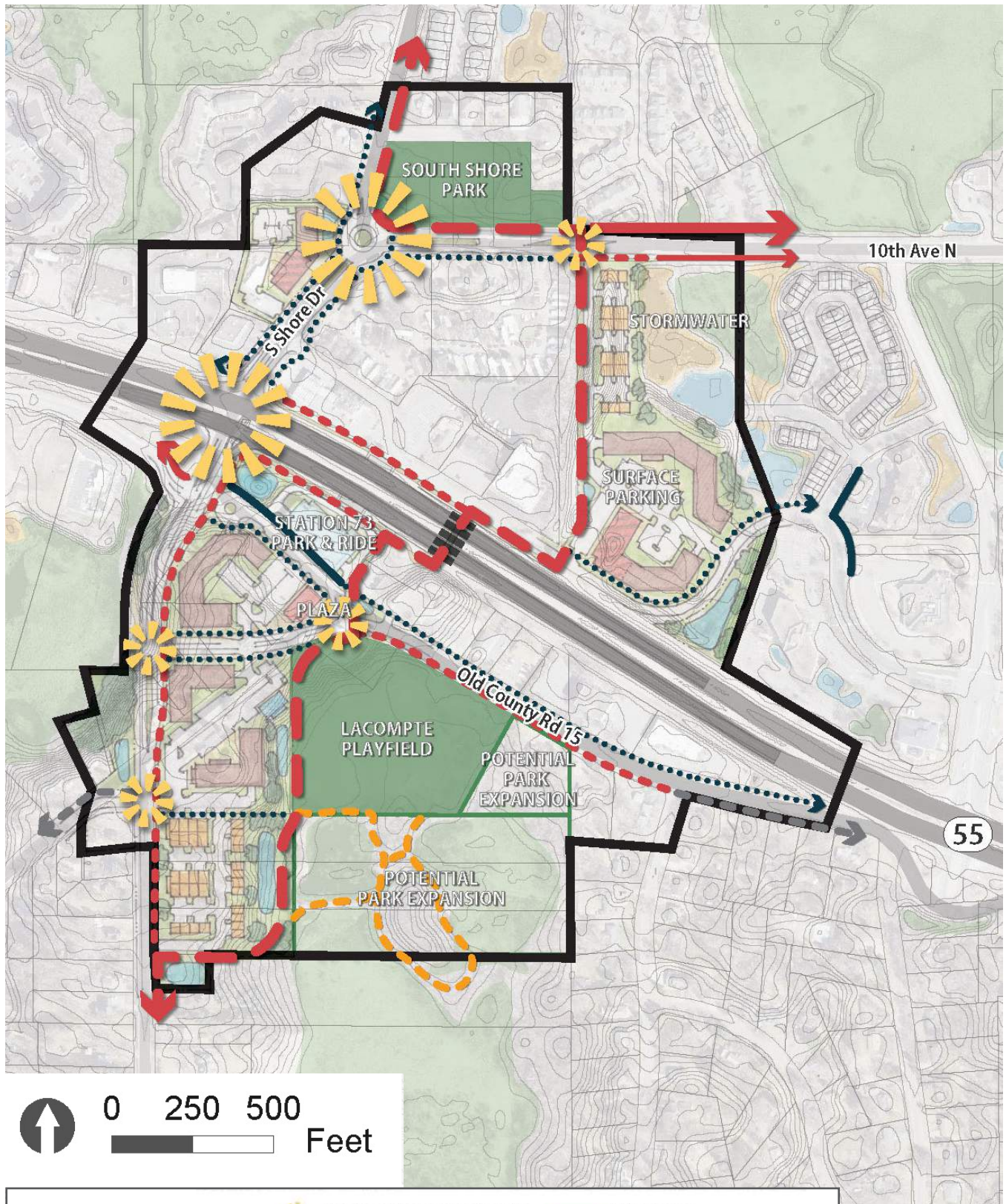


Figure 2.8 - Parks, Trails, and Open Space Plan

INTERPRETIVE OPPORTUNITIES FOR PARKS, TRAILS, AND OPEN SPACES

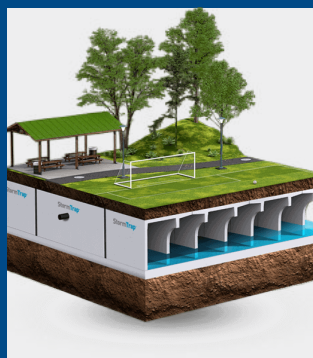
Public Art

Regional trail corridors and public park spaces can feature artistic elements in a number of ways. Sculptural elements can add points of interest and draw users through a space while featuring the talents of local artists, while functional art pieces like wayfinding can serve a dual purpose (i.e. a mural that doubles as a wayfinding element, a themed playground, or a bench that features tactile elements for learning about plants and animals in the area). These elements may tell the history of an area by using certain materials, provide seating, bike parking, shelter, or frame views and points of interest.



Green Infrastructure

Elements of green infrastructure such as permeable pavers, rainwater gardens, native plantings or buffers, and underground water storage treatment systems are great ways to take advantage of an areas topography and open spaces. These details can be easily accompanied by educational signage to inform park users of the natural processes happening just below their feet.



LaCompte Playfield Recommendations

- Consider potential park expansion for LaCompte Playfield to the east (active uses or stormwater treatment) and south (natural surface trail loop or bird blind).
- Consider regrading of portions of LaCompte Playfield with future improvements to limit seasonal flooding impacts to active play features such as the ballfields.
- Consider the following desired improvements for LaCompte Playfield when detailed design of the park occurs in 2027:

Knowing there will be a future planning effort for LaCompte Playfield, and anticipating future redevelopment in the area, what park features should be considered at LaCompte Playfield?

Hockey/ Roller Rink **Biking Trails** **Ballfields**
Lacrosse **Dog Run!** **Cross Country Skiing**
Soccer **Pickleball** **Trail and Sidewalk Connections**
Playground
Walking Trails **Gardens**
Pavilion **Splash Pad!** **Fire Pits**
Attractive Landscaping **No Changes**
Leave As Is **Basketball Courts** **Natural Areas**

Survey responses received from phase 2 of community engagement



IMPLEMENTATION

KEYS TO IMPLEMENTATION

Implementation of the County Road 73 Small Area Study is an ongoing process and represents a commitment to a set of goals, policies, and actions that will guide the future of the study area. The County Road 73 Study is a result of careful analysis of the areas challenges and opportunities along with discussions with the community and other organizations documented into one vision. The County Road 73 Small Area Study provides a framework for transportation and mobility improvements and future redevelopment that demonstrates how the study area transitions toward a more transit-oriented district. The study identifies solutions to traffic and mobility issues, creates safer, more identifiable routes for pedestrians and bicyclists, and promotes more corresponding redevelopment that is transit supportive. Recognizing the transition of the study area will take numerous years, but the study should be used as a tool to:

- Encourage the appropriate reinvestment and new investment in the study area.
- Guide the appropriate land uses, Comprehensive Plan changes, and zoning ordinance alignment.
- Guide future infrastructure and mobility improvements.
- Provide enhanced pedestrian and bicycle connectivity throughout the study area.
- Enhance park, trail, and open space improvements.



In order for the City of Plymouth to successfully realize the vision of the County Road 73 Small Area Study many factors must be considered.



Patience

The transformation of the County Road 73 Small Area Study will not be implemented overnight. The time frame for implementation reflects its evolutionary nature, looking forward over a period of years. The desired change often requires the patience to wait for the right things to happen, rather than making changes simply to be seen as doing something.



Commitment

Commitment to the County Road 73 Small Area Study recommendations and patience go hand-in-hand. This study does more than simply seek to attract new development; it provides a road map to enhance the entire study area. Commitment to the study recommendations means the willingness to actively promote public and private investments that align with the objectives of the study. It also requires the willingness by decision-makers to deter developments which do not meet the objectives. Not all of these decisions will be easy or occur exactly as analyzed or portrayed in this document.



Financial Reality

Implementing the County Road 73 Small Area Study requires careful investment of public funds, but the private side of the financial equation must not be overlooked. New development and existing businesses will pay for their portion of the improvements called for in the study. The County Road 73 Small Area Study seeks to balance the investment in public initiatives with the creation of a financial environment that sustains successful businesses and strong neighborhoods. Additional capital dollars from project partners and/or additional funding resources such as grants will likely be needed to fully implement the recommendations.



Strategic Investments

If financial support for the study was unlimited, the need for strategic decisions would be less important. However, with limited funds, every expenditure is crucial. It is not possible to immediately undertake all of the initiatives described in the County Road 73 Small Area Study. Needs and opportunities not contemplated in the study may arise in the future. Every investment must be evaluated for its impact on enhancing the overall study area.

LAND USE CONTROLS

The initial focus of implementation will be on actions needed to establish the County Road 73 Small Area Study as the official guide to development/redevelopment of the study area. These implementation procedural steps involve the adoption of key policy documents and updated development controls.

1

Approve the County Road 73 Small Area Study

The first implementation step is for City Council actions to approve the County Road 73 Small Area Study. These approvals set the stage for subsequent actions such as amending the comprehensive plan, zoning ordinances, capital improvement programs, and the allocation of financial resources.

2

Amend Land Use Controls

The approval of the County Road 73 Small Area Study is the trigger for taking other actions needed to guide land use for the area in accordance with the study's recommendations. Land use controls not only promote the desired development outcomes, they also prevent development that is not consistent with the study. The two key land use controls include the Comprehensive Plan and zoning ordinance.

Update the Comprehensive Plan

The City will need to update the Comprehensive Plan with the new "County Road 73 Small Area Study" including the land use plan designations (Table 4.1) and appropriate policies consistent with the vision of the study. This can be completed prior to, or in conjunction with, proposed development applications. Amending the Comprehensive Plan following approval of the County Road 73 Small Area Study creates the foundation for all other implementation actions. Consistency with the Comprehensive Plan is a statutory requirement for zoning regulations, capital improvements, and redevelopment projects. The County Road 73 Small Area Study will be added to the Comprehensive Plan as an additional appendix.

Zoning Regulations

More direct control of development comes from zoning regulations. Consistency with the approved County Road 73 Small Area Study will be a key component in which to analyze proposals and determine the proper approach to re-zoning.

Zoning Ordinance Implementation Options

To facilitate the redevelopment identified in the Concept Plan, a re-zoning will be required. Today, the area is comprised of PUD, Single Family, Neighborhood Commercial, Office, Highway Commercial, and Multi-Family zoning districts. The variation of uses, mixed both horizontally and vertically, does not lend itself exactly to any of the existing zoning districts. The study recommends two zoning options for implementation: Planned Unit Developments (PUD) or an Overlay District.

Option 1: Planned Unit Developments (PUDs)

The use of a Planned Unit Development (PUD) as per the terms outlined in the zoning code (Chapter XXI, Section 21655) is intended to allow for the mixing of land uses within a development. The Planned Unit Development (PUD) zoning district approach would use this study as a guide for directing future rezoning to be consistent with the preferred land use and proposed public infrastructure investments. This approach would allow for redevelopment proposals to respond to a more transit supportive land use pattern that mixes uses and achieves a higher density of development. It is anticipated that future development will require the assembly of parcels which generally results in a more comprehensive development plan.

Option 2 – Station Area Overlay District

Alternatively, the city could pursue a “Station Area Overlay” that could be applied to not only this study area, but all station areas within Plymouth where the city is promoting additional density or a mix of uses which will better support transit investment. Overlay districts can be a valuable tool for cities looking to implement goals and objectives of the community. The appeal of overlays is their flexibility and adaptability. They allow local governments to maintain current zoning codes while addressing the special needs of a particular area. Overlay districts have been used to implement incentive bonus programs, encourage mixed use development projects and innovative urban design standards. An overlay district approach would establish a new overlay zoning district that incorporates transit-oriented development principles. Proactively applying the overlay district through rezoning would ensure re-development achieves desired transit supportive and transit-oriented development. An overlay district could include (but not limited to) the following key elements: establishing a “minimum” level of transit supportive density for both commercial and residential uses; incorporating higher density housing; allowing for the vertical mixing of uses; placing an emphasis on pedestrian-oriented development form, character, and design; reducing parking requirements concurrent with transit usage; and integrating affordable housing as a component of development projects. A proactive approach both supports transit use (transit investments) and enables more efficient land use development.

Establishing an overlay district approach can:

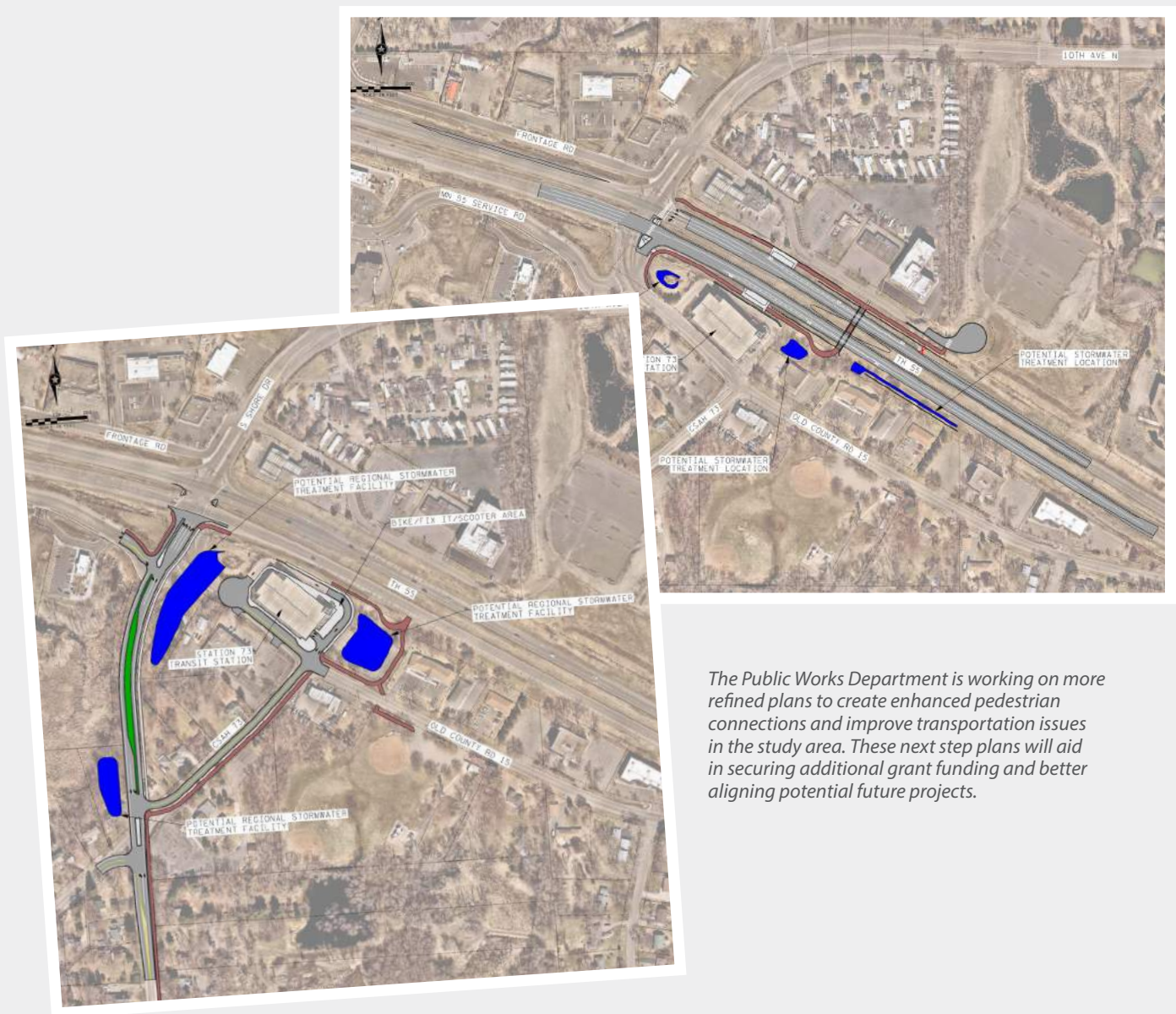
- Prevent continued investment in private improvements that create barriers to other desired public improvements (roadway extension, intersection improvements, transit investments, park improvements, etc.).
- Prevent immediate redevelopment or improvements in favor of more longer term investments.
- Help demonstrate the City’s willingness to support land use changes that enable private redevelopment supportive of transit investments.

There are significant national and regional resources available that provide model ordinances and funding assistance for transit oriented development. Pursuit of option 2 would be a strong potential project to leverage these resources. At the regional level, these resources can be secured through the Metropolitan Council’s Livable Communities program and the Hennepin County TOD program.

Station 73 TRIP

The City of Plymouth Public Works Department is spearheading the integration of future transportation improvements in the study area. Identified as the Station 73 TRIP (Transit and Regional Improvement Program) this next step in the detailed evolution of the recommendations in this study seeks to improve transportation for all users, bolster quality of life for those who live nearby or travel through the area, coordinate necessary projects with available funding, and facilitate reinvestment in the area. The Station 73 TRIP prioritizes infrastructure investments aimed at making safety, mobility, and capacity improvements.

Figure 4.1 identifies the major investment areas and improvements expected to be completed. These areas are not indicative of any specific phasing or time-frame for improvements, but rather show the coordinated improvements that can take place. Available funding will help dictate the timing of these improvements, however, the City's initial focus on new investments will be focused on creating an underpass of Highway 55 and the first segments of the Eagle Lake to Bryant Lake Regional Trails.



The Public Works Department is working on more refined plans to create enhanced pedestrian connections and improve transportation issues in the study area. These next step plans will aid in securing additional grant funding and better aligning potential future projects.

REDEVELOPMENT PHASING

Redevelopment does not happen overnight. This study provides a guide to transformation over the next 10 to 20 years. The City of Plymouth and individual property owners ultimately will make decisions on specific redevelopment projects and the timing of these projects. Redevelopment within the County Road 73 Small Area Study falls into two categories, redevelopment projects that are dependent on the major transportation changes, and those that are not. The potential projects that are dependent on infrastructure changes will require site acquisition and utility reconstruction. All projects should be coordinated with the Station 73 TRIP infrastructure planning.

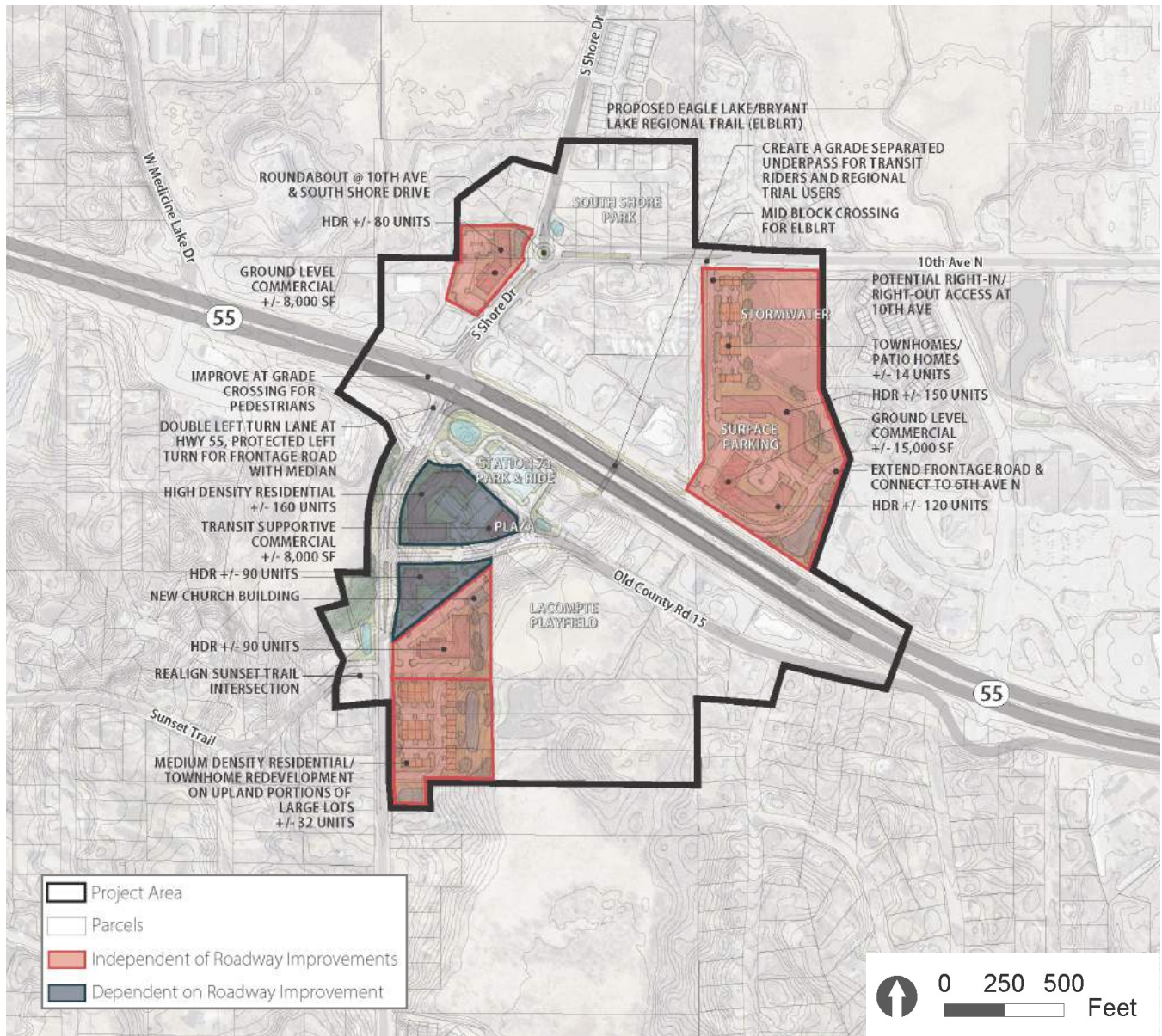


Figure 3.1 - Redevelopment Phasing Diagram

REDEVELOPMENT FINANCIAL OPPORTUNITIES

Today, the existing properties that have been identified as redevelopment sites currently pay \$177,868 in taxes, of which \$17,590 goes to the City of Plymouth. All told, the redevelopment concepts shown in the Concept Plan would pay \$2,597,750 in taxes annually, of which \$561,650 would go to the City of Plymouth. This represents a change of \$2,419,882 in taxes annually, or \$544,060 annually to the City.

Over the course of 20 years of taxes paid, (not adjusting for inflation) this would represent about \$48.4M in total taxes, and just under \$10.9M to the City.

The sites that have been identified as independent of the County Road 73 realignment (the Plymouth Lutheran Church Site, the townhomes south of the church site, and the redevelopment parcels north of Highway 55) would represent a change in tax revenue to the City of \$367,013 annually or \$7.34M over the course of 20 years. While the redevelopment projects that are dependent on the realignment of County Road 73 and Old County Road 15 would represent a change of \$177,047 annually or \$3.54M to the City over 20 years (once the project is built).

County Road 73 Small Area Study Financial Analysis

<i>RECOMMENDED CONCEPT</i>				
	<i>Total Annual Taxes</i>	<i>Total Annual Taxes to Plymouth</i>	<i>20 Year Total Taxes</i>	<i>20 Year Total Taxes to Plymouth</i>
Current Taxes (Independent)	\$84,643	\$6,312	\$1,692,859	\$126,236
Current Taxes (Dependant)	\$93,225	\$11,278	\$1,864,492	\$225,569
Total	\$177,868	\$17,590	\$3,557,351	\$351,805
Independent Roadway Improvements	\$1,738,250	\$373,325	\$34,765,000	\$7,466,500
Dependant on Roadway Improvements	\$859,500	\$188,325	\$17,190,000	\$3,766,500
Total	\$2,597,750	\$561,650	\$51,955,000	\$11,233,000
Net Total Independent	\$1,653,607	\$367,013	\$33,072,141	\$7,340,264
Net Total Dependent	\$766,275	\$177,047	\$15,325,508	\$3,540,931
Total	\$2,419,882	\$544,060	\$48,397,649	\$10,881,195

Table 3.1. Financial Analysis

Assumptions in this financial analysis:

- The assumptions used for this analysis are based on review of other similar projects in the City of Plymouth and the taxes they are paying. Data was gathered from Hennepin County and Costar.
- This is all assuming a market rate & non-TIF scenario.
- The concept as drawn represents about \$173M change in total valuation (\$180M shown - \$7M existing).

It is important to note that the net change in redevelopment yield shown in the Concept Plan may not fully cover the cost of the infrastructure improvements that are necessary in the study area. However, the Concept Plan does show a decrease in development intensity compared to Preliminary Concept 1 and even though Preliminary Concept 1 showed more development density, the traffic analysis suggests the roadway improvements that are proposed can accommodate the added density/intensity of development shown in Preliminary Concept 1. Essentially, additional funding sources will be needed to accommodate the necessary transportation and mobility improvements beyond just the potential redevelopment yield in the district, however there is additional capacity built into these infrastructure improvements to help close the financial gap with added density/intensity.



Playground at South Shore Park



BACKGROUND INFORMATION

EXISTING CONDITIONS

The following pages summarize the existing conditions for the study area including natural features, land uses, parks, trails, open spaces, and existing infrastructure. Planned investments in transportation, transit service and parks and trails are also identified as baseline for future planning considerations.

Existing Businesses and Destinations in the Study Area

- | | | |
|--|--|---|
| (A) Valvoline Instant Oil Change | (H) Latuff's Pizzeria | (O) LaCompte Playfield |
| (B) Minnetonka Collision Center | (I) Talent Masters Staffing/Tres Posh Decor | (P) GEN Financial Management Inc |
| (C) Plymouth Liquor | (J) Skin Deep by Angie/Studio 55 Architects/ Modify My Loan US LLC | (Q) Heart Inc |
| (D) Rapid Key Recovery/Sunday's Off Pool Company | (K) Streicher's Police Equipment | (R) Oakwood Professional Building/ Office |
| (E) Holiday | (L) Station 73 Park & Ride | (S) GoldenCare |
| (F) South Shore Park | (M) Plymouth Village Automotive | (T) Lakeland Sleep Center/Mondale Dental/Kennedy Vision Health Center |
| (G) Sun Valley Mobile Home Park | (N) Custom Home Builders Title LLC | (U) Plymouth Lutheran Church |

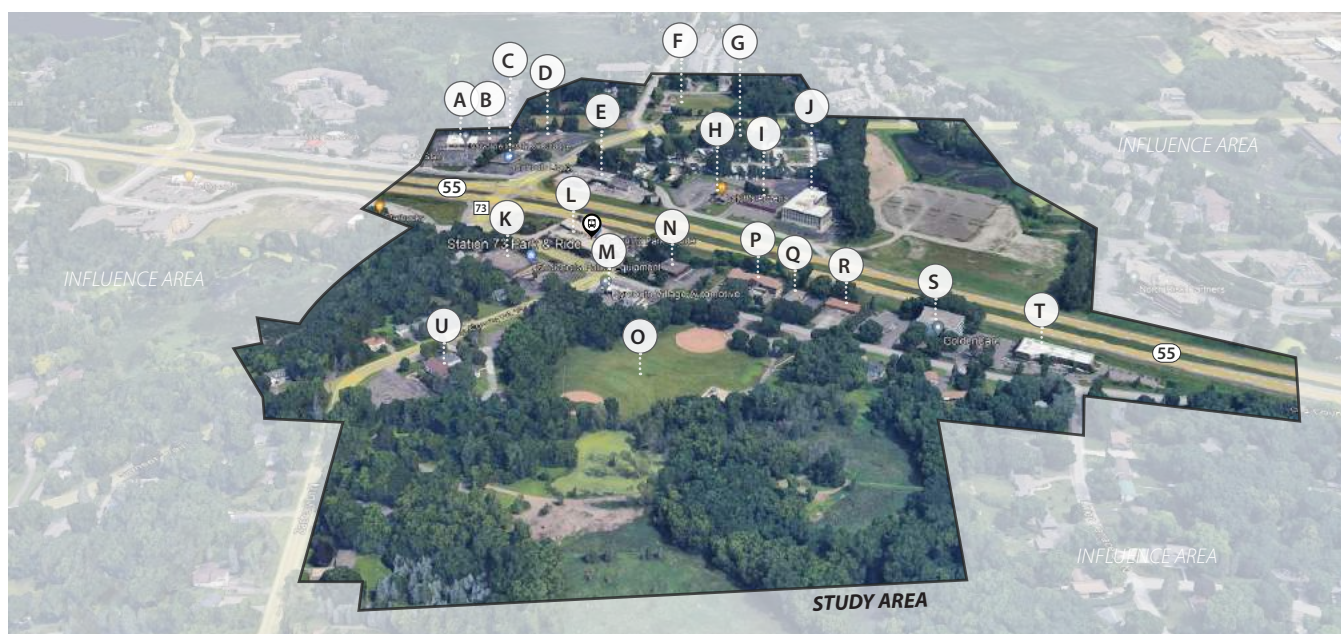


Figure 4.1 - Existing Businesses and Destinations in the Study Area

Natural Resources

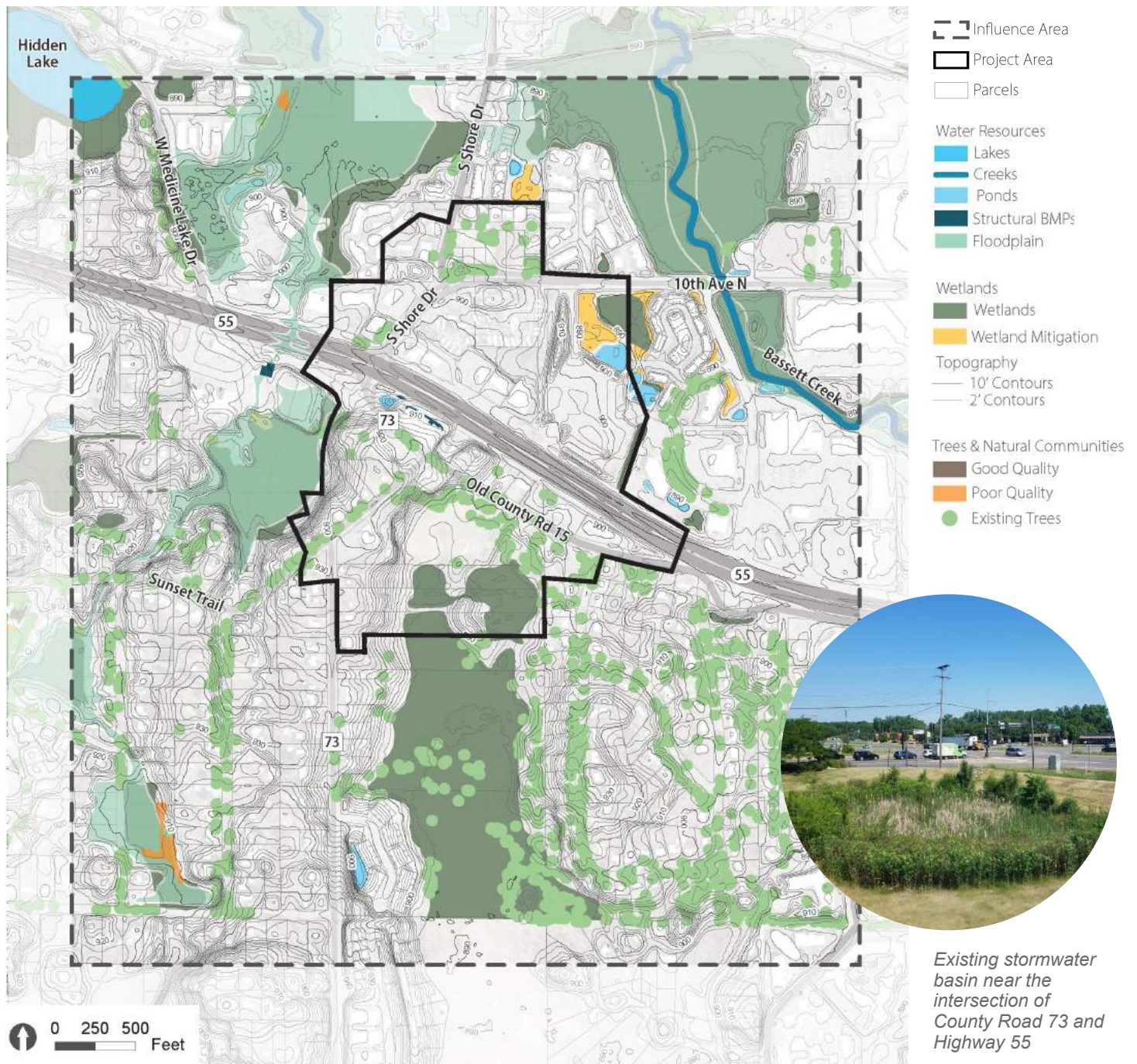


Figure 4.2 - Natural Resources Diagram



- Bassett Creek runs just northeast of the study area.
- A large wetland complex exists south of LaCompte Playfield and can seasonally inundate portions of the park.
- Another large wetland complex exists west of the study area with steep topography along the western edge.
- Steep topography exists near Plymouth Lutheran Church and LaCompte Playfield.
- No portions of the defined study area lie completely within a floodplain.

Existing Land Use



Existing businesses along Old County Road 15

Figure 4.3 -2022 Existing Land Use Diagram

- Predominately commercial uses around Highway 55.
- Higher density residential uses are primarily north of Highway 55 and lower density residential uses are primarily south of Highway 55.
- Station 73 Park and Ride is the primary public use.
- LaCompte Playfield and South Shore Park are the primary park uses.
- Plymouth Lutheran Church is the only institutional use in the study area.
- One industrial use exists in the study area.



Existing high density residential

Existing Zoning

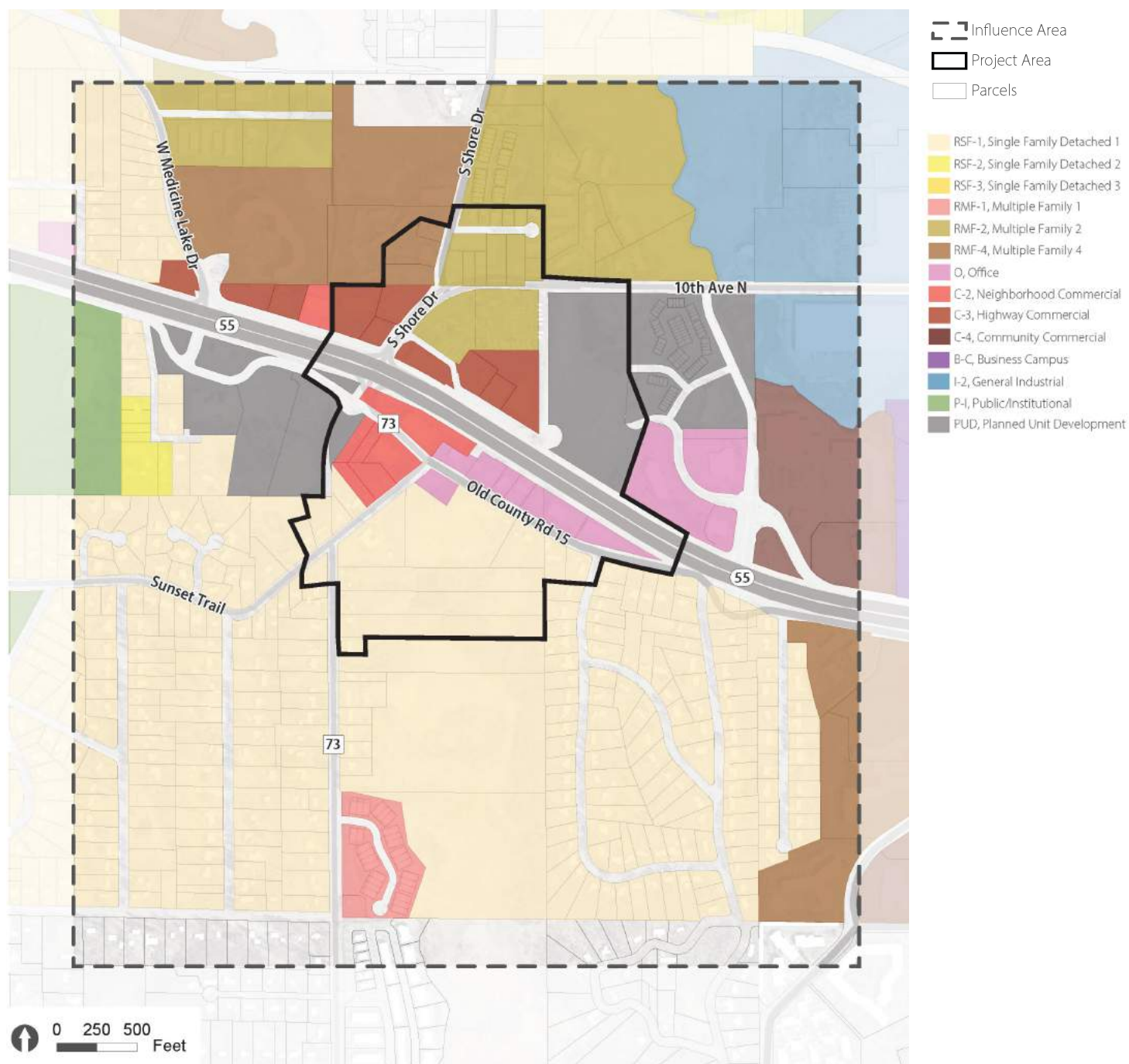


Figure 4.4 - Existing Zoning Map

- **Along Highway 55:** O (Office), C-2 (Neighborhood Commercial), and C-3 (Highway Commercial) zoning.
- **North of Highway 55:** RMF-4 (Multiple Family Housing) zoning.
- **South of Highway 55:** RSF-1 (Single Family Detached) zoning.
- **Southwest of Highway 55 and County Road 73; and northeast of Highway 55 and County Road 73:** PUD (Planned Unit Development) zoning.

Parks, Trails, & Open Space

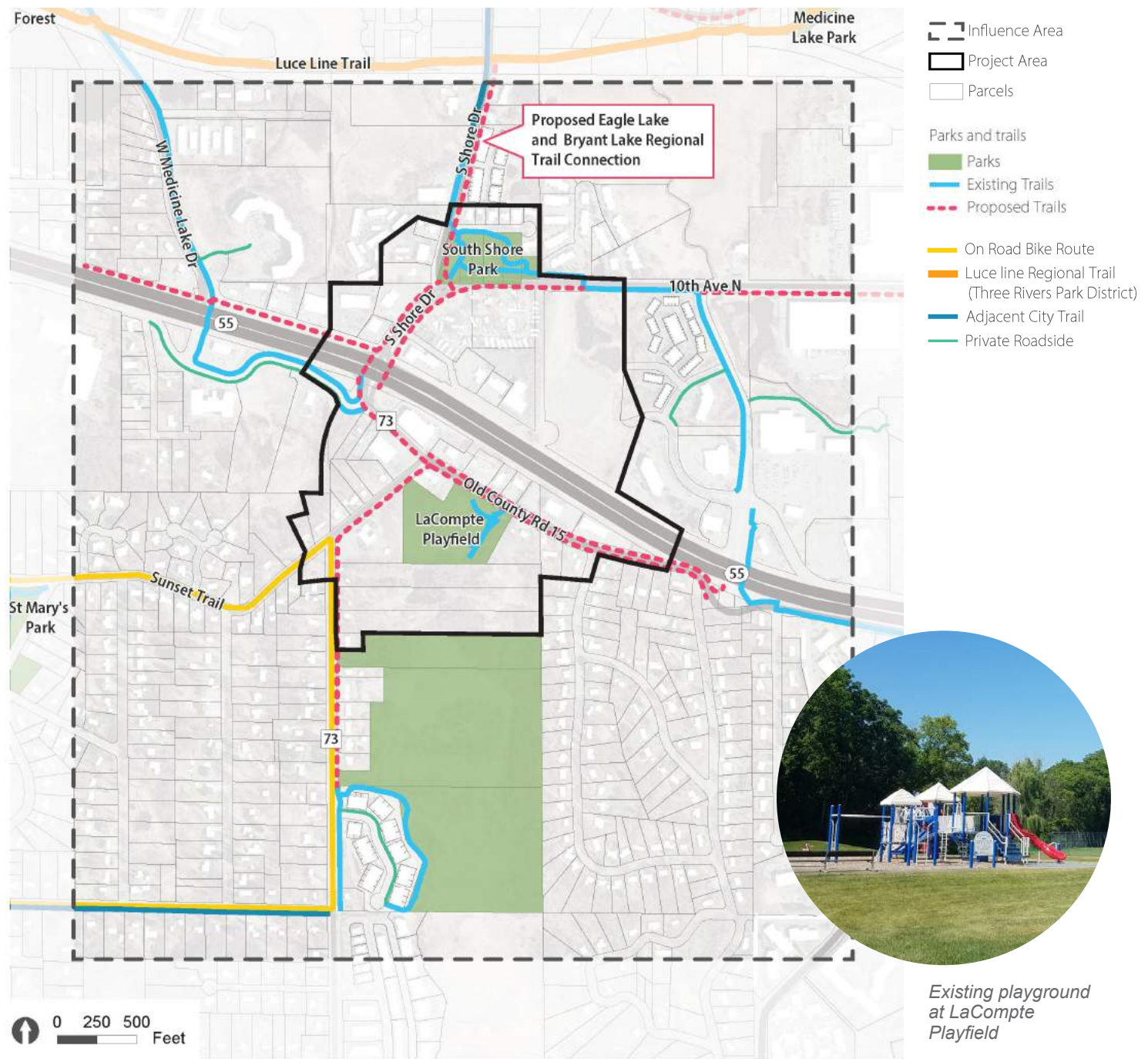


Figure 4.5 - PTOS Diagram

- LaCompte Playfield is the only playfield in the southeastern portion of the City of Plymouth. It includes two ballfields, a playground, a hockey rink with warming house, and a small parking lot.
- South Shore Park serves residents north of Highway 55 and has a small trail loop, playground, and open play area.
- Proposed Eagle Lake and Bryant Lake Regional Trails (Three Rivers Park District).
- The planned Eagle Lake/Bryant Lake Regional Trail connects from the Luce Line Trail on the north portion of the project area south along South Shore Drive/Zachary Lane to the existing trail connection on the south portion of the study area.



Existing playground at South Shore Park

Transportation and Transit

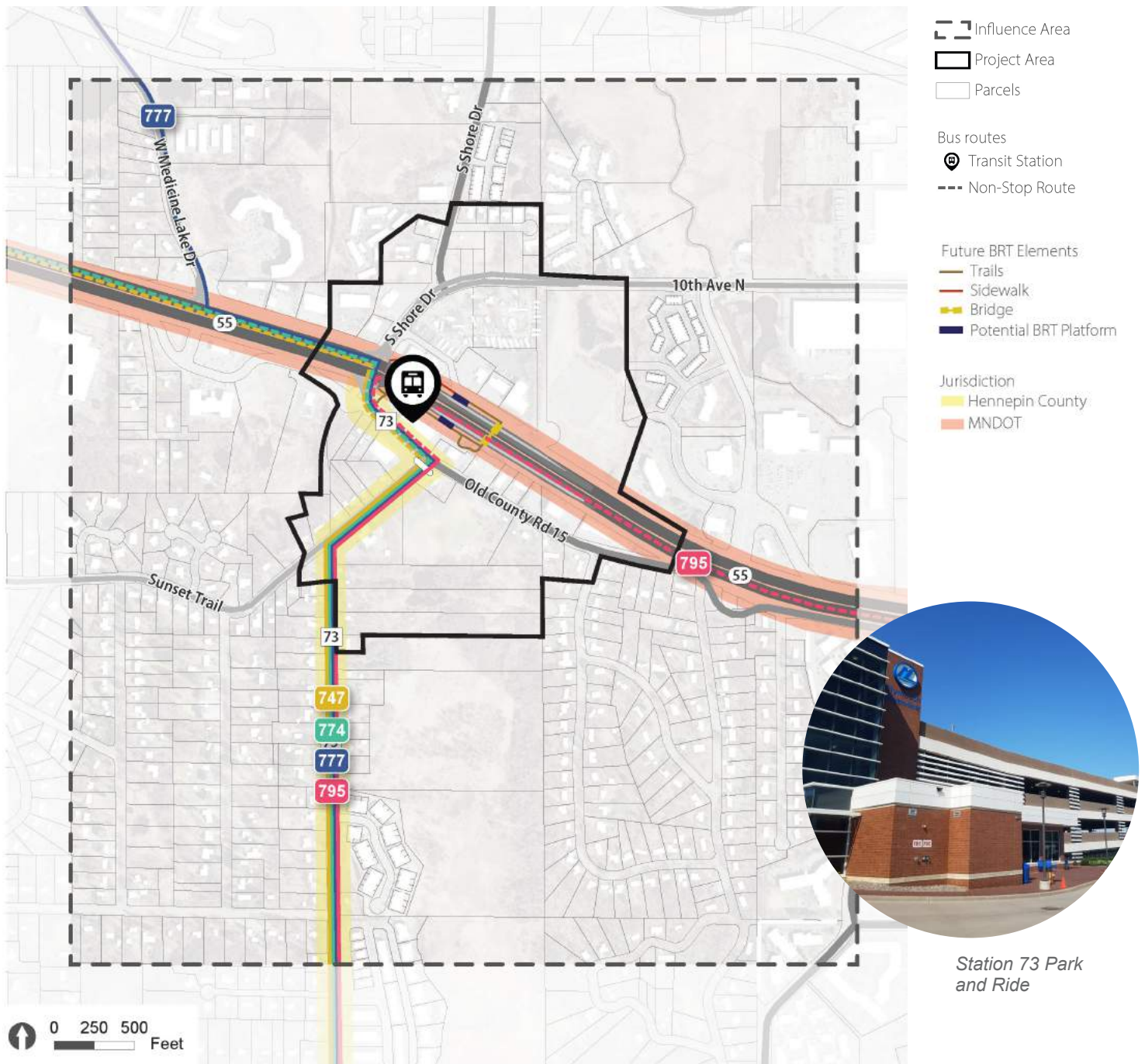


Figure 4.6 - Transportation Diagram

- Highway 55 (MNDOT) and County Road 73 (Hennepin County) are the primary roadways through the study area.
- Main traffic signal serves over 45,000 vehicles per day. Due to long signal times, CR 73 vehicle stacking impacts adjacent intersections.
- While no intersection has an above normal crash rate, the high volumes and vehicle queuing through intersections creates a safety concern for all intersection users.
- Station 73 Park and Ride is a park and ride facility for Plymouth Metrolink.
- MetroTransit has a planned two-year trial for all day bus service from Minneapolis to Medina and is studying alignments for a Highway 55 bus rapid transit (BRT) line. Both plan to use Station 73 as a stop.
- Existing Plymouth Metrolink Lines are on Zachary Lane, Old County Road 15, and Medicine Lake Road.

Transit Station Walkshed

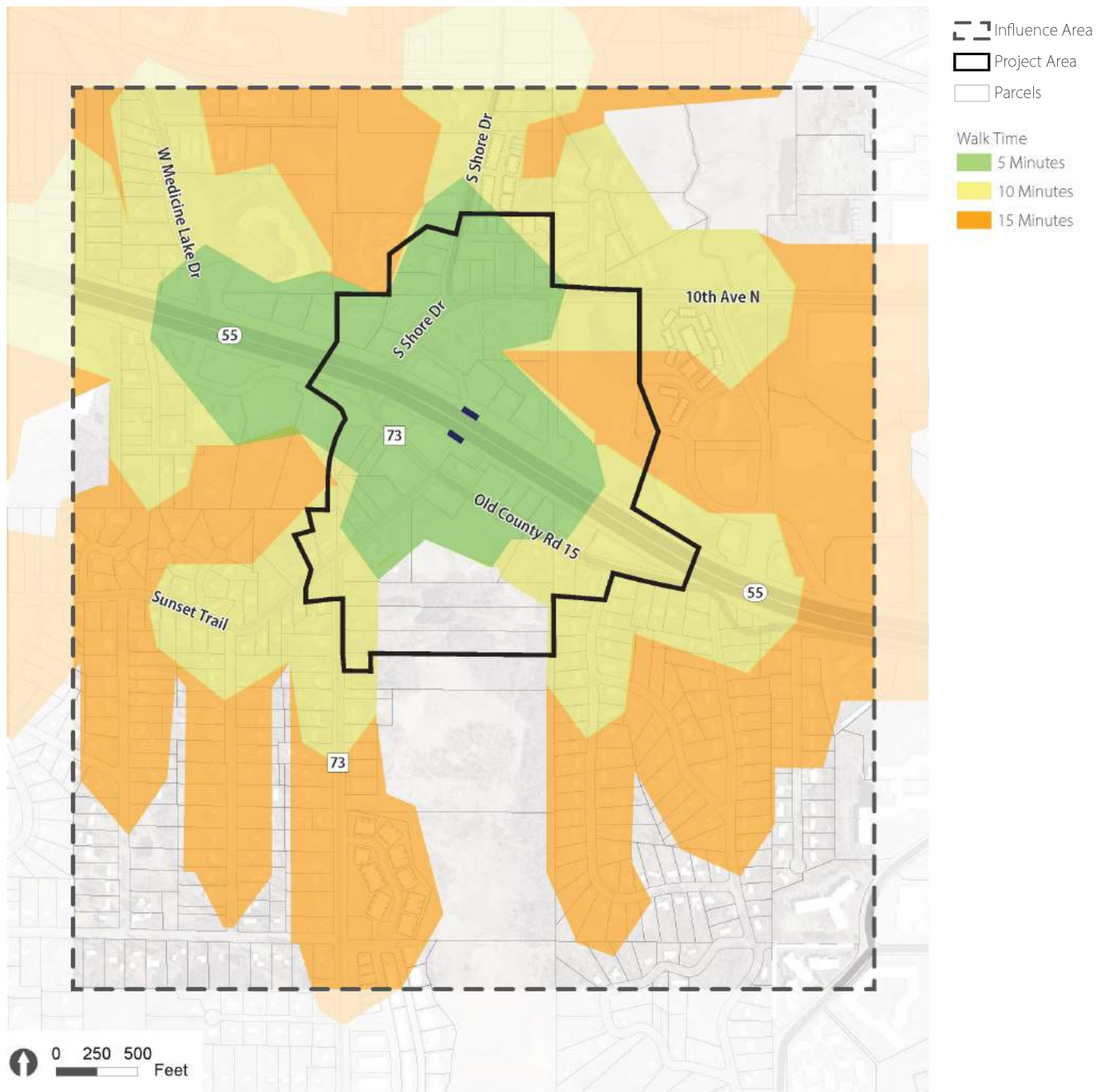


Figure 4.7 - Walkshed Diagram



Pedestrian sidewalk near the Metrolink Transit Station



Lack of pedestrian facilities along the Frontage Road

Sanitary Sewer



Figure 4.8 - Sanitary Sewer Diagram

- The comprehensive sanitary sewer plan identifies framework for sanitary sewer service.
- 8" and 9" sanitary service lines collect wastewater from the residential properties along Balsam Lane, Cottonwood Lane, Deerwood Lane, Evergreen Lane, Sunset Trail, Trenton Lane, Union Terrace Lane, and Zachary Lane.
- A small municipal lift station pumps collected wastewater from Zachary Lane to Balsam Lane.
- A 10" and 12" carries the residential wastewater from Saratoga Lane and Sunset Trail, respectively.
- South of Highway 55, a 9" sanitary sewer along Old County Road 15 collects wastewater from the business district.
- North of Highway 55, a 9" sanitary sewer along the Frontage Road and South Shore Drive collects wastewater from the residential and commercial properties.
- All wastewater flow from the project area is directed to a 42" sanitary sewer in Highway 55 right-of-way (owned by MCES).
- The existing sewer system is well suited to accommodate additional development.

Water System



Figure 4.9 - Water System Diagram

Existing Water Distribution System Conditions:

- The area is served by a 12" trunk water main which is well looped from multiple directions.
- The 12" trunk water main serves a distribution main and connection to deliver water from the nearby water tower on County Road 6.
- System pressure and flow is robust with water service pressure exceeding 90 psi and calculated available fire flow of 3,500 gpm +.
- The existing water system should be well suited to serve future development.

Recommendations:

- If the road is re-aligned along a new route (i.e. County Road 15 shifting to the west) the functionality of the existing 12" main should be maintained and re-routed accordingly.
- If redevelopment occurs along existing "dead end" water main sections, and if it is feasible, these water main sections should be looped and connected to neighboring water main sections to support redundancy, fire flow, and general water quality.

Stormwater

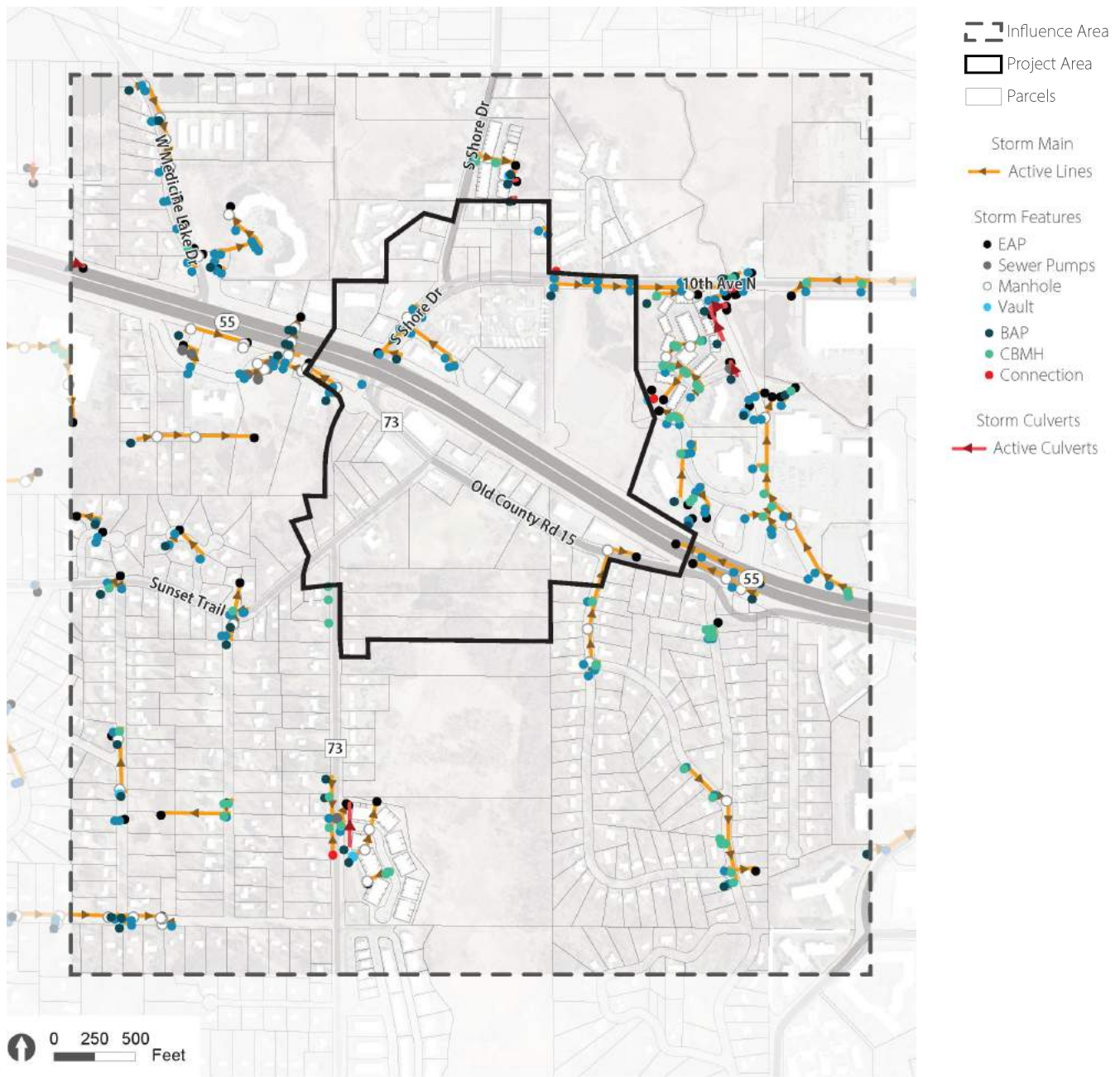


Figure 4.10 - Stormwater Diagram

- There are limited stormwater treatment facilities throughout the study area. The entire study area is within the Bassett Creek Watershed.
- Primary drainage flows to the north and northeast, eventually discharging into Medicine Lake and Bassett Creek.
- Large wetland complexes exist south of Highway 55 and LaCompte Playfield, west of County Road 73, and to the northeast near 10th Avenue.

Redevelopment Potential

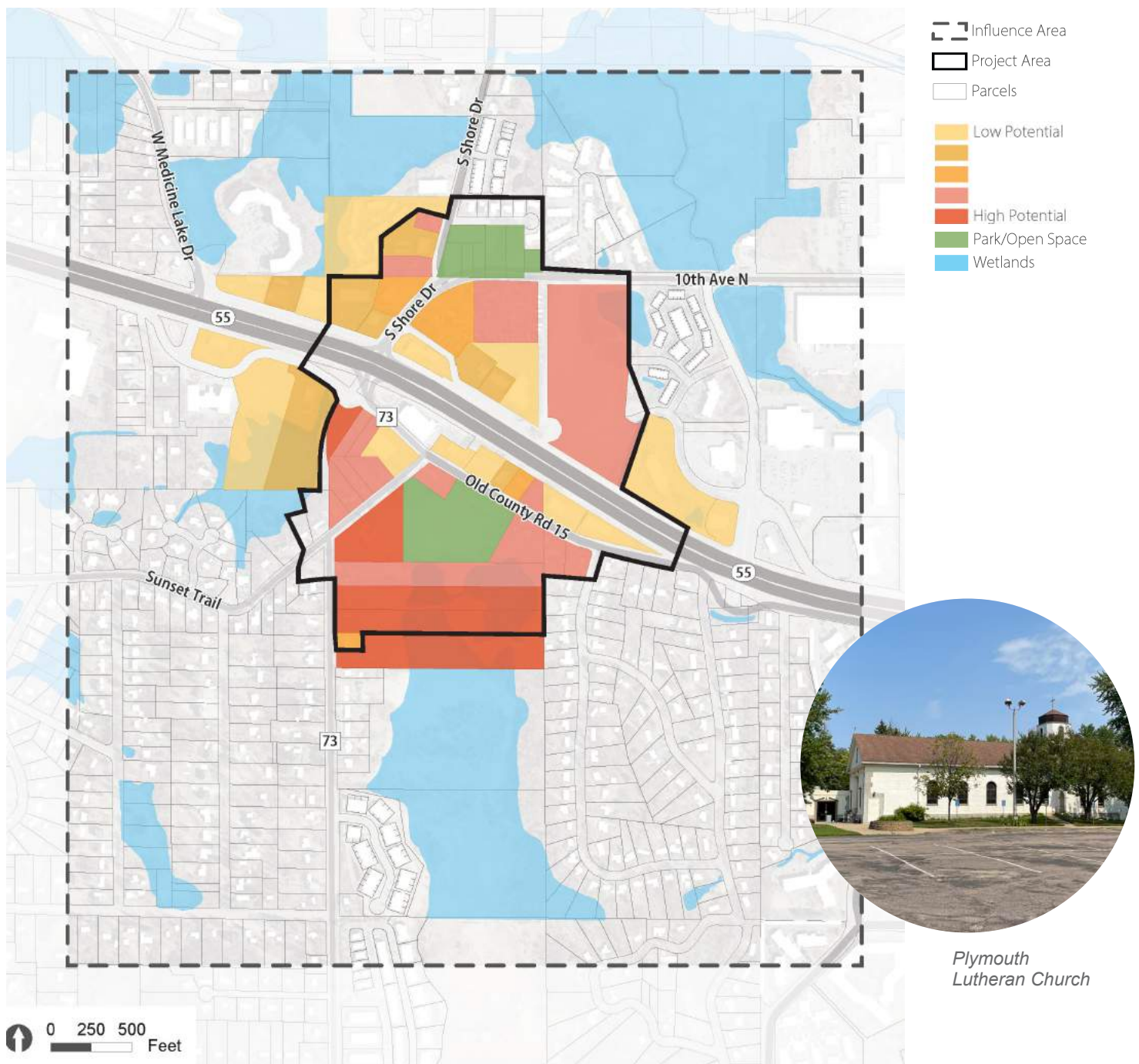


Figure 4.11 - Redevelopment Potential Diagram

- The redevelopment potential map, shown above, scores properties based on a number of variables such as age of structure, land value, building value, lot coverage, and uses that support transit service.
- This information is considered a baseline in identifying potential redevelopment parcels and provides a high-level guide to sites most likely to redevelop, and a range of factors must be analyzed in the overall assessment of redevelopment potential.
- While these sites are identified as most likely to redevelop, this does not mean the City will be an active participant in the redevelopment.



RELATED BACKGROUND DOCUMENTS

Eagle Lake to Bryant Lake Regional Trails Master Plan

The Eagle Lake to Bryant Lake Regional Trails (ELBLRT) Master Plan is a Three Rivers Park District initiative to provide enhanced regional trail connectivity between Eagle Lake and Bryant Lake. This proposed regional trail connection would extend through the study area from the Luce Line Regional Trail to the north and then cross Highway 55 and follow County Road 73 to the south. The current master plan shows the trails within the existing right of way. Future plans for the trail alignment will respond to land use and roadway changes in the study area.

(View the ELBLRT Master Plan by clicking [here](#))



Highway 55 Bus Rapid Transit System

This presentation was provided to the City of Plymouth in early 2021 and provided an update to the Highway 55 Bus Rapid Transit (BRT) planning for the Highway 55 Corridor through the City of Plymouth. It discusses the 2015 Corridor Study by Metropolitan Council and the need for reverse commuting (i.e. bringing workers outward to Plymouth). The presentation also covers the Route 757 All Day Service Trail and the Station Area Microstudy. The Microstudy shows maps of Ford Road at Shelard Parkway, Station 73, Xenium Lane/Northwest Boulevard, City Center, and Dunkirk Park and Ride.

(See the full presentation by clicking [here](#))



EXISTING AND PLANNED INFRASTRUCTURE INVESTMENTS

The following summarizes a number of planned infrastructure investments that will occur in the study area over the next few years to compliment the existing Station 73 transit facility.

Today	<p>Station 73 Park & Ride Facility</p> <ul style="list-style-type: none"> • Significant transit investment. • Strong ridership, highly utilized. • Influence of All Day Service Trial > Transition into Bus Rapid Transit (BRT) service. 	2025	<p>All Day Service Trial Begins for BRT</p> <ul style="list-style-type: none"> • Will last 2 years, then likely transition to full BRT service.
2022	<p>Station 73 TRIP (Transit and Regional Improvement Program)</p> <ul style="list-style-type: none"> • Planned submittal for Regional Solicitation dollars and DOT RAISE Grant dollars. 	2025-2028	<p>ELBLRT and Roadway Improvements</p> <ul style="list-style-type: none"> • Remaining ELBLRT improvements (from Station 73 south to Minnetonka). • Local roadway improvements (dependent on funding).
2024	<p>MnDOT Highway 55 Pavement Preservation Safety Project</p> <ul style="list-style-type: none"> • Pavement improvements to Highway 55. • Elimination of slip lane to northern frontage road. • Potential construction of underpass. 	2028	<p>LaCompte Playfield Planned Improvements (CIP)</p> <ul style="list-style-type: none"> • Separate planning process through Parks and Recreation Department in 2027 (informed by this study). • Reconstruction of park improvements (CIP dollars are allocated).

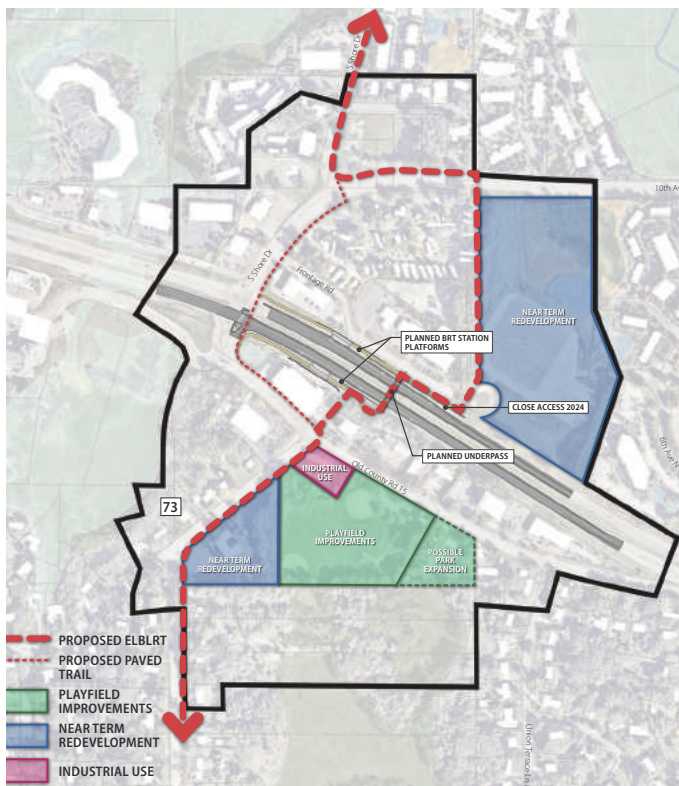
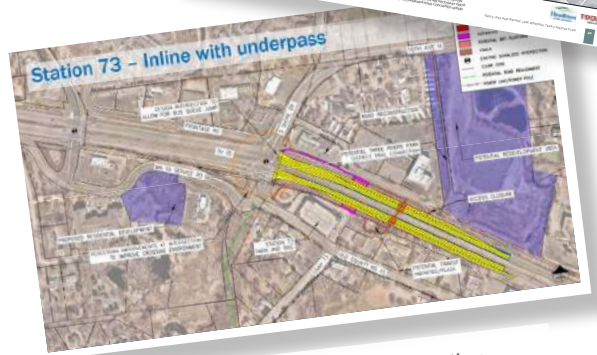
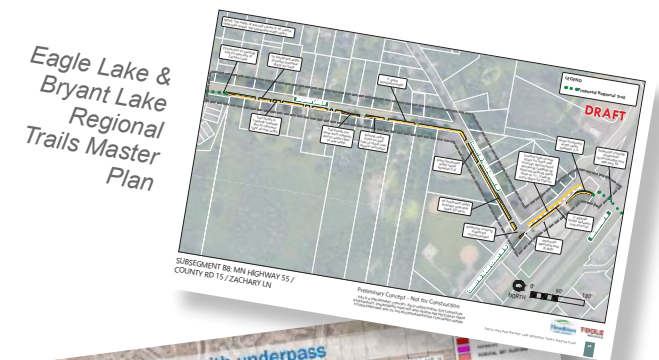
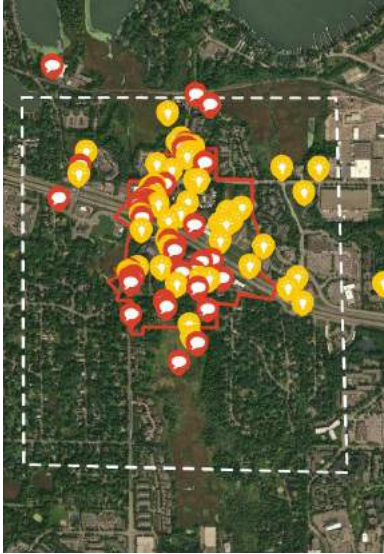


Figure 4.12 - Redevelopment Staging and Sequencing Diagram



Highway 55 Bus Rapid Transit Station Area Study

ROUND 1 COMMUNITY ENGAGEMENT



The first round of community engagement occurred in September 2021, with the City of Plymouth collecting data from all residents, both city-wide and nearby the project site, about the future of the County Road 73 and Highway 55 study area.

- The City sent 7,800 emails and mailed 830 letters to residents and property owners providing information about the project and encouraging them to take part in the online interactive map and survey. Social media and community platforms such as Facebook, Nextdoor, Twitter, and Instagram posts were created to provide further awareness of the key stakeholder and community engagement opportunities.
- The Social Pinpoint portal featured a project landing page that listed the project purpose, overview, and background information with links to an online survey and interactive mapping tool for gathering feedback on the area's existing conditions. Users left geographically-relevant comments by dragging and dropping colorful pins on a map. Comments left by participants were able to be read and voted on by other users.
- While improvements to LaCompte Playfield were discussed, the City Parks and Recreation Department indicated there will be a separate planning process (anticipated in 2026 for construction in 2027-2028) to better plan for upgrades to the park. Those considerations for park improvements were continually documented as part of this planning process.
- The issues and opportunities identified during the first round of engagement contributed to the development of two concepts that explored a variety of possibilities related to land use, redevelopment, new roadway alignments, and bicycle and pedestrian enhancements.

Community Engagement Summary

The following is a summary of the community feedback received. To review all comments collected during this phase of engagement, please visit the document appendix.

Overall Involvement:



Survey Comments Summary:

Q1: What are the defining features of the study area that should remain?

Respondents replied with parks, trail connections, and maintaining natural areas to sustain wildlife in the area.

Q2: What issues are present in the study area today? What concerns do you have about the future of the study area?

Existing issues identified included bike and pedestrian safety, heavy traffic, dangerous intersections, and the current land use mix.

Future concerns identified include adding more high density residential or large commercial/warehouse, widening the road and increasing traffic, adding too many lights to make the roads less efficient, and destroying existing wetlands or natural areas.

Q3: 10 years from now, how has the study area changed? What land uses or physical improvements do you envision?

Respondents listed a more bike and pedestrian friendly environment, improved park and open spaces, more unique destinations for food and shopping, better traffic flow solutions, and preserving nature in the area as future goals.

Q4: What park features (play area, play fields, etc.) should be considered in the future? What is missing that you would like to see?

Dog parks, an ice rink and warming house (improved winter use), improved bike/pedestrian trails, safer connections, improved picnic areas with fire pits, and flooding solutions.

Q5: Do you have any other considerations for the planning effort?

Taking the needs and future impacts of construction and implementing changes to surrounding residents into consideration, keeping a unique feel to the area, and improving traffic and safety for everyone is a must!

Interactive Map Comments Summary



Pedestrian Connections

Participants would like to see added and improved sidewalks or pedestrian connections in the area that connect back to existing trails or neighborhoods and make it easier to access parks. Many mentions of grade separated crossings, improved or signaled crossings at lights or crosswalks, and making roads more bike friendly.



Obstructed Views

Many comments regarding obstructed views for traffic due to angled turns/curves, unkept landscaping, and heavy traffic at intersections.



Safety Concerns

Participants expressed concerns regarding the safety and efficiency of the Highway 55/County Road 73.



Heavy Traffic

The Highway 55 and County Road 73 intersection light is too long, the intersection feels unsafe for bike/ped crossing, and traffic is very heavy in this area. Stop signs are not being obeyed, and traffic backs-up into residential areas at other nearby intersections within the study area.



Improved Parks

More investment in park and green spaces, mentions of dog parks, pickleball, restroom facilities, more activities for kids, etc.



Less Commercial Development

Comments pointed to less large commercial development/warehouse being desired in this area and more options for retail, restaurants, and unique experiences that can add character.

PRELIMINARY CONCEPTS

Preliminary concept designs were developed and reviewed by the public and key stakeholders. The feedback helped to establish a preferred direction known as the concept plan that is assembled here in the County Road 73 Small Area Study.

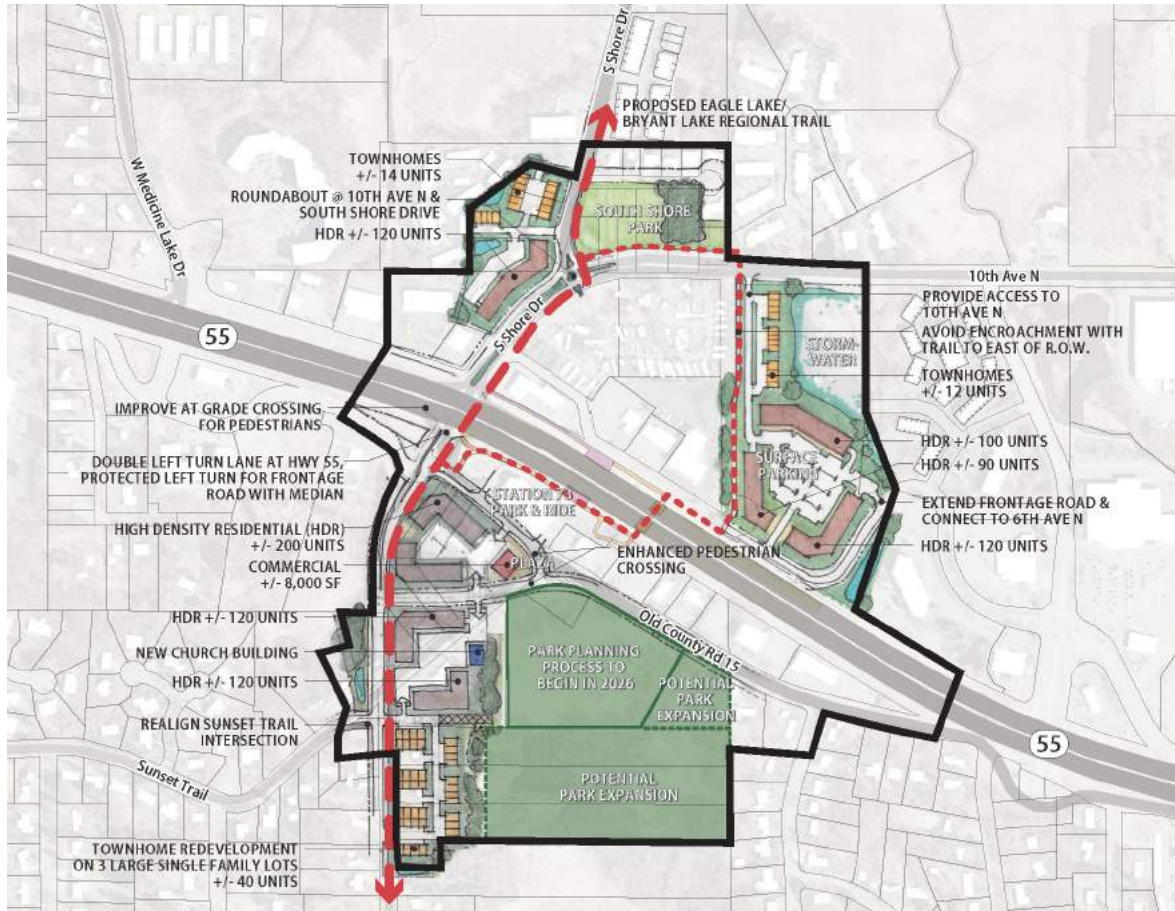


Figure 4.13 - Preliminary Concept #1



High density residential

Concept 1 Includes:

- Realign County Road 73 directly north to Highway 55 and realign Old County Road 15 to intersect at a midpoint between the existing frontage road and Sunset Drive.
- Redevelop with transit supportive uses including High Density Residential, Transit Supportive Commercial, and Medium Density Residential south of Highway 55. Integrate a new building for Plymouth Lutheran Church with the redevelopment.
- Connect the Eagle Lake/Bryant Lake Regional Trails through the study area with both an improved at-grade crossing of Highway 55 and a grade separated crossing near the anticipated transit platforms.
- Redevelop underutilized areas north of Highway 55 with High Density and Medium Density Residential.
- Anticipate upgrades and potential park expansion to LaCompte Playfield in 2027/2028 with increased sidewalk and trail connectivity to the park. A separate, more detailed planning process for LaCompte Playfield will take place the year before planned capital investments in the park.

Concept 2 Includes:

- Realign County Road 73 with a slight meander north/south to Highway 55, and realign Old County Road 15 to intersect at a midpoint between the existing frontage road and Sunset Drive.
- Redevelop with transit supportive uses including High Density Residential, Transit Supportive Commercial, and Medium Density Residential south of Highway 55. Integrate a new building for Plymouth Lutheran Church with the redevelopment.
- Connect the Eagle Lake/Bryant Lake Regional trails through the study area with both an improved at-grade crossing of Highway 55 and a grade separated crossing near the anticipated BRT platforms.
- Redevelop underutilized areas north of Highway 55 with Mixed Use (a combination of Commercial, High Density, and Medium Density Residential uses).
- Anticipate upgrades and potential park expansion to LaCompte Playfield in 2027/2028 with increased sidewalk and trail connectivity to the park. A separate, more detailed planning process for LaCompte Playfield will take place the year before planned capital investments in the park.

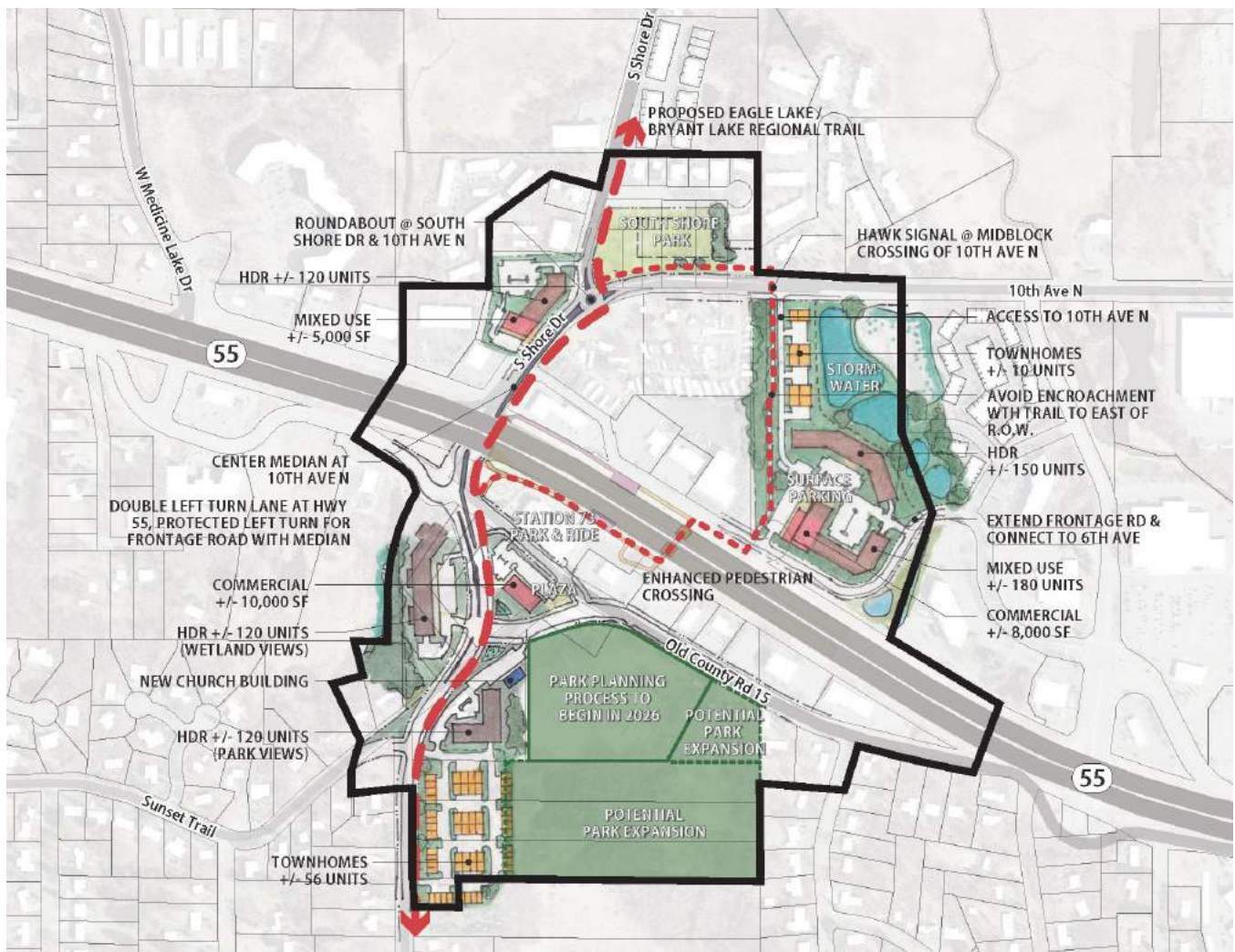


Figure 4.14 - Preliminary Concept #2

ROUND 2 COMMUNITY ENGAGEMENT

For the second round of community engagement, a letter was mailed to each property owner within the study area. The letter included information on the online engagement, as well as a paper survey and contact information for residents without access to technology. The online engagement included an interactive map, similar to that in the first round of engagement. Responders were able to leave comments via the interactive mapping tool, geographically documenting their responses. They were also able to complete a survey on the two concepts.

Involvement Summary:



Survey Comments Summary:



*Thinking ahead 10 years from now, what are your top priorities for improvements in the study area?
(Summary list of comments received)*



Suggestions

- Intersections improvements a must
- Improved traffic flow badly needed
- Lower road speeds/traffic calming
- Get more people to use transit
- Safe pedestrian connections
- More accessibility
- More park and outdoor amenities/facilities
- Quality restaurants, retail, and mixed use
- More trees and green spaces
- More efforts to protect and preserve natural habitats and wetlands
- Incorporate green space
- EV infrastructure

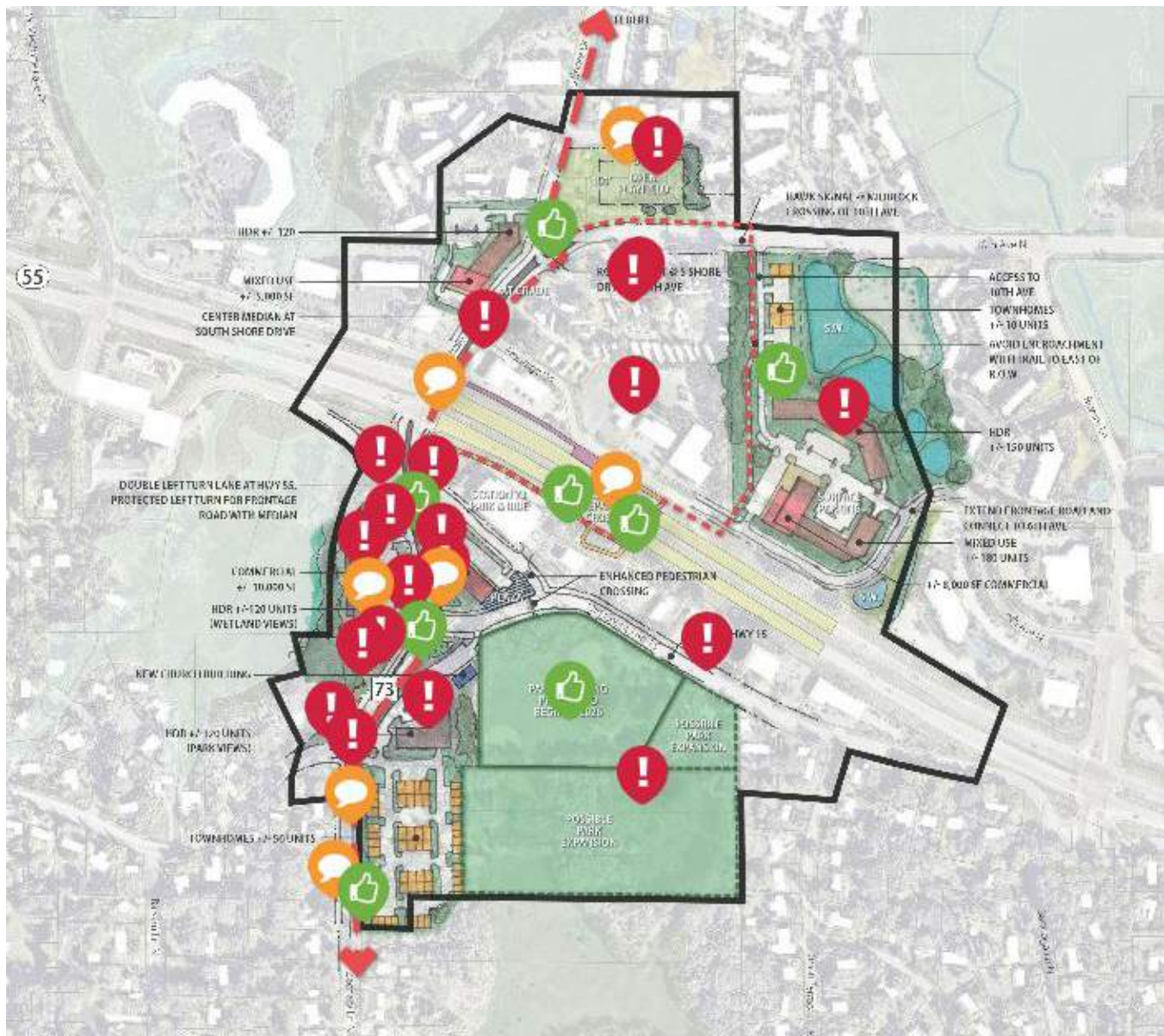


Concerns

- More traffic in the area, efficiency should be a top concern
- More density = more traffic congestion
- No more transit needed
- Too much high density residential being proposed
- Unsightly existing development
- More density will invite crime
- Current residents want a quiet, single family neighborhood
- Plans feel disconnected from what exists today
- No proposed changes seem necessary

Round 2 Community Engagement

A second round of community and stakeholder engagement was conducted through an online platform and allowed participants to weigh-in on preliminary concept ideas. Feedback on the preliminary concepts expressed concern over the realignment of County Road 73 through existing single family homes, and adding additional density in the area. However, comments also indicated a desire to realign County Road 73 as shown in the concepts to provide a safer configuration of roadways and alleviate traffic congestion due to the skewed alignments and 4-way stop intersections at County Road 73 and Old County Road 15. Additional comments included a desire for a grade separated crossing on Highway 55, improved sidewalks and trails throughout the study area, and better connection to Station 73 and LaCompte Playfield. Additional information on the preliminary concepts and summary of the online feedback is represented on the following pages.

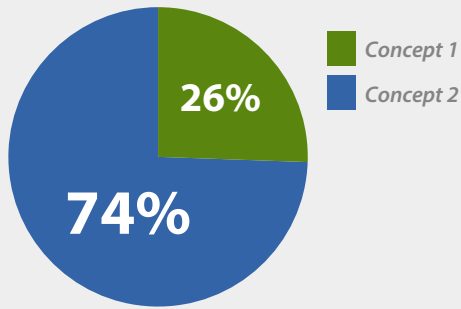


Online engagement took place during February of 2022 and provide an opportunity for participants to evaluate the concepts and provide feedback on separate survey about the desired future of the study area.

Figure 4.15 - Community Engagement Phase 2 Summary Map

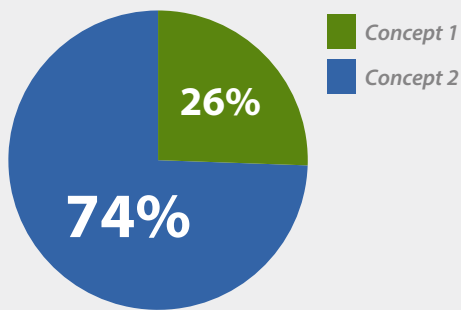
Why? (Summary of comments)

Which concept best represents the future vision for the study area?



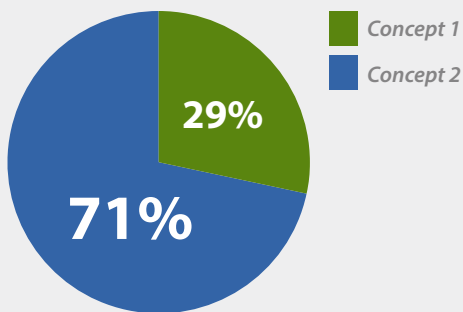
- Addresses road realignment
- Proposed commercial
- Less HDR/density proposed
- Less potential vehicular congestion
- More green space protection

Which concept provides the best transportation network?



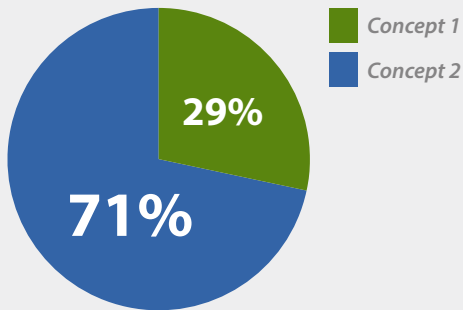
- More efficient for traffic
- Safer/better pedestrian connections
- Intersection improvements proposed
- Both are good
- Both will make traffic worse

As a walker or biker, which concept would you feel most comfortable in?



- Enhanced pedestrian crossings
- Less HDR = less car traffic
- Road curves would slow traffic

Which concept best fits the City's plans for future Bus Rapid Transit?



- Density more spread out
- More walkable
- Both would benefit the BRT plans
- We don't need the BRT

Note: Responses that expressed a dislike of both concepts were received within the feedback of this survey

INFLUENCES ON REDEVELOPMENT

The future of the study area will take cues from the underlying analysis of the existing conditions, feedback from the broader community and stakeholders, as well as key issues that need to be addressed. Below is a summary of key takeaways that will have an influence on future redevelopment.

Community Feedback

Strong Desire for Increased Connectivity in the Study Area



- Walkability and Bike-ability to Station 73 (commuter use)
- Walkability and Bike-ability to LaCompte Playfield (nearby resident use)
- Safer Pedestrian & Bike Crossing of Highway 55

Transportation Improvements

- Safety concerns around roadway and intersection configuration/controls
 - County Road 73 & Highway 55
 - County Road 73 & Old County Road 15
 - County Road 73 & Sunset Trail
 - 10th Avenue North & Highway 55 Frontage Road
- Slowing traffic in the area



Retain and Enhance Existing Green Space



Enhance LaCompte Playfield

Existing Non-Compatible Use vs. Future Transit Supportive Uses



Industrial Use, multiple driveways at busy intersection, encroachment issues



Plymouth Lutheran Church property

Private Development Interest and Market Conditions

Active Redevelopment in the Project Area

- Element Apartments.

Plymouth Lutheran Church Property

- Previous interest in redevelopment of site (plans included a new, smaller church facility plus high density housing/senior housing on the same site).

JNA 55 LLC Property

- Vacant site with high visibility to Highway 55. Site preparation has already taken place.



Highway 55/County Road 73 intersection



Industrial use - intersection of County Road 73 & Old County Road 15



LaCompte Playfield



Plymouth Lutheran Church

CHALLENGES AND OPPORTUNITIES

The following summarizes the unique challenges and opportunities that exist in the study area. This list has been compiled from the existing conditions and physical analysis, the previous planning work conducted to date, and the outcomes of the property owner and stakeholder conversations.

Challenges

- **Realigning County Road 73** - The merging of Sunset Trail and County Road 73 causes confusion for drivers. Potential realignment for County Road 73 would mean purchasing residential properties as they become available. This process could take several years to complete.
- **Creating a safe pedestrian experience** - The busy nature of both Highway 55 and County Road 73 coupled with the wide roadway create a safety concern for pedestrians and bicyclists crossing the road.
- **Extensive wetland and floodplain areas** - Possible limitations for future development and potential park improvements.
- **Increased traffic and traffic calming** - The intersection of Highway 55 and County Road 73 currently experience high amounts of traffic, creating long wait times for drivers. The increase in traffic during rush hours creates a safety concern for drivers trying to turn both on and off of Highway 55. Although the intersection improvements will improve the delay times compared to what is existing, there may be a temporary increase in traffic waiting times while the project is being constructed.
- **Relocation of the Plymouth Village Automotive** - the numerous curbscuts and vehicular access points right at the intersection of County Road 73 and Old County Road 15 provide confusion for drivers and unsafe conditions for pedestrians and bicyclists. There are also appear to be encroachment issues on park property.

Opportunities

- **Transit-oriented development** - the convenient location near Highway 55 provides a strong opportunity for furthering the City of Plymouth's overall tax base with expanded residential, commercial, and employment uses that support the existing Station 73 transit investment.
- **Expanded housing options** - including a mix of residential densities and product types from townhomes and villas, to apartments and condominiums.
- **Transportation improvement opportunities** - Potential improvements to the Plymouth MetroLink transit network as well as the anticipation of future Bus Rapid Transit (BRT) along the Highway 55 corridor could enhance daytime transit ridership to the City of Plymouth to help support the large daytime employment population.
- **Improved bike and pedestrian connections** - with the enhanced roadway network, the addition of bike and pedestrian facilities can create alternative transportation and recreational opportunities for residents and employees.
- **Existing open space** - the expansive wetland and natural areas provide a unique setting and tremendous amenity for surrounding uses.
- **Parks and trails** - linking planned recreational features such as LaCompte Playfield and the Eagle Lake and Bryant Lake Regional Trail connection can add value to future developments.

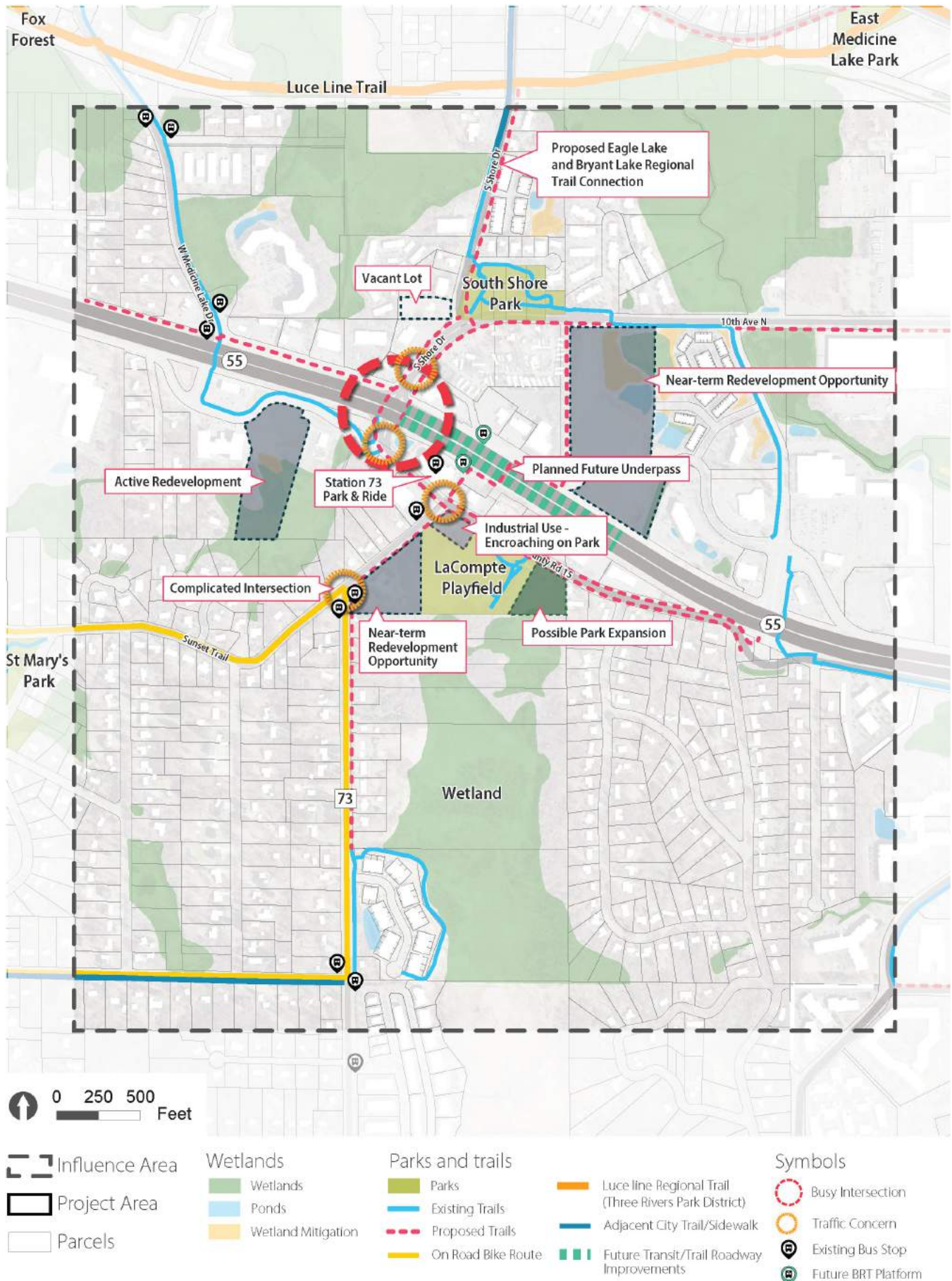


Figure 4.16 - Challenges and Opportunities Diagram



**PLYMOUTH
COUNTY ROAD 73**
SMALL AREA STUDY
NOVEMBER 29TH
2022



APPENDIX

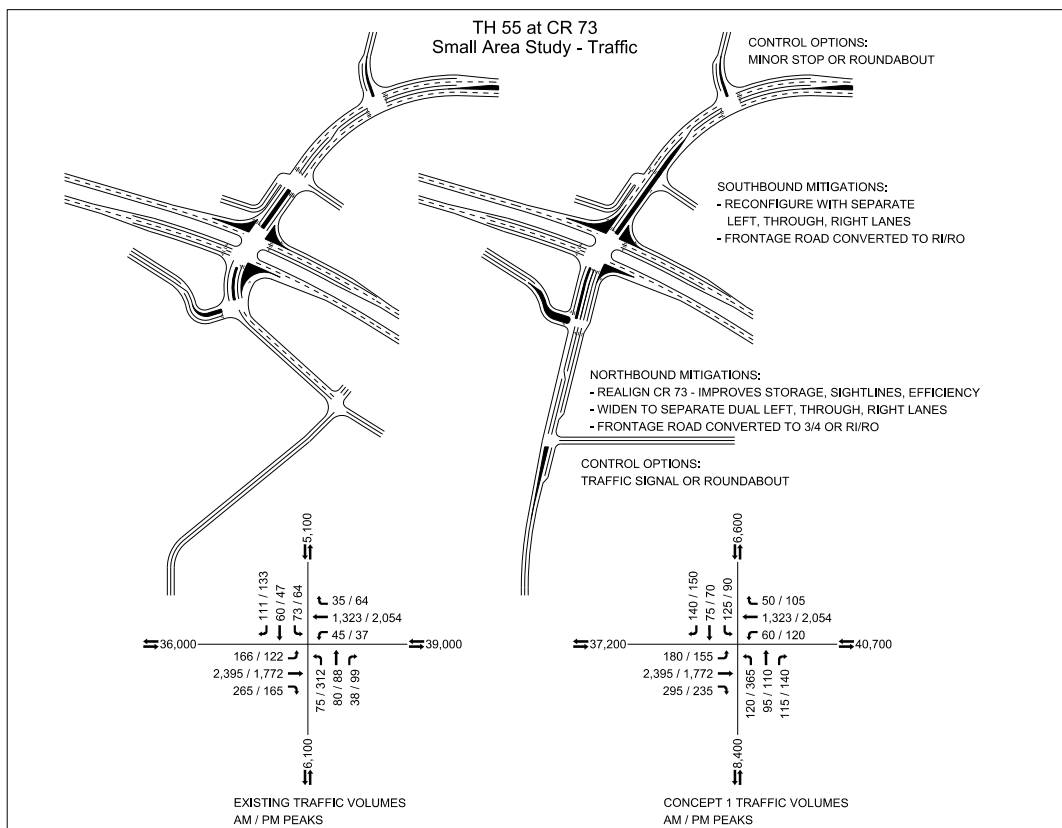


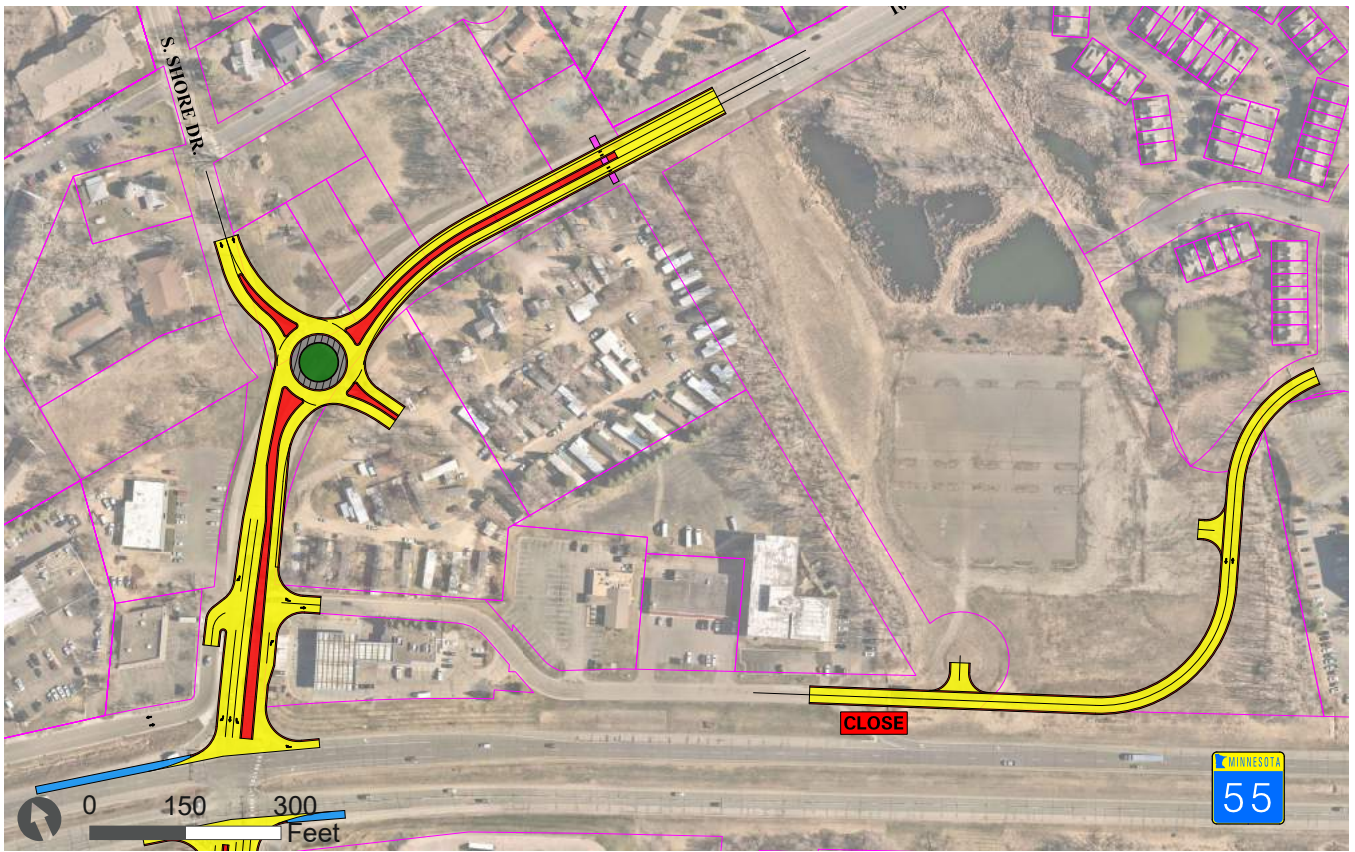
TRANSPORTATION

Below is an operationally summary of the AM and PM peak hours:

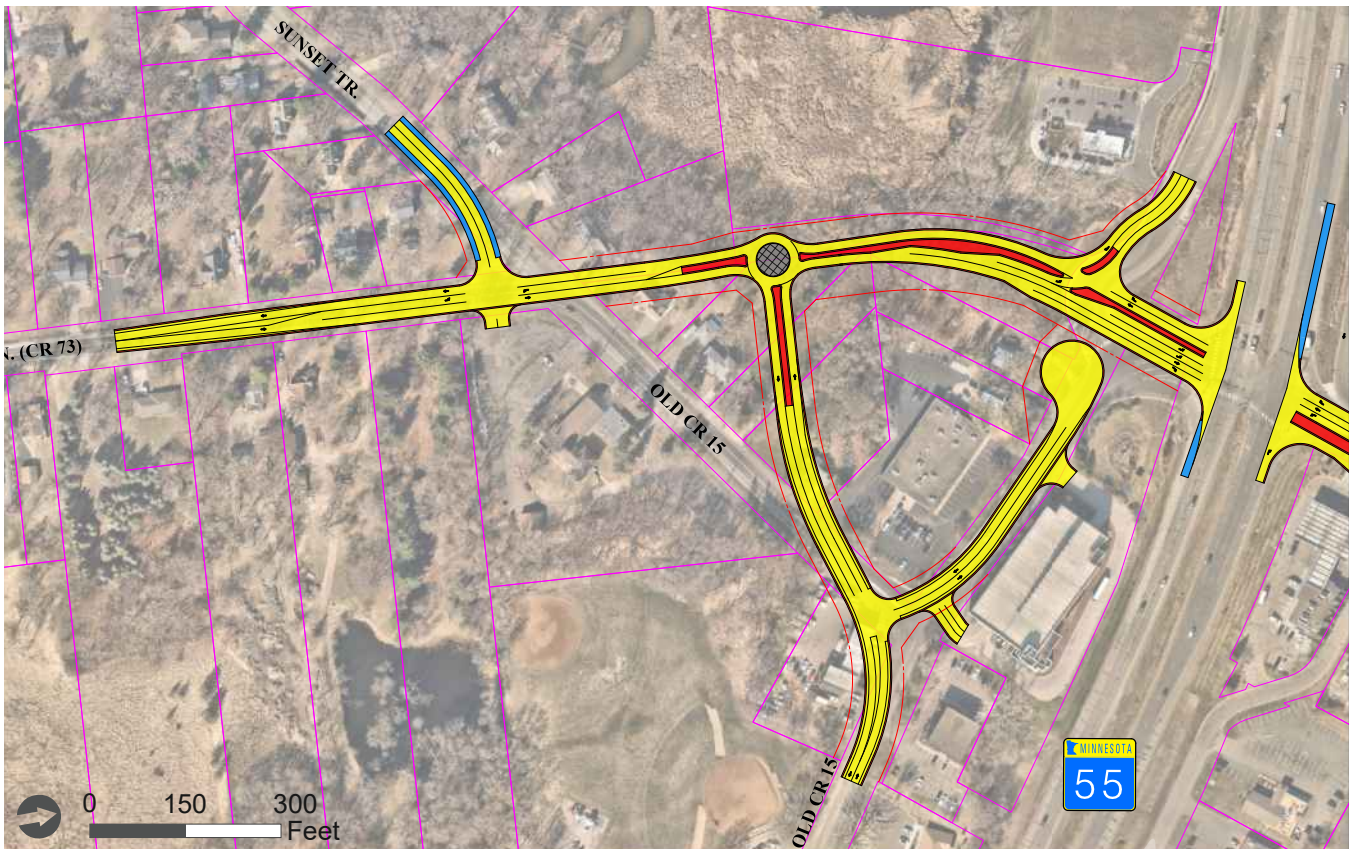
While the morning rush hour has delays, for the most part the afternoon rush hour controls the overall intersection operations so it will be the focus

- Existing Conditions operates with LOS D/E on approaches and the northbound approach queues through the S Frontage Road intersection (all-way stop intersection).
- No Build Short Term, includes Elements apartments, 120 units on south side and 310 units on north. Operations are slightly worse than existing, but no major fatal issues.
- No Build Long Term Concept 1, northbound County Road 73 creates gridlock past Sunset Trail. Southbound does queue back into S Shore/10th intersection. Not a viable option.
- Build (Straighten County Road 73), "v1" has no capacity improvements and thus no real change from the No Build Concept 1. Realigning the roadway would improve the safety of the approach and adjacent intersections, but with no capacity improvements at TH 55 the overall intersection operates the same.
- Build "v2" Concept 1, includes only southbound capacity improvements. No major improvement as the northbound approach still fails, the southbound approach would no longer queue up to S Shore/10th.
- Build "v3" Concept 1, includes southbound and northbound capacity. Brings overall intersection operations to existing delays with additional development traffic.
- Build "v3" Concept 2, essentially no change from Concept 1. The intersection improvements provide additional capacity for the variations in development traffic. Long delays for the northbound and southbound approaches may still be present due to the TH 55 signal timing.
- At S Shore Drive/10th, without changes to the manufacture homes, the volumes wouldn't warrant a change in traffic control. However, if the roadway is reconfigured at the TH 55 signal, a roundabout would provide easier mobility to serve u-turns.
- At new County Road 73 and Old County Road 15, either a traffic signal or roundabout would operate well in either Concept 1 or 2.





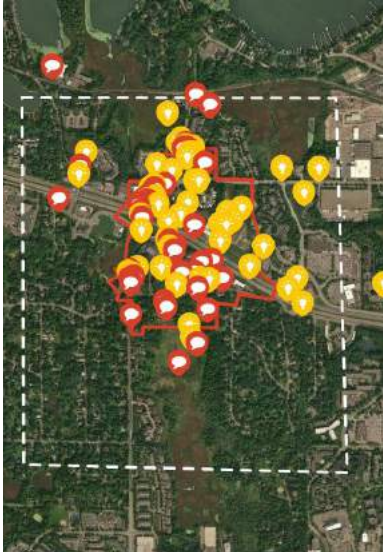
Transportation & Transit Plan North of HWY 55



Transportation & Transit Plan South of HWY 55

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ROUND I COMMUNITY ENGAGEMENT



The first round of community engagement occurred in September 2021, with the City of Plymouth collecting data from all residents, both city-wide and nearby the project site, about the future of the County Road 73 and Highway 55 study area.

- The City sent 7,800 emails and mailed 830 letters to residents and property owners providing information about the project and encouraging them to take part in the online interactive map and survey. Social media and community platforms such as Facebook, Nextdoor, Twitter, and Instagram posts were created to provide further awareness of the key stakeholder and community engagement opportunities.
- The Social Pinpoint portal featured a project landing page that listed the project purpose, overview, and background information with links to an online survey and interactive mapping tool for gathering feedback on the area's existing conditions. Users left geographically-relevant comments by dragging and dropping colorful pins on a map. Comments left by participants were able to be read and voted on by other users.
- While improvements to LaCompte Playfield were discussed, the City Parks and Recreation Department indicated there will be a separate planning process (anticipated in 2026 for construction in 2027-2028) to better plan for upgrades to the park. Those considerations for park improvements were continually documented as part of this planning process.
- The issues and opportunities identified during the first round of engagement contributed to the development of two concepts that explored a variety of possibilities related to land use, redevelopment, new roadway alignments, and bicycle and pedestrian enhancements.

Community Engagement Summary

The following is a summary of the community feedback received. To review all comments collected during this phase of engagement, please visit the document appendix.

Overall Involvement:

2290

Total Site Visits

608

Unique Stakeholders

96

Map Comments

28

Survey Responses

Survey Comments Summary:

Q1: What are the defining features of the study area that should remain?

Respondents replied with parks, trail connections, and maintaining natural areas to sustain wildlife in the area.

Q2: What issues are present in the study area today? What concerns do you have about the future of the study area?

Existing issues identified included bike and pedestrian safety, heavy traffic, dangerous intersections, and the current land use mix.

Future concerns identified include adding more high density residential or large commercial/warehouse, widening the road and increasing traffic, adding too many lights to make the roads less efficient, and destroying existing wetlands or natural areas.

Q3: 10 years from now, how has the study area changed? What land uses or physical improvements do you envision?

Respondents listed a more bike and pedestrian friendly environment, improved park and open spaces, more unique destinations for food and shopping, better traffic flow solutions, and preserving nature in the area as future goals.

Q4: What park features (play area, play fields, etc.) should be considered in the future? What is missing that you would like to see?

Dog parks, an ice rink and warming house (improved winter use), improved bike/pedestrian trails, safer connections, improved picnic areas with fire pits, and flooding solutions.

Q5: Do you have any other considerations for the planning effort?

Taking the needs and future impacts of construction and implementing changes to surrounding residents into consideration, keeping a unique feel to the area, and improving traffic and safety for everyone is a must!

Interactive Map Comments Summary



Pedestrian Connections

Participants would like to see added and improved sidewalks or pedestrian connections in the area that connect back to existing trails or neighborhoods and make it easier to access parks. Many mentions of grade separated crossings, improved or signaled crossings at lights or crosswalks, and making roads more bike friendly.



Obstructed Views

Many comments regarding obstructed views for traffic due to angled turns/curves, unkept landscaping, and heavy traffic at intersections.



Safety Concerns

Participants expressed concerns regarding the safety and efficiency of the Highway 55/County Road 73.



Heavy Traffic

The Highway 55 and County Road 73 intersection light is too long, the intersection feels unsafe for bike/ped crossing, and traffic is very heavy in this area. Stop signs are not being obeyed, and traffic backs-up into residential areas at other nearby intersections within the study area.



Improved Parks

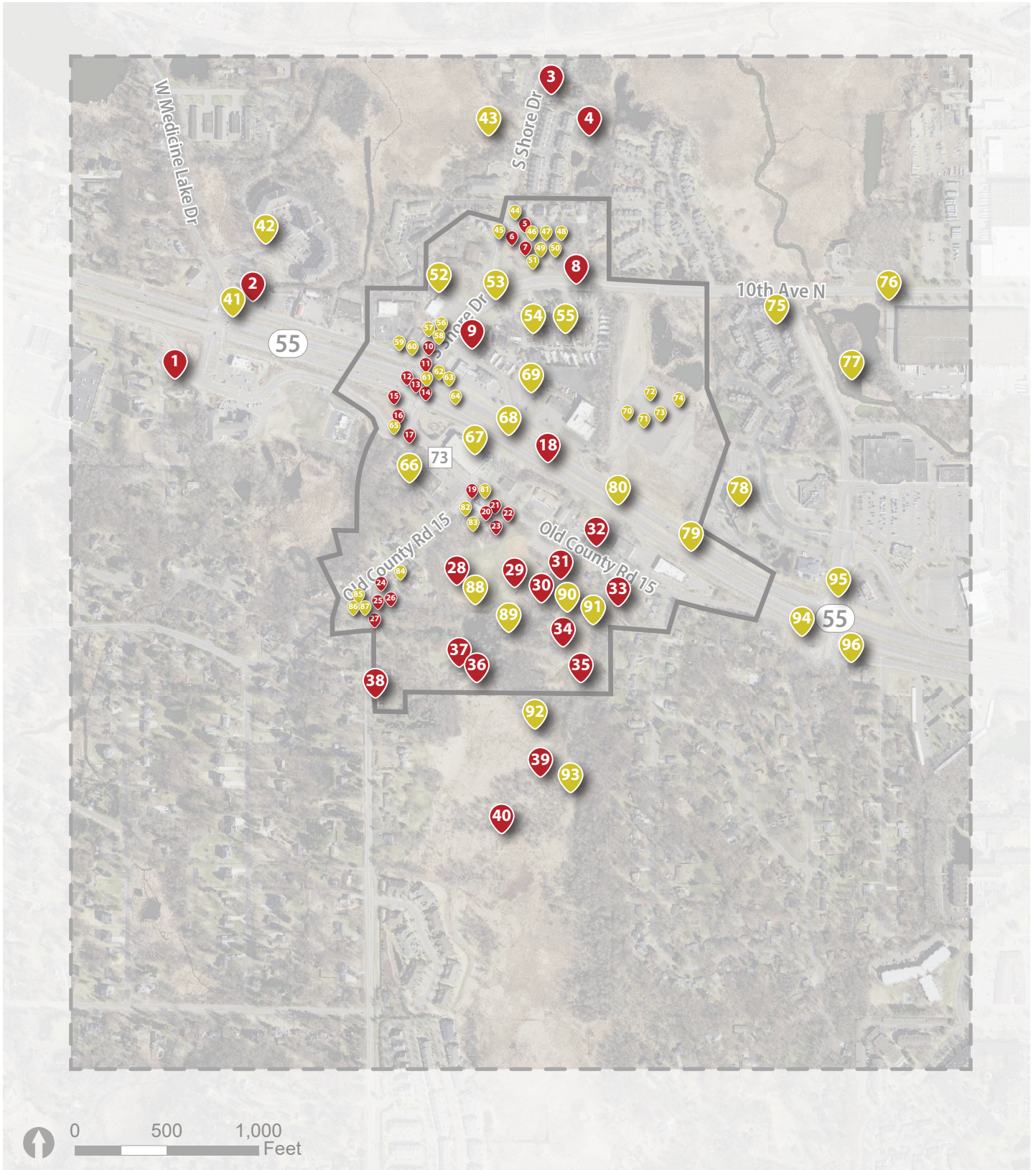
More investment in park and green spaces, mentions of dog parks, pickleball, restroom facilities, more activities for kids, etc.



Less Commercial Development

Comments pointed to less large commercial development/warehouse being desired in this area and more options for retail, restaurants, and unique experiences that can add character.

Existing Conditions Map:



This concerns me Idea for Improvement

#	Likes	Dislikes	Comment
1	3	1	Don't get rid of frontage roads going through here.
2	3	1	I believe this map is outdated. This intersection was replaced and upgraded within the last 1-2 years and works MUCH better now for bicyclists, exiting and entering West Medicine Lake Dr. from/to the Frontage Road. Thank you for this improvement!
3	2	2	This vacant house concerns me. I do not wish it to be made into a noisy residence with multiple people living there. I do not wish for lots of loud construction. There are lots of weeds in the lot and it is unsightly. It brings down the value of the neighborhood. I would prefer that it is kept to a small, one family, one owner property.
4	-	12	The city should be responsible for trimming or cutting dangerous old dead trees that might fall on the Woods of Medicine Lake Townhomes. The WOM townhome HOA should not have to be responsible or pay for this. The HOA should not have to pay for maintaining this wetland area.
5	-	-	Post a no parking sign. Sometimes there are groups using the picnic area and rather than park legally on the street they park on the grass. This kills the grass. This is also disrespectful to the neighborhood that is trying to use the park as a community asset.
6	34	-	Concerned about safety. Is there anything that can be done to encourage family use of this park and minimize this as a hangout for teenagers and groups that are just making trouble. Especially after sunset. I find it very beautiful to see how many families, couples, and kids use this space, morning, day and evening. There are times at night when this park is used for drinking and drug use. No good can come to the community if this behavior is allowed.
7	2	-	I would prefer that there is no sidewalk made on S. Shore Drive. That just leads to more pedestrian traffic. There is plenty of sidewalk already across the street.
8	10	5	Concerned about increased traffic on South Shore Dr and 10th Ave. Drag racing and speeding is a common occurrence. Drivers don't obey the crosswalk signs.
9	13	-	Difficult to see traffic coming from medicine lake side with curve and overgrown trees.
10	15	-	This intersection does not work well, especially during rush hours, and especially for vehicles traveling from 10th Ave/South Shore Drive and turning right onto Hwy 55 west or going straight to Co Rd 73. It seems that a fix requires more lanes but I'm guessing that's a challenge as it seems the space simply isn't currently available with the businesses on each side.
11	7	-	You can sit at this light for much too long waiting to go straight. The light should be longer or something else should be done.
12	1	-	55 should be a changed to a overpass here like they did at Highway 7 & Louisiana in St. Louis Park. Then County Road 73/South Shore Drive with the pedestrian & bike traffic would be able to go underneath more safely.
13	6	-	I agree that this intersection is very dangerous for bicyclists to cross, in either direction. I ride during the daytime to avoid riding during morning or evening rush hour. I use the crosswalk button to cross from south to north. Crossing from north to south I cannot reach the button without getting off my bike, and just cross with traffic. But the cars coming from the south, when turning north to Highway 55, do not always watch for bicyclists that take longer to cross.
14	26	13	This intersection is very difficult for bicycles to cross - especially headed south where there is no crosswalk button on the west side of the road. Kids on their own bikes cannot safely cross.
15	2	2	Keep this green space and perhaps make it less of a weedy eyesore. Please do not put an ugly commercial big building here.

#	Likes	Dislikes	Comment
16	5	2	This area of traffic is dangerous. Cars turning right off 55 come quickly and do not always see people turning in or out of this road. I have seen accidents and several near accidents here.
17	1	-	Concern: Too many vehicles go through this stop sign without stopping or signaling.
18	38	16	Based upon the proposed plan I feel that this sure appears to be a great waste of city resources when there are so many more opportunities that should have a much higher priority than this project. One example is the various side roads and storm drains around the city that always need attention along with improving existing parks instead of expanding them. Fix whats broke first before expanding, might i also suggest water quality at medicine lake?
19	6	6	Concern: Too many vehicles go through these three stop signs without stopping or signaling.
20	10	30	City should purchase this impound/towing business/property for redevelopment. It's an eyesore and no longer belongs here.
21	5	-	If the need arises these towing & auto repair businesses are a great close distance asset to have in our community. They have been very good neighbors for many years & it's the rarity that I've ever seen vehicles parked all over the place. No, they do not belong in a industrial area as suggested. Support your local small businesses.
22	4	17	The amount of cars spilling into the street from this business can make this area difficult to drive through. There are also often cars or large semi trucks from this business that park at the LaCompte parking lot, making it difficult to use the parking lot at the park.
23	18	36	The auto impound lot belongs in an industrial area or it needs to be hidden. Better traffic management is needed at the 73 old CR 15 intersection. Define weather there is or isn't a right turn lane. or redo the intersection.
24	-	4	People don't signal at this intersection, difficult to see and turn out of sunset trail.
25	6	9	Concern: This intersection appears to be relatively rare. Perhaps drivers are unfamiliar with this type, but many vehicles do not signal their turn creating confusion and potential accidents.
26	15	17	I am deeply concerned regarding the proposed trails that already exist on the proposed routes along with all of the alternatives that many people already use ie. through neighborhoods etc. I would rather no trails be proposed due to the fact most biker and walker prefer using the quiet neighborhoods versus the rather busy county roads.
27	4	-	A 10 foot wide bike trail is not needed on County Road 73. A bike trail could be built on the land that Plymouth owns behind the residential houses and connect it to the existing park.
28	21	9	Why not just leave it as is. Not everything needs to be inter-connected and trailled. Leaving some areas as a simple old fashioned neighborhoods such as this area is not bad for the community. In many cases crime goes up around housing that has easy access to trails for easier escapes for individuals that commit crimes. I would rather see this area planning go to more important areas such as the medicine lake area better trails there is much more important!
29	10	13	This is the closest park to our home, but we never go here because we don't feel that we can safely walk/bike with our kids coming from the west.
30	1	-	Can't the hockey rink be multi purpose so it's better utilized. Maybe a hockey rink/volley ball court or if black topped it could be a roller rink.

#	Likes	Dislikes	Comment
31	5	2	I am concerned with the increase in commercial buildings going up in this space. There is too many in this small area as it is.
32	13	-	1.) Where will the "proposed trails" be placed....north or south of Old City Rd 15? 2.) How will this project impact the homes on Old City Road 15?
33	17	-	What will happen to these homes?
34	2	3	Power. We constantly have power issues in my neighborhood. If we are asking for such a large change in the space, can we also get funding to bury our lines?
35	24	10	Frankly this idea of connecting the wetlands is just not needed. The connecting neighborhoods already serve as the various paths that connect this wetland, in living here that park is just not used other than baseball games and is fine as it is given the easy ways to get to the park through the neighborhood. Also like many residents in along the wetland the possibility of paths eliminates our privacy which we highly value. Leave the wetlands as is for the animals not people.
36	18	-	Investigate the wetland filling happening here.
37	6	-	Does the DNR know about the filling in of this wetland area?
38	1	-	I don't think there's a need for a fancy 10' wide bike trail with grassy tree lined boulevards. What about the existing mature trees & homeowners landscaped front yards?
39	21	23	This space was acquired over many years effort as open natural space. It is not park land. Adding access or trails is not consistent with what the neighborhood has supported and fought for during the past 35 years to preserve the nature and wildlife.
40	20	28	Living on City Rd 73, we see first-hand the high volume of bike and pedestrian traffic that would use the proposed pathway. While we are excited about the possibility of a bike path, we are very concerned about the suggestions of putting the pathway along the open space/wetland behind our home which would cause our back yard to also become a high traffic area and result in loss of our privacy.

#	Likes	Dislikes	Comment
41	3	4	Since this is a main crosswalk over to fast food and off the Luce Line trail, it would be great to have a pedestrian bridge in this location. It would also help traffic flow, because when the "walk" button is pushed, the light (which already takes forever to turn green) takes even longer. It would be great to have the green light last longer than 10 seconds for cars turning left (east bound highway 55) to get through the light. Many cars run the light, because otherwise its a 4-5 min wait.
42	1	1	This is a weird spot for right of way. Not sure traffic out of the apartments realize that they should yield. Maybe a stop sign coming out of the apartments?
43	-	2	There has been talk of trails in many comments. This spot is just outside the development area but it is undeveloped land and would be a good place for trail to extend into.
44	19	1	Would like to see better signage indicating 11th Ave N is a Dead End, to reduce the traffic and cul de sac turn arounds
45	3	-	Extend sidewalk to 10th ave

#	Likes	Dislikes	Comment
46	65	-	Restroom improvement. Currently there is a porta-potty that is placed in the park during the summer. Can this be upgraded to something that matches the beauty of the rest of the park? An alternative would be to build a wood privacy fence around this location. Wood fences are used in many other parks and are a very acceptable option.
47	9	6	Would like to see sidewalk along South Shore drive near South Shore park. Right now in the winter, the trail through the park is not plowed and it's very dangerous to walk along South Shore drive to connect to the trail that starts near condominium building due to curve in the road.
48	2	43	Would love to have an area for kids to play on their wheeled toys - scooters, skateboards, Ripsticks, roller blades, hoverboards, one-wheels, bikes, trikes, etc. So much of kids' play is on wheels that require a hard surface, and they still use playgrounds and open grassy space. Maybe replace some of the grassy space with hard surface - either just flat and multi-purpose, or with features like a skate park.
49	4	1	How about tennis/pickle ball court?
50	55	4	Good place for a pickleball court.
51	5	43	How about tennis courts / pickle ball courts and would be great to have trails connecting to the rest of Plymouth trail system.
52		9	Can the frontage road be moved behind these buildings to connect South shore and medicine lake drive?
53	8	-	Sidewalks on 1 or both sides of South Shore Drive here would be great.
54	63	38	What is going to happen to the trailer park? It needs to be redeveloped as part of the plan. Plymouth is no place for a trailer park. Also, Plymouth needs to start constructing overpasses at the busy intersections on Hwy. 55. Way too many signaled interchanges. Flashing yellow turns to exit 55 should be implemented at this intersection and others.
55	31	46	A few years ago, the Star Tribune had a great story on mobile home parks, the neighborhood they become and the people who choose to live there. It really opened my eyes to the fact that not everybody wants to live in a huge home with a big mortgage. Negative comments about how "a mobile home park doesn't belong in Plymouth" are snooty and misplaced. If the residents are happy there, let it be.
56	28	-	This is a very difficult angled left turn from the frontage road onto 10th Ave. Made more difficult during rush hour with backed up traffic at the 10th Ave./HWY 55 light obstructing the view of traffic. Consider a stop sign for the north/southbound 10th Ave. traffic to avoid blocking the intersection.
57	23	4	I would like to see sidewalk extended to get from 10th Ave to Hwy 55.
58	-	1	This frontage road should dead end at S. Shore drive to motor vehicle traffic. It's way to close to the intersection of Hwy 55 and is blocked up a lot of the time by the badly timed signals on 55, Plus it's at such a odd angle visibility is poor of the traffic coming off 55 & the vehicles entering from the frontage road across the street.
59	21	-	This is a very dangerous turn/intersection for bicyclists also, traveling in either direction. The road is way too narrow with sharp curves. This is a prime route for road bicyclists who ride around Medicine Lake but do not ride on the trail with the two railroad-tie bridges (for fear of hitting pedestrians, or riding fast over very bumpy terrain). There is no other road that connects South Shore Drive with West Medicine Lake Dr.

#	Likes	Dislikes	Comment
60	43	-	Right turn lane to hwy 55. It would improve traffic flow during rush hour. Right now if there are more than 2 cars waiting to cross hwy 55, there is no way to turn right.
61	7	2	Would like to see a pedestrian/bike bridge or tunnel crossing Hwy 55 here and more restaurants and shops in this area.
62	2	3	I agree with the others commenting that the HWY 55/10th Ave. intersection is dangerous for pedestrians. This is exacerbated by the close proximity to the park & ride where you have many who want/need to walk & ride. The situation will worsen if a bike/walking trail is to pass through here per the Three Rivers Park District plan (https://www.letstalkthreerivers.org/eagle-to-bryant-lake-regional-trail). I suggest a handicapped accessible underpass on the east side of intersection.
63	-	-	I love the suggestion posted about a walking bridge. Building on that, I suggest that we think about the trails/markers that extend out from the intersection so pedestrians and bikers can safely navigate the whole area being reviewed
64	12	2	I've seen many people try to walk/bike across Hwy 55 after using the bus and it always seems very dangerous with the increased traffic and people running the light. A walking bridge would greatly improve that situation.
65	3	1	This intersection doesn't work during rush hour to get back onto hwy 55 from Starbucks/McDonald's. Also can't turn left to Starbucks coming from CR73 due to backed up left turn lane to 55 during afternoon rush hour.
66	5	22	Straightening CR73/15 in this area by going behind the Streichers building makes a lot of sense.
67	8	31	Traffic is really becoming heavy on Hwy 55. Rush hour is quite impressive and likely to get worse. Rapid Bus service to downtown is a good start. May I suggest lightrail? Already have room along a well-established corridor. Can run way West of Plymouth, that whole area is rapidly growing.
68	8	-	I think there should be a footbridge across 55
69	-	-	County Rd 73 at the Transit Station needs a traffic light to allow commuters who use the Plymouth bus to exit the parking structure at the 73 Transit Station. The rush hour traffic drivers do not obey the all-way stop signs and just flow through the intersection in a panic to get to the green light at Hwy 55. While the approaching traffic from the office buildings and Hwy 55 just flow through, ignoring the stop signs, the bus commuters are trapped if they want to go straight or left.
70	-	2	I'd love to have some Plymouth nightlife of any sort. It is greatly lacking in this area ever since losing the Flying Tiger and Country House in this exact neighborhood (many years ago). I'd love to see a social house/cocktail room/live music venue/ bar with sport courts/independent new restaurants/ taproom or other adult recreation based business around here! A maker's space or community art center would be great, too!
71	3	20	Would like to see a drugstore (Walgreen's, CVS?) in this area
72	10	27	Connect this vacant property with the vacant property on the south side of Hwy 55 via walking tunnel or walking bridge. This, then, could/would connect S Shore Park with LaCompte playfield and, perhaps, an eventual path around the swamp south of Hwy 55 as suggested elsewhere. This would also connect with the Luce Line trail via South Shore Dr. Perhaps the larger vacant property north of 55 could be another dog park.

#	Likes	Dislikes	Comment
73	7	8	I think a place for small business / shops would be nice here. Thinking local bakery, small restaurant or shops/retail. Not more office or apartment but somewhere community could gather. Someone else mention adding a way to cross 55 to the Park (tunnel) that would be nice too. There is so much walking and biking around this area but no where to go if you'd like a destination. You have to bike miles to get to downtown Wayzata to have that experience. Texa/Tonka just redeveloped a nice space.
74	8	8	This vacant lot should either be turned into something the community can use or planted with trees. Keeping it a vacant lot seems to be a waste.
75	23	10	This intersection could use a streetlight - the whole road is very dark at night and seems to have much less streetlights than most other areas in Plymouth
76	3	5	Love the idea of trail along 10th ave (assuming it would then go along Nathan Ln) to connect with Luce line trail.
77	3	18	I am so thankful to have an opportunity to give input. We would like for Plymouth to build multi-generational co-housing to serve the disabled and help young families. Co-housing solves a multitude of housing challenges and is already successful in Minnesota. Would you consider partnering with a nonprofit who successfully plans and executes co-housing developments?
78	-	1	Everybody who works in this building deserves a big pay raise, plus company cars!
79	6	5	Regardless of what you do with this area, Highway 55 and 101/Peony needs an overpass. It's an extremely busy road leading to Wayzata High School with traffic backed up in all directions every morning. Why wouldn't this be a priority for a walking/biking overpass??
80	12	3	Somewhere on this corridor there needs to be a safer way for people to get across 55 in a bike or on foot. This area is totally disconnected from all other Plymouth amenities. I understand the concerns of some for this but the demographic is changing and I would like to see us enjoy the rest of our city and be connected
81	8	11	Needs to be a right turn lane to assist with back ups for those turning left here and lining up for hwy 55 stoplight.
82	2	18	Wondering if a round-about could work at some of these intersections to keep traffic flowing instead of causing back-ups through residential areas?
83	23	2	These are small businesses that provide a valuable service to our community. Whats wrong with having a family run auto repair business?
84	4	2	Can we add a sidewalk along this road? People cut the corners and it's difficult to get to the park safely
85	1	19	Straighten CR73 from Nathan Ln here - to west of Streicher's - to HWY 55. It becomes the "through street". At the north end: The MN Service Rd would go across CR73 at 90 degrees and connect to the old CR73/OldCR15 making both sides appear and feel more like a usual service road. Stop signs go on the "new" service road. At the south end: The odd "Y" intersection is eliminated. CR73 goes through north-south. Sunset Trail/OldCR15 crosses CR73 at an angle. Stop signs go on Sunset Trail/OldCR15.
86	1	8	This is an odd intersection that is prone to confusion. If this intersection is being re-done, a more standard design may be beneficial (assuming space allows). One option could be to make Sunset Trail intersect the main road at a right angle.
87	5	19	Small roundabout here might help with this awful intersection?

#	Likes	Dislikes	Comment
88	10	9	This area has very low walkability and it would benefit the community to improve it. It serves the needs/safety/health of many as opposed to the few who are loudly speaking against new safe paths/trails. Trails and nature can co-exist.
89	4	2	This field in your own comments says its disconnected from the rest of the Plymouth rec systems and is heavily used. I would like to see some investment in a better park for kids to be at, more open space here, better parking and actual sidewalks to get to it. Living in the sounding area, I don't feel comfortable with the increase in traffic and letting my kids head there. So it rarely is used. In the winter it would be nice to see a larger non-hockey rink made and an open warming house
90	1	6	It would be nice to squeeze a community garden in somewhere. I am not suggesting this exact location, but somewhere in the larger area.
91	4	14	It would be very nice to have a dog park in the area, along with designated biking and walking trails. An "ideal" improvement would be a pedestrian bridge from the north to the south side of Hwy 55. I think it would also be beneficial to clean up the corner of Plymouth Automotive as there are so many parked vehicles there.
92	22	22	Move forward with the open land park on city rd 73 / Zachary by running a path south to connect with the town homes walkways. Eventually it would be great to have a walking path all around the whole acreage /swamp land.
93	3	2	There used to be a beautiful tamarack grove here with a moss laden floor. The last time I was back there it was mostly buckthorn and grass. Only the largest tamaracks survive. It would be nice if it could be restored and if there is a walking path, have it go trough there so all can enjoy its beauty.
94	2	3	I whole heartily agree with the comments about safer pedestrian and cycling options. Also, a more substantial fence would be nice to separate highway 55 from county road 15. Perhaps some noise muffling trees? I love this neighborhood but don't appreciate the car dependent infrastructure. I would love to see a bike like that runs along highway 55 or even a tram/light rail.
95	3	18	This would be a good area for an overhead pedestrian bridge. Lots of people live on both sides of the road. The road is potentially very dangerous. Freeway speeds and higher. I often see elderly, babies in strollers, and bicycles crossing here. The combination of a shopping center & major grocery store on one side and a major movie theater, hotel upscale restaurant with LOTS of apartments on other side really creates opportunities to share the economies on both sides of the road SAFELY.
96	6	18	This intersection could use an overpass for pedestrians!

ROUND II COMMUNITY ENGAGEMENT

For the second round of community engagement, a letter was mailed to each property owner within the study area. The letter included information on the online engagement, as well as a paper survey and contact information for residents without access to technology. The online engagement included an interactive map, similar to that in the first round of engagement. Responders were able to leave comments via the interactive mapping tool, geographically documenting their responses. They were also able to complete a survey on the two concepts.

Involvement Summary:



Survey Comments Summary:



*Thinking ahead 10 years from now, what are your top priorities for improvements in the study area?
(Summary list of comments received)*



Suggestions

- Intersections improvements a must
- Improved traffic flow badly needed
- Lower road speeds/traffic calming
- Get more people to use transit
- Safe pedestrian connections
- More accessibility
- More park and outdoor amenities/facilities
- Quality restaurants, retail, and mixed use
- More trees and green spaces
- More efforts to protect and preserve natural habitats and wetlands
- Incorporate green space
- EV infrastructure

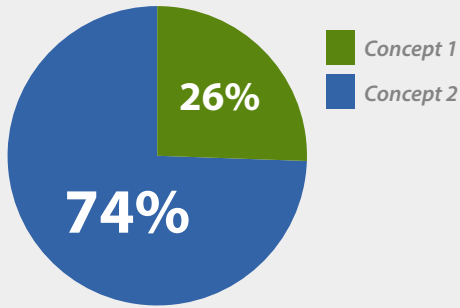


Concerns

- More traffic in the area, efficiency should be a top concern
- More density = more traffic congestion
- No more transit needed
- Too much high density residential being proposed
- Unsightly existing development
- More density will invite crime
- Current residents want a quiet, single family neighborhood
- Plans feel disconnected from what exists today
- No proposed changes seem necessary

Why? (Summary of comments)

Which concept best represents the future vision for the study area?



Addresses road realignment



Proposed commercial



Less HDR/density proposed

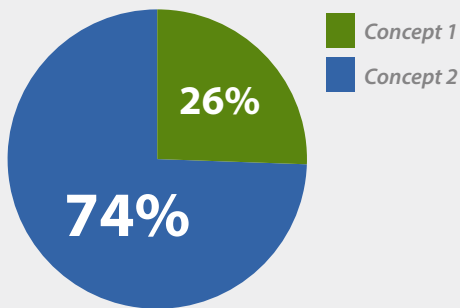


Less potential vehicular congestion



More green space protection

Which concept provides the best transportation network?



More efficient for traffic



Safer/better pedestrian connections



Intersection improvements proposed

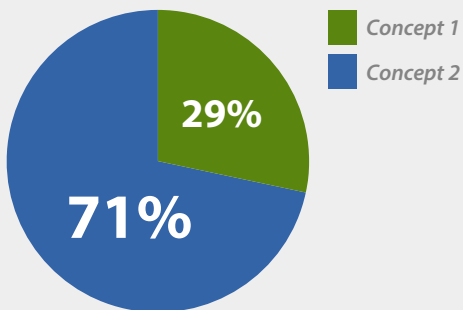


Both are good



Both will make traffic worse

As a walker or biker, which concept would you feel most comfortable in?



Enhanced pedestrian crossings

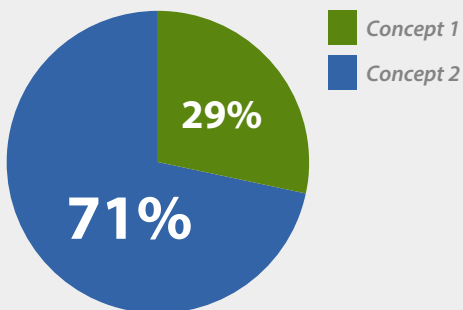


Less HDR = less car traffic



Road curves would slow traffic

Which concept best fits the City's plans for future Bus Rapid Transit?



Density more spread out



More walkable



Both would benefit the BRT plans



We don't need the BRT

Note: Responses that expressed a dislike of both concepts were received within the feedback of this survey

Interactive Map Summaries

CONCEPT 1



#	Likes	Dislikes	Comment
1	1	18	I like being able more safely walk and I presume bike across 55.
2	-	27	This seems like a good use of the area. It will allow for more HDR along a thoroughfare that can handle the extra traffic.
3	2	4	Better choice for multiple housing in an area that already has similar housing.
4	1	4	Would like better pedestrian and bicycle access and safer crossing of the road. It's hard to see around the curve and watch out for vehicles that sometimes go quite fast.
5	1	-	Above grade needed as hwy 55 is too busy and too wide to cross safely with kids/dogs.
6	7	23	Good place for high density housing between commercial and other similar housing.
7	-	25	I don't attend this church, but I think it's good to provide a spot for them.
8	4	14	The realignment of the Sunset Tr intersection is badly needed regardless of the final design.
9	2	51	We do need more density, that's what drives affordability.
10	-	23	A trail is much needed on this road.
11	-	37	We do need park improvements here and I'd love to see the park expand within reason. Nice amenity for young families.

#	Likes	Dislikes	Comment
12	1	-	Crossing for pedestrians should be a bridge or tunnel.
13	1	-	Build an overpass.
14	2	12	How about an overpass/bridge? Not enough space?
15	2	-	Need longer acceleration lanes for right turns on red, people are taking risks because light is so long.
16	3	-	Sure would be nice to have a pharmacy with a pick-up window in our area.
17	1	-	It is 'interesting' that either concept would rather consider eliminating single-family homes, the Streicher building, impound lot, and demolish the church before creating a mixed-use urban area on the mobile park & east. According to HUD, manufactured home lifespan is 30-55 yrs (they depreciate), while all homesteads near PLC appear built between '55-65 and would continue to appreciate. Anyone like the downtown Hopkins area, or Minnetonka stretch near Unmapped? Rationale for these concepts, please.
18	1	-	Put the HDR here and put more single family housing on the south side of 55. There is too much HDR everywhere to begin with.
19	-	7	Is there a pedestrian bridge at this location? If not, please consider adding as it is near impossible and very dangerous trying to cross Highway 55. Also, what efforts are in the plan to slow and minimize the traffic on Highway 55?
20	-	44	Can we have one level senior living instead of apartments?
21	1	-	I know that weekends & but for rush hour on weekdays this road does NOT back up with traffic heading towards 55 at this intersection (unless it turkey crossing time). When it does back up it's because the traffic waiting at the signal light on 55 is backed up. Fix the problems there by having 2 left turn lanes onto 55 & a longer green light during rush hour. Please do not destroy our homes & neighborhood which really is average with traffic most of the time.
22	-	-	City should add a pad with a basketball hoop (like at St Mary's Park). Don't need full court, just a place to shoot hoops.
23	2	-	City should add a pad with a basketball hoop (like at St Mary's Park). Don't need full court, just a place to shoot hoops.
24	-	33	Please make sure to have sidewalks on the frontage roads to the neighborhoods to the east of the park.

#	Likes	Dislikes	Comment
25	-	3	Look, no one really WANTS more development to take place near their house, as we already own a house and don't feel the effects of a crazy competitive housing market and skyrocketing rent prices. But without new developments going in SOMEWHERE neither of these problems will be solved. I live a few houses south of this proposed development and do these changes scare me a bit? Obviously yes, but I knowingly chose to live on a busy road and no matter how much I wish for it to change, (part 1/5)
26	-	3	it's never going to be a quiet neighborhood street. I guess I would just ask that these developments are kept somewhat tasteful (not too tall, visually appealing, etc.), and along with these new units we have a corresponding increase in the safety and usefulness of Zachary Lane. To me this would mean lowering the speed limit to 30mph, putting in a MUCH NEEDED sidewalk/trail for the many pedestrians that walk/run/bike along our road (yes sorry my neighbors to the (part 2/5)
27	-	3	east this would slightly stink for you having it go through your yards), fixing the wonky Sunset Trail intersection which looks inevitable in either plan and making accessing highway 55 easy and convenient and the most logical choice so all these new residents choose to go that direction instead of heading south on Zachary. That last part I can't stress enough. Please improve the lights timing, and the merging capability going east on 55 towards 169 so that people WANT to go (part 3/5)
28	-	3	that direction when they need to get on the freeways. I do like the idea of the townhomes being south of the Sunset Trail intersection and the apartments being north of it. That's obviously the logical arraignment of those two things and would minimize the change that us existing residents would actually notice. All in all change is scary but with a much needed trail, an expansion of our nearby park, and most likely an increase in quality retail and restaurants nearby on 55 (part 4/5)
29	-	3	these changes could ultimately be a positive for our area. My current neighbors, I welcome your down votes (part 5/5).

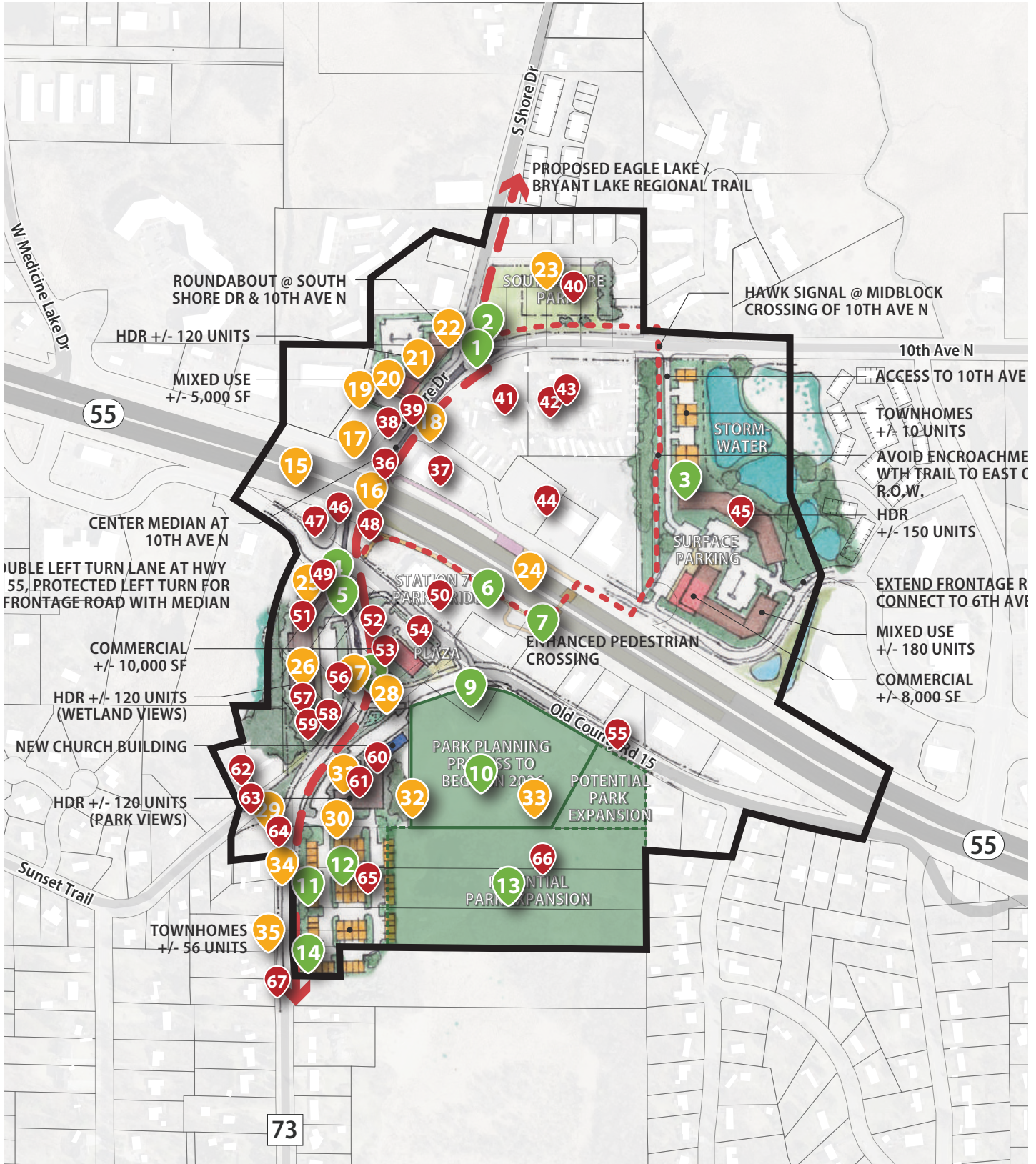
#	Likes	Dislikes	Comment
30	3	-	Adding another concern here about North side of the intersection with curved frontage Rd and shared right turn (going W on hwy 55) and South lane which makes traffic very difficult to navigate during rush hours. There were several comments in November survey but they didn't make it to Concept1 or Concept2.
31	17	-	Mixed use or commercial makes more sense here.
32	42	1	All for roundabouts as long as you do them on the moon. We don't need roundabouts.
33	-	3	Why not connect this road through?
34	14	3	Roundabout is not needed at this intersection. Current visibility is good from SB So Shore Dr. Traffic volumes on So Shore Dr north of 10th Ave are not great. Waste of money!
35	8	-	Purchase and redevelop this trailer park...this is a no-brainer.
36	30	-	This is a better place for you HDR apartments.
37	12	-	Will this new development push out the mobile home park? Will it make properties unaffordable of these residents?
38	50	-	Why not redevelop these properties for mixed use?
39	48	5	We don't need or want high density housing in an area that would be better left as-is, as a simple neighborhood. Waste of city resources/money!! Just NO. Please don't. Both concepts 1 & 2 are bad.
40	32	-	The city already owns most of this property, the county had some ROW too. Is this even an option to look at options or is this already a done deal? I don't like the this is not made public on these concepts.
41	5	-	I am against both concepts. Putting in high density residential and commercial properties will significantly add to the congestion in this area, especially during rush hour where the traffic is already backed up. It is very unfair to the homeowners in this area to have their places removed by eminent domain. A direct connection to 55 on 73 will encourage speeding and other reckless driving. There is already a long wait for light changes at this intersection.

#	Likes	Dislikes	Comment
42	43	-	Current and historical traffic counts do not support the need to straighten CR73. Traffic has actually dropped 14% between 2001 and 2019. And, with more people working at home (and many expected to continue to do so), it is unlikely that traffic will grow significantly.
43	16	-	Can the school district handle the increase of people/kids?
44	49	3	Your online survey will only allow me to like and comment on concept 1 or concept 2. Har! It doesn't allow the choice that I want - that they are both HORRIBLE IDEAS! Take away single family houses and put up high density monstrosities. How ridiculous.
45	2	3	Any modifications to the Park & Ride should result in direct access to TH55 (for buses). Both of these concepts make it harder for drivers to get into the structure.
46	4	12	Exiting the Park & Ride can be a problem during rush hour, especially on snowy days. Traffic heading toward Hwy 55 can back up to the four-way stop, which delays vehicles trying to exit the park and ride as well as others trying to get to Hwy 55.
47	52	-	Who is going to pay for the eminent domain for the road realignment and redevelopment? Will this be done with out assessing the residents?
48	59	-	Why wreck a beautiful single family home area and put up ugly high density housing? This is a pathetic, ill conceived, badly thought out idea. This "plan" belongs in non-residential areas way out in the boondocks, if at all. What's wrong? Have developers run out of cheap farm land?
49	64	-	We do not need or want high density housing especially since the area does not support that and will never support such an large and frankly too gigantic eyesore!
50	40	-	Why drive current businesses that are doing well in this area out of business just because you think we need something else?
51	67	-	The neighborhoods have shot these types of plans down for a good decade now regarding adding high density poorly constructed housing in this area where we all live. The area cant support this kind of construction no matter what is changed. WE DO NOT WANT IT. Maybe further out west near Medina this could be supported but not here.
52	52	1	I do not support additional housing density in this area, as the design of the roads cannot support this level of traffic. This area is extremely congested and busy and adding more housing in such a small space will only add to congestion.
53	3	16	Speed on this road is a real issues. What are the traffic count projection with this improvement? What is Hennepin County's stance on this project?
54	52	1	Just so the rush hour commuters can save 5 minuets & speed though the area once or twice a day we have to cut down all the 200+ year old trees that the 3 dozen area turkey's roost in every night & destroy the other wildlife habitat nearby.
55	15	-	Except for twice a day when the AM & PM rush of weekday workers are going back & forth to work this road does not back up with traffic. It is a nice well-established neighborhood to live in that your proposed concept would destroy. NO, to any high-density apartments here. More people, more crime.
56	57	-	Too much high density housing in this version. Can you imagine what this area will be like during rush hour? Whenever there is traffic jam on 394 people cut across Cty 73 to 55 and it is a dangerous mess. Adding more density and more cars in this area is not wise.
57	54	-	BOTH of your CONCEPTS ARE BAD. Seems like a Vladimir Putin move to use eminent domain to seize people's homes & destroy their lives just so the developers can get the land to profit with their apartment buildings. Most of the residents in this neighborhood have been here for decades & have all grown up together. Since when did improving the flow of traffic involve taking people's homes for HDR development.
58	1	50	Will there be sidewalks and/or bicycle lanes along this road?
59	36	-	This park is basically a dud on being useful for most people with most of the land being the baseball fields & another good portion the hockey rink it sit's unused most of the time. And now it looks like you want to expand by take someone's home. Not Cool.

#	Likes	Dislikes	Comment
60	8	-	Don't forget everyone there is another proposal to comment on, it can be found via the 3 horizontal bars at the top left corner of the map.
61	59	-	Why are we removing single family homes that are affordable for middle income? Why not add density at PID 3611822240089? There are 12.8 acres that have sat vacant for years!
62	34	1	What's the objective with taking over an existing neighborhood & replacing it with 440 high density apartments? Is it just trying to increase bus rider numbers in the 5 minute walking zone? You may pick up riders but you'll probably be making the surrounding community less quite and safe in the long run. THIS IS A BAD CONCEPT.
63	60	-	Why do we need to have even more high density housing, this idea of turning the church area into a new church and high density housing was tried recently in the past an failed. There is no reason to change what is there especially with a church population who is dwindling and cant support the current building they already have. Who is going to pay for this, sure appears as if us tax payers will be footing this bill!
64	43	3	Unkind to tell someone their home is worthy of removal for high density housing.
65	42	2	2018 a similar development plan on this church site plus the adjacent site to the south was denied by the City Council. That plan included building a new smaller church on a portion of the land & a 80 unit 4 story building of luxury Sr living condos. Now this plan is to still have the new church but now increase the number of units in the apartment building from 80 to 120 units on just the old church site. This neighborhood doesn't want tall HDR's. Owner occupied townhomes better fit.
66	68	1	We don't need or want high density housing in an area that would be better left as a simple neighborhood. Waste of city resources/money!!
67	60	-	Clearly the city has no interest in reports of illegal dumping and wetland filling in this area that the previous study in November 21' identified it appears they plan on ignoring that which deeply concerns me and the validity of this study
68	60	-	Funny how the city is ignoring the reports of dumping and filling of a protected wetland that surfaced from the last public comment session and nothing has happened. Also the area where this comment is for sale is not cheap so how much will this cost it deeply concerns me that the lack of transparency on this project along with these reports!
69	86	-	Clearly based upon the map and comments period back in the November time frame none of our comments regarding this planning were listened to regarding expanding the park and leaving the wetlands alone. It is sad that the city of Plymouth does not listen to the people who actually live here and would be negatively affected by the poorly laid out plan with minimal input being incorporated into either concept! The money would be put to better uses else where not here!
70	57	1	This area is some of the most affordable single family homes in the city. They should not be taken out.
71	1	45	Doesn't show sidewalks. Need to connect neighborhood to park and businesses without forcing them to walk on frontage road sidewalks. Maybe they just are shown?
72	2	49	No sidewalks exist here. Sidewalks on east side of Revere along hwy 15 but not on west side.
73	31	-	Dangerous entry way into neighborhood. Looks to be out of scope of project but with additional traffic trying to access the new commercial and apartments planned, this becomes even more dangerous.

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CONCEPT 2



I Like This
 # This concerns me
 # Ideas and Suggestions



#	Likes	Dislikes	Comment
1	2	4	I think a roundabout would be safer and more comfortable for pedestrians, bicyclists and people using wheelchairs. I dislike using this intersection to get to the trail and Medicine Lake because it's hard to see around the curve and vehicles drive fast.
2	-	-	I love the idea of roundabouts to help with traffic flow. There are too many lights and stop signs in Plymouth and adding roundabouts not only helps with traffic flow but also helps traffic slow down in order to go around the roundabout. A great solution that Plymouth should incorporate more into re-development of neighborhoods.
3	-	-	This type of housing here is a good transition to what's already there and on your way to Cub. But need traffic controls instead of just stop and go lights.
4	-	-	Double turn lanes are a great idea. At times, the left turn arrow only allows a couple cars through at a time. With the increased proposed housing density, more people will need to get onto 55 West from 73.
5	1	1	I like the idea of a curves road to calm traffic speeds.
6	1	22	I like the BRT platforms.
7	2	1	Pedestrian crossing above or below road is an absolute must in redesign... having it near bus stop makes sense.
8	2	12	Concept 2 is much better design than Concept 1 in this area; with about half the HDR units and them having park/wetlands view. Concept 1 appears it goal was to cram as many HDR units in a small space as possible; this plan is much more appealing.
9	-	2	I like the idea of green space expansion and the removal of the eyesore junk yard with totaled cars that are probably leaking fuel and oil into the wetland.
10	1	29	Skating rink is used a lot.
11	1	3	I support the idea of sidewalk expansion along this stretch of cr73. It's very unsafe to walk on the side of the road currently.
12	2	2	Fine with attached townhomes if 1 or 2 stories like a single family home.
13	1	39	We like the idea of having a larger playground and park for people on the south west end of Plymouth to Enjoy.
14	1	20	A trail is much needed for this road.

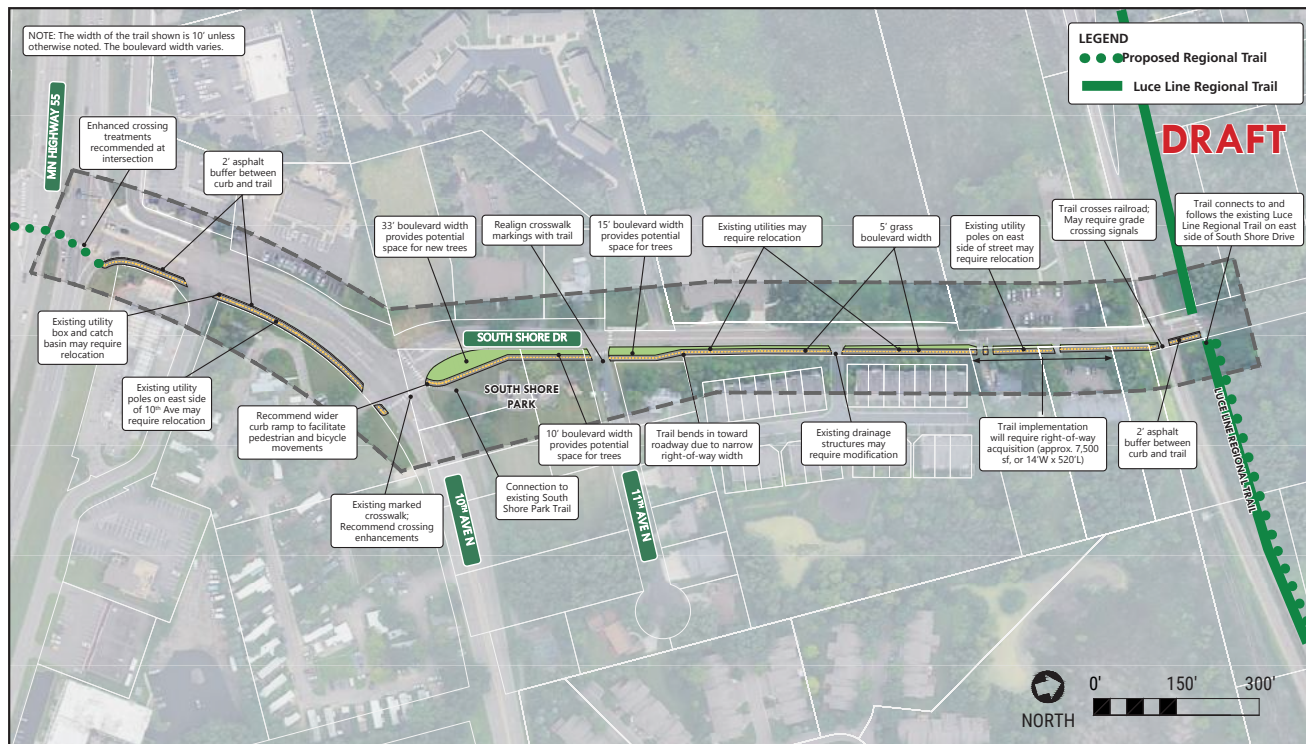
#	Likes	Dislikes	Comment
15	8	-	Why wasn't a printed copy of these 2 concept maps included with the letter/survey questionnaire sent to those landowners in the affected area? Makes it difficult for those without internet access to answer the survey. Especially if the timeline to respond as shown on your website only lasts through February & your letter wasn't sent out until Friday 2/18/22.
16	6	-	Crossing Highway 55 during rush hour is very difficult. Supporting businesses on the other side of the road is hard. It feels like it gets worse during rush hours. Nice that right hand turns are not limited. Acceleration lane feels long enough right now for me, but some people do almost get rear ended here.
17	3	-	Right turn lane here needs to be a dedicated right turn lane and longer lane on S Shore Dr for cars to stack.
18	3	1	I agree with most people that adding this much High Density housing is ridiculous for this area. Plymouth does not have any great main street/destination areas like surrounding communities (Wayzata, Maple Grove, Hopkins). Why can we not add more destinations like restaurants (not more fast food!) and retail so there are places and things to actually do in Plymouth. We basically have become a housing destination with a great school district but have to go to other cities to find food/retail.
19	5	-	Pull frontage road back to align with frontage road on east side of South Shore Dr

#	Likes	Dislikes	Comment
20	6	-	On the south side of 55 you do a major re-route of the road. Could you do something similar on the north side to eliminate the frontage road issue. Could you route the one side behind where the liquor store is and connect it into to roundabout. Likewise, bring the road by holiday up parallel to SS drive (like was done by the car wash) and connect it at the roundabout also. Would this help with the traffic flow?
21	7	-	It would be great to have additional smaller retail/restaurant/service spaces within walking distance of Medicine Lake and surrounding residential areas. All of the spaces in both plans seem to be high-density housing or commercial, but nothing that helps bring services closer to the community in order to increase walking and biking
22	3	-	Sure wish we had a pharmacy in our area with a pick-up window.
23	2	-	This playfield should have amenities the same as the playfields on the south side of 55 unless the crossing is extremely safe for children.
24	-	-	Should determine crossing and cost of crossing based off potential use. Rarely see people using the crossing now, but that could be because it feels unsafe now. See more people using the crossing by Cub Foods now.
25	-	-	Would prefer to see these as townhomes
26	4	25	Can we have one level senior living instead of apartments?
27	13	5	When looking at commercial vs residential, would prefer residential development. Would prefer low density or single family development. if you do higher density, would prefer some high architectural standards in this neighborhood.
28	13	-	Cheaper to put in a traffic signal hear plus no families would lose their home. Tall high density apartments would look bad here & there's better parcels of land elsewhere along the east side of 55 going north. Even the trailer park across 55 by Holiday Gas would be better.
29	-	2	Suggesting a roundabout at Sunset Trail.
30	30	1	Since the owners of the 4 parcels of land (including the church) on this side of 73/Old County Rd 15 are the only ones interested in selling their property why haven't you come up with a plan to correct the curve & the intersection with Sunset Trail using only their land? Why destroy the homes of families that don't want to move on the north side of the road on Old County Road 15?
31	-	-	There are many people who walk along Sunset or Ridgemount. There should be dedicated safe crossing of Zachary/Hopkins Crossroad in order for those pedestrians coming from Sunset or Ridgemount to access the bike trail/pedestrian trail along Zachary.
32	1	3	This is a very steep hill, there should be access to the park from the houses/apartments, but it will require a lot of switch backs.
33	1	-	City should add a pad with a basketball hoop (like at St Mary's Park). Don't need full court, just a place to shoot hoops.
34	2	3	Provide separation for residents walking along road to the park
35	2	2	Where Sunset Trail and CR73 meet, make this a 90 degree intersection. This will make this safer by 1. make it easier for those on Sunset to see traffic coming from both directions on CR73. 2. This will slow down traffic coming south on CR73 as they come onto Sunset Ln. Most of this traffic exceeds the 30 mph speed limit since it is a straight line off of CR73 and then Sunset Tr goes down hill. This is a dangerous intersection now.

#	Likes	Dislikes	Comment
36	4	-	Intersection with frontage road/south shore drive on the north side needs to be redesigned - this is completely non-functional during peak times. There's a backup because of the frontage road and other cars block it.
37	12	1	Your online survey will only allow me to like and comment on concept 1 or concept 2. Har! It doesn't allow the choice that I want - that they are both HORRIBLE IDEAS! Take away single family houses and put up high density monstrosities. How ridiculous.
38	3	-	Cars turning right on 55 and trying to go straight here are in conflict and tend to block the lanes. Light needs to be longer.
39	5	-	This is a bad intersection, being so close to Hwy 55 and cross-traffic from the gas station and liquor store.
40	20	-	Is this a change from Concept 1? If so, why are trees being removed? There is already a large area here for multi use. This park is a great asset for the neighborhood and already gets used by everyone for many different activities. If you are not going to make a real improvement for the neighborhood then I would just leave it alone.
41	9	-	How can you redevelop this area and not removing the trailer park? Makes no sense.
42	31	-	If housing is being eliminated to make way for high density apartments, why is this area not being considered?
43	-	2	Will this new development push out the mobile home park? Will it make properties unaffordable of these residents?
44	27	1	Why not redevelop these properties for mixed use?
45	7	4	Just NO to High Density Residential (HDR) housing anywhere in this area for both concepts proposals. It is a bad idea as it would increase traffic. I vote NO and reject both concepts.
46	1	-	What is the Cities intent with this reconstruction? Are we going to have another Co Rd 47 issue on our hands? We like living on this county road because we don't have major assessments like a residential street do. If the city applies for a jurisdictional transfer the residents living on this road will be left with the cost of repair/maintenance. We as residents need long-term transparency to better understand the cost benefits. This road was repaved with no assessments because its a county rd
47	26	-	The city already owns most of this property, the county had some ROW too. Is this even an option to look at options or is this already a done deal? I don't like the this is not made public on these concepts.
48	2	-	This is a messy intersection. is there a need for it?
49	21	-	Why wreck a beautiful single family home area and put up ugly high density housing? This is a pathetic, ill conceived, badly thought out idea. This "plan" belongs in non-residential areas way out in the boondocks, if at all. What's wrong? Have developers run out of cheap farm land?
50	14	-	Your online survey will only allow me to like and comment on concept 1 or concept 2. Har! It doesn't allow the choice that I want - that they are both HORRIBLE IDEAS! Take away single family houses and put up high density monstrosities. How ridiculous.
51	61	1	The proposed housing would encroach on the protected wetlands.
52	25	1	No reason to extend CR-73, let alone make it a curve. It would be downhill and skewed with TH55. It would be fun on an icy winter morning!
53	21	-	Not a fan of the road realignment. Road should be a smooth curve. But OK with removal of business buildings, not as much of a fan of removing houses.
54	2	-	Yes. traffic sometimes backs up at the existing intersection here, but only during the afternoon rush hour. Off peak & weekends there is no backup. The main problem that causes the backup is the intersection setup on Highway 55. Widen the intersection to fit 2 dedicated left turns lanes from this side of 55 & fix the timing of the signals so more vehicles move through. The intersection by Holiday really needs improvement too. Try fixing that problem instead of destroying the homes of families.
55	4	48	Need sidewalks and/or bicycle lanes along CR 15 for people walking or biking to the CR 73 bus station.

#	Likes	Dislikes	Comment
56	3	1	Can the school district handle the increase of people/kids?
57	20	3	After living with the ongoing stress of the pandemic the last couple years now you're going to make families on the north side of Old County Road 15 homeless by seizing their homes using eminent domain so a developer builds an apartment building with wetland views, the views those families have a right to. Is this a Putin move? Are you going to give those displaced families a rent-free apartment with their familiar wetland view in that new building for all that you're going to put them through?
58	43	1	Why are single family home being removed in favor of high density units?
59	36	1	Who is going to pay for the eminent domain for the road realignment and redevelopment? Wil this be done with out assessing the residents?
60	9	-	Apartment buildings cause shadowing and make park feel less open and shadow our homes
61	53	1	Why are we removing single family homes that are affordable for middle income? Why not add density at PID 3611822240089? There are 12.8 acres that have sat vacant for years!
62	13	1	It's been made to sound like the corner of County Road 73 & Sunset Trail intersection is accident central. Living within eyesight of this corner I know for a fact that this is not so. The FEW accidents that have occurred at that corner over the years have mostly involved either SPEEDING &/or DRUNK DRIVERS. Both concepts won't change that problem but will probably make it easier for those speeders to go faster.
63	5	3	Speed on this road is a real issues. What are the traffic count projection with this improvement? What is Hennepin County's stance on this project?
64	1	9	With the increase in traffic in this area, will HWY 73 be widened to have, at minimum, a turning lane at each intersection? Intersection at sunset will need stop sign, lights or roundabout to ensure traffic does not back up.
65	67	-	The current owners of this land are trying to sell it for millions, why is the city wasting their money on buying price gouged land with very little value especially with the neighborhood reporting the land has some illegal filling of protected wet lands. The land is only worth a very small fraction of what they are asking for. Do we need a investigation into the city of Plymouth over inappropriate uses of city financials? The neighborhoods do not want to pay for this!!!
66	67	2	It is deeply concerning that the project feedback from September/October time frame was not incorporated into this plan especially since it was a wealth of negative feedback from the people who live around the proposed area. It appears the city is not being transparent and clearly does not want the input of the people who have to live with this study effects. Maybe it is time we get an investigation into why our feedback was not included in this proposal.
67	26	1	How much is county road 73 going to be widen in the future for the bike & walking path. Will homeowners be assessed for those improvements.

EAGLE LAKE TO BRYANT LAKE REGIONAL TRAILS MASTER PLAN



SUBSEGMENT B7: SOUTH SHORE DRIVE / 10th AVENUE N

Preliminary Concept - Not for Construction
 THIS IS A PRELIMINARY CONCEPT. FIELD VERIFICATION, SITE CONDITION ASSESSMENTS, ENGINEERING ANALYSIS AND DESIGN ARE NECESSARY PRIOR TO IMPLEMENTING ANY OF THE RECOMMENDATIONS CONTAINED HEREIN.



SUBSEGMENT B8: MN HIGHWAY 55 / COUNTY RD 15 / ZACHARY LN

Preliminary Concept - Not for Construction
 THIS IS A PRELIMINARY CONCEPT. FIELD VERIFICATION, SITE CONDITION ASSESSMENTS, ENGINEERING ANALYSIS AND DESIGN ARE NECESSARY PRIOR TO IMPLEMENTING ANY OF THE RECOMMENDATIONS CONTAINED HEREIN.



HIGHWAY 55 BUS RAPID TRANSIT SYSTEM



Highway 55 BRT
City of Plymouth Station Area Review

Highway 55 Bus Rapid Transit
Council Workshop: April 27, 2021



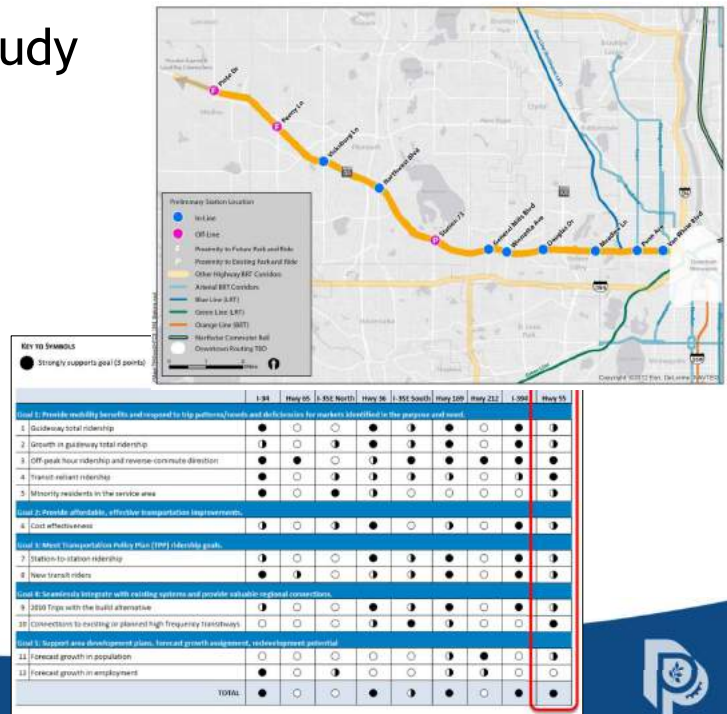
Agenda

- Introductions
- Completed Work
 - Transitway Corridor Study
 - All Day Service Trial Awarded
 - Station Area Microstudy Wrapping-up
- Upcoming Items
- Questions & Comments



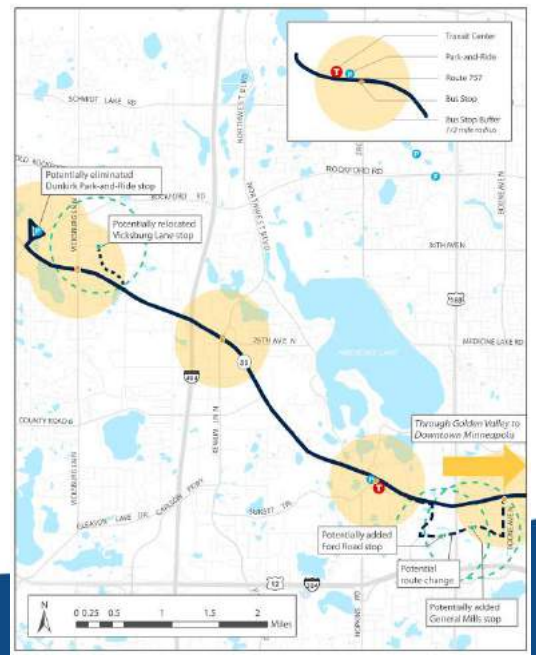
Transitway Corridor Study

- 2015 Study by Met. Council
 - Route from Minneapolis to Medina studied.
 - Route meets many goals of for Plymouth and cities along Hwy 55 corridor.
 - Found strong need for reverse commuting (i.e., bringing workers outward to Plymouth)



Route 757 All Day Service Trial

- Metro Transit recently awarded regional solicitation dollars for an all-day transit service along Hwy 55 (Minneapolis to Plymouth).
- Scheduled for 2024-2025 (being reviewed).
- Route and specific stop locations currently being reviewed.
- This acts as a great test case for future BRT along the corridor.



Station Area Microstudy

- Plymouth wants to take advantage of upcoming opportunities to improve potential station areas
 - Development/redevelopment
 - MnDOT's Hwy 55 Pavement Preservation Project (2024)
 - Co. Rd. 73 Small Area Study (Community Development)
 - City Center 2.0 Visioning
- Goal is to understand:
 - Where do stations functionally make the most sense.
 - How does BRT function with Hwy 55 traffic and signals.
 - What barriers and opportunities exist near the stations.

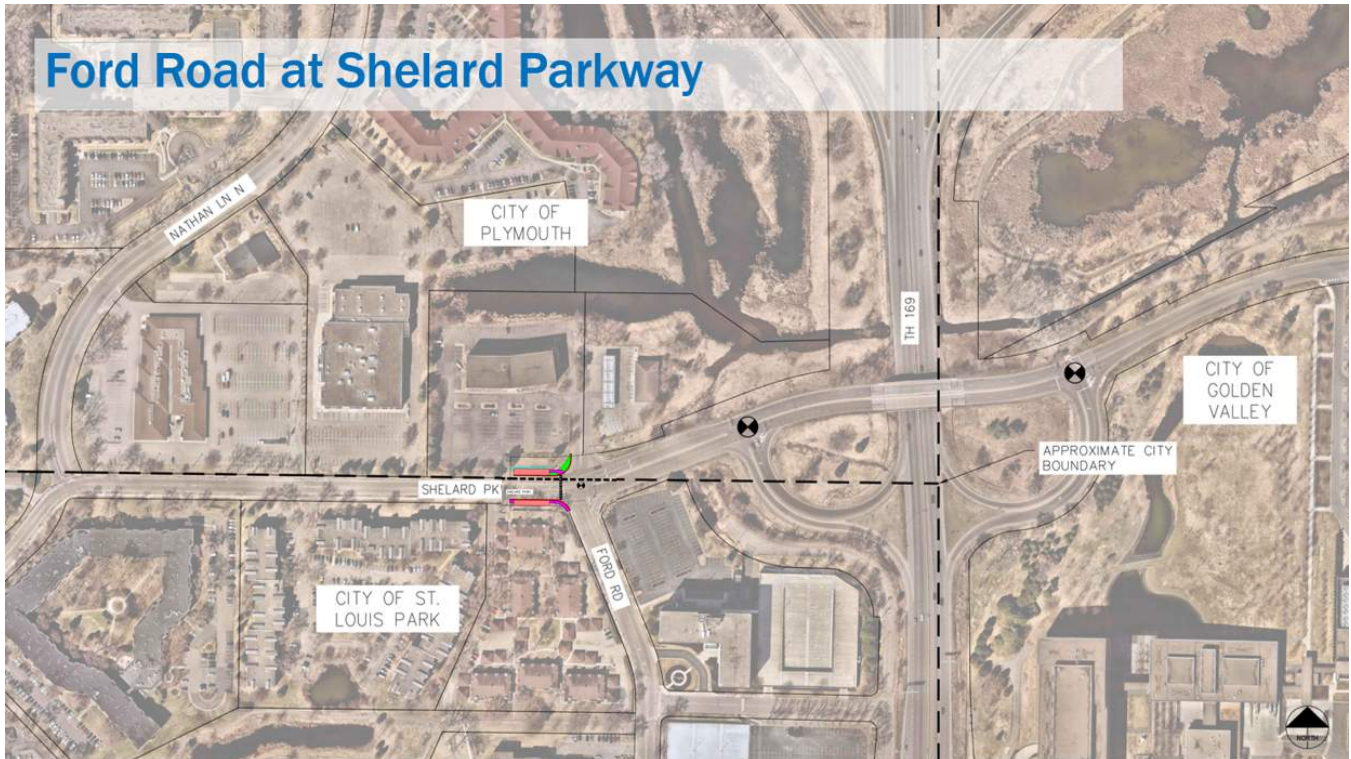


Station Area Microstudy

- Ford Road
- Station 73
- Northwest Blvd
- City Center
- Dunkirk Park & Ride



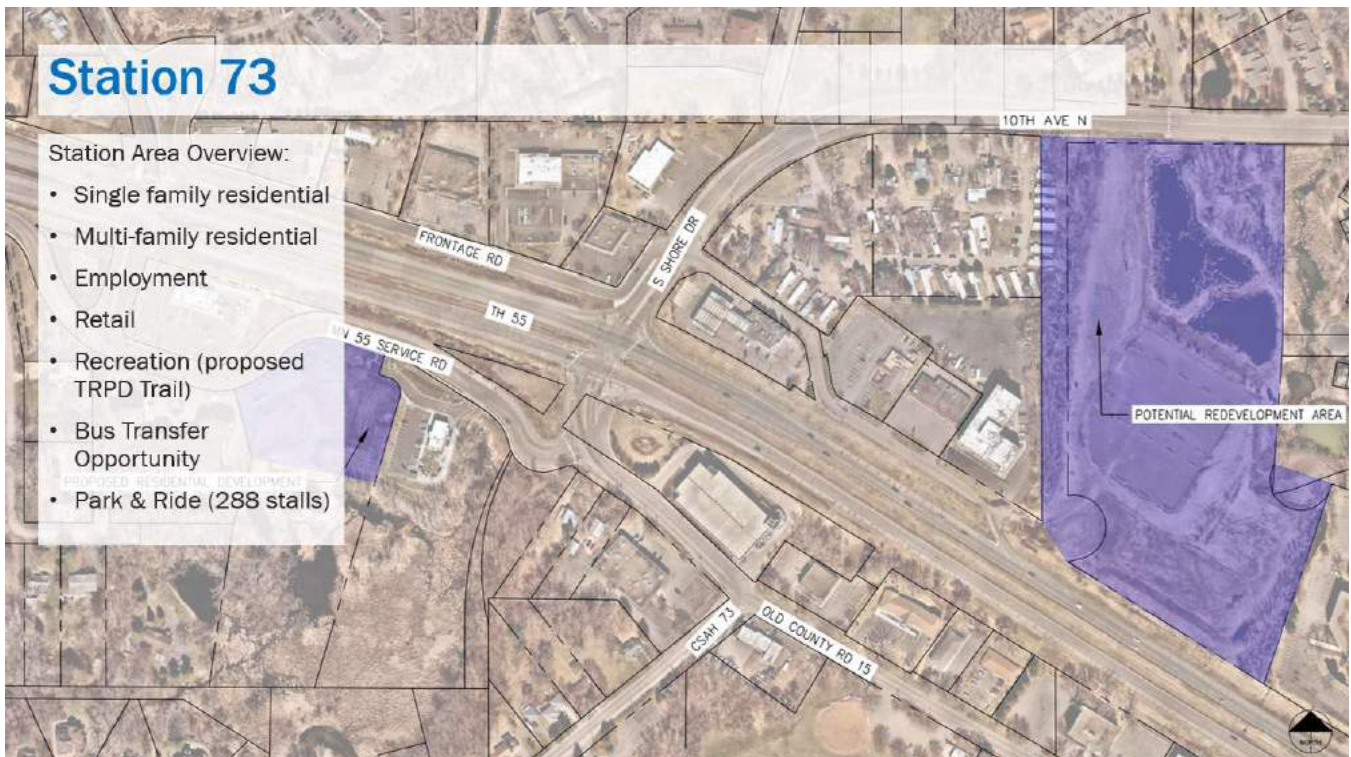
Ford Road at Shelard Parkway



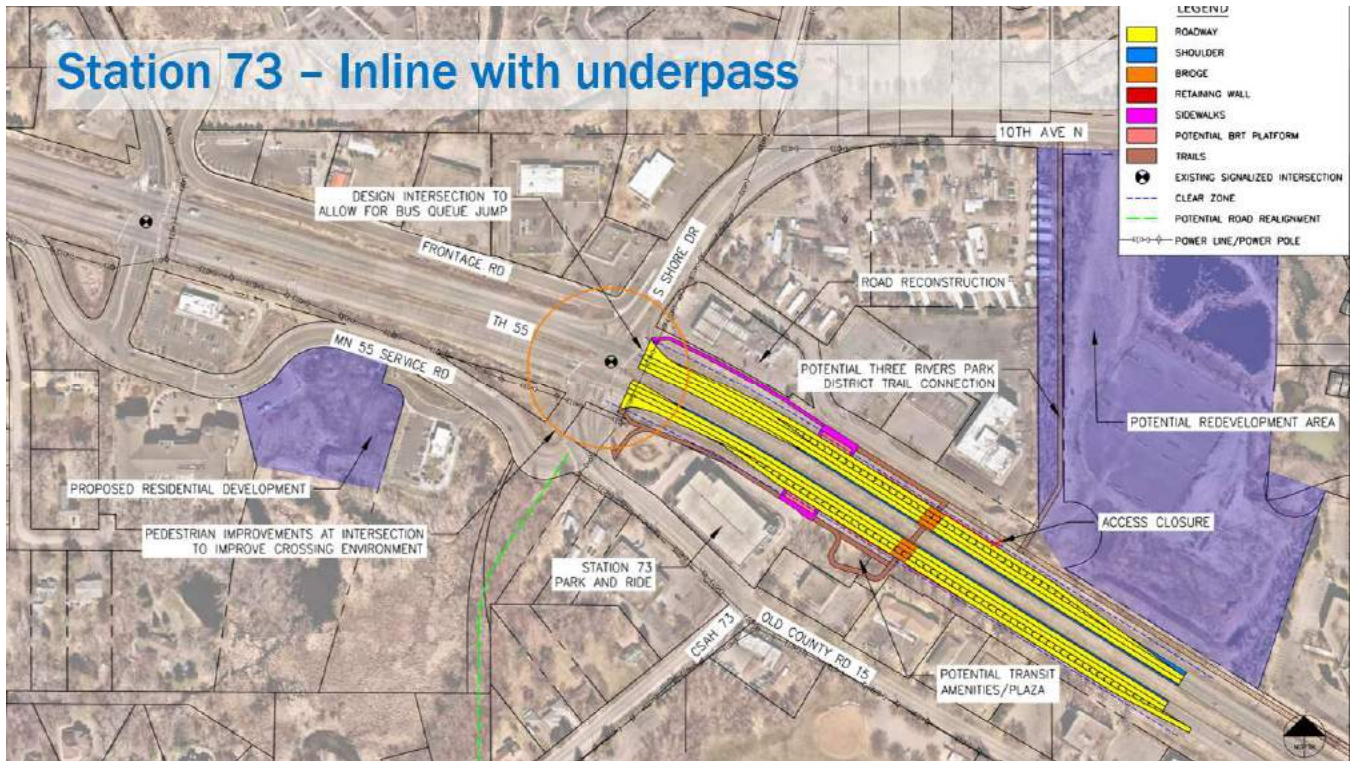
Station 73

Station Area Overview:

- Single family residential
- Multi-family residential
- Employment
- Retail
- Recreation (proposed TRPD Trail)
- Bus Transfer Opportunity
- Park & Ride (288 stalls)



Station 73 - Inline with underpass



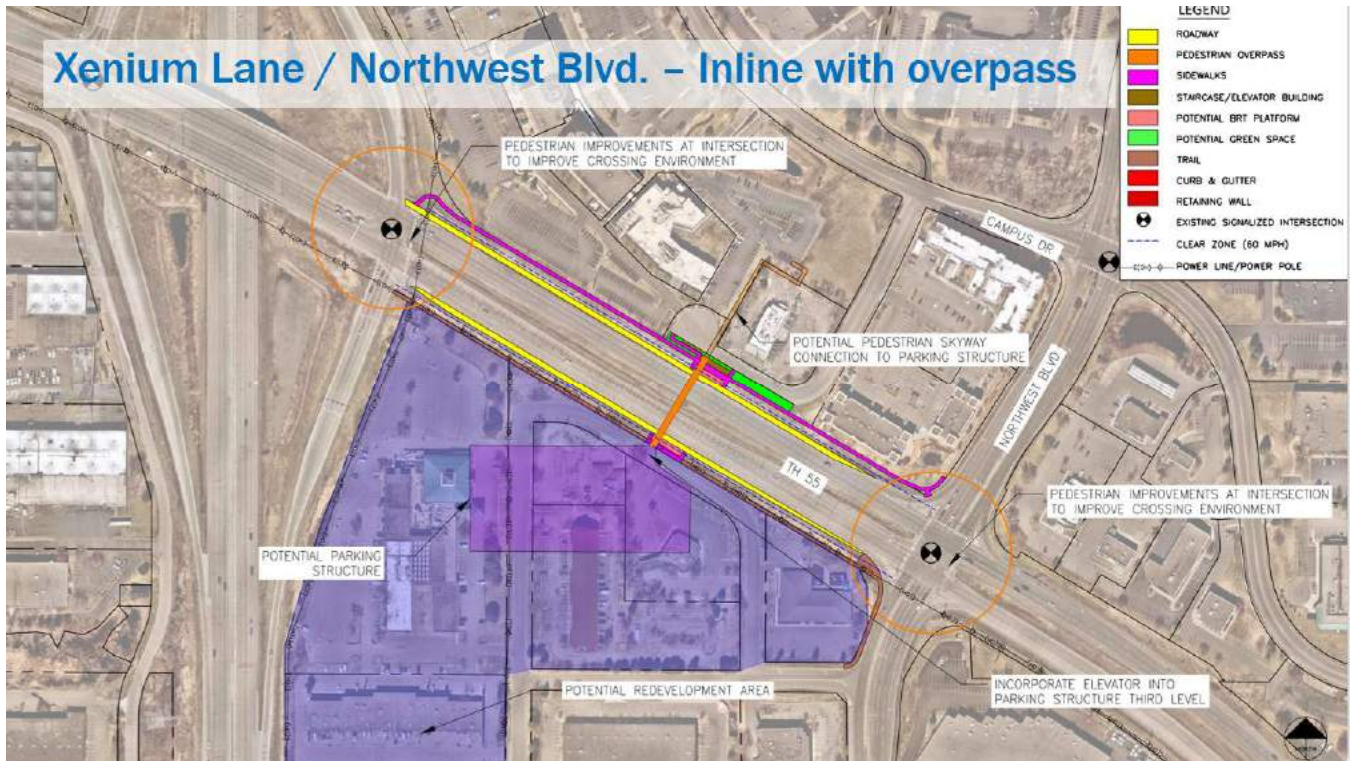
Xenium Lane / Northwest Boulevard

Station Area Overview:

- Employment
- Retail / Entertainment
- Hotels
- Hospital
- Bus Transfer Opportunity
- Planned Park & Ride (+/- 300 stalls)



Xenium Lane / Northwest Blvd. – Inline with overpass

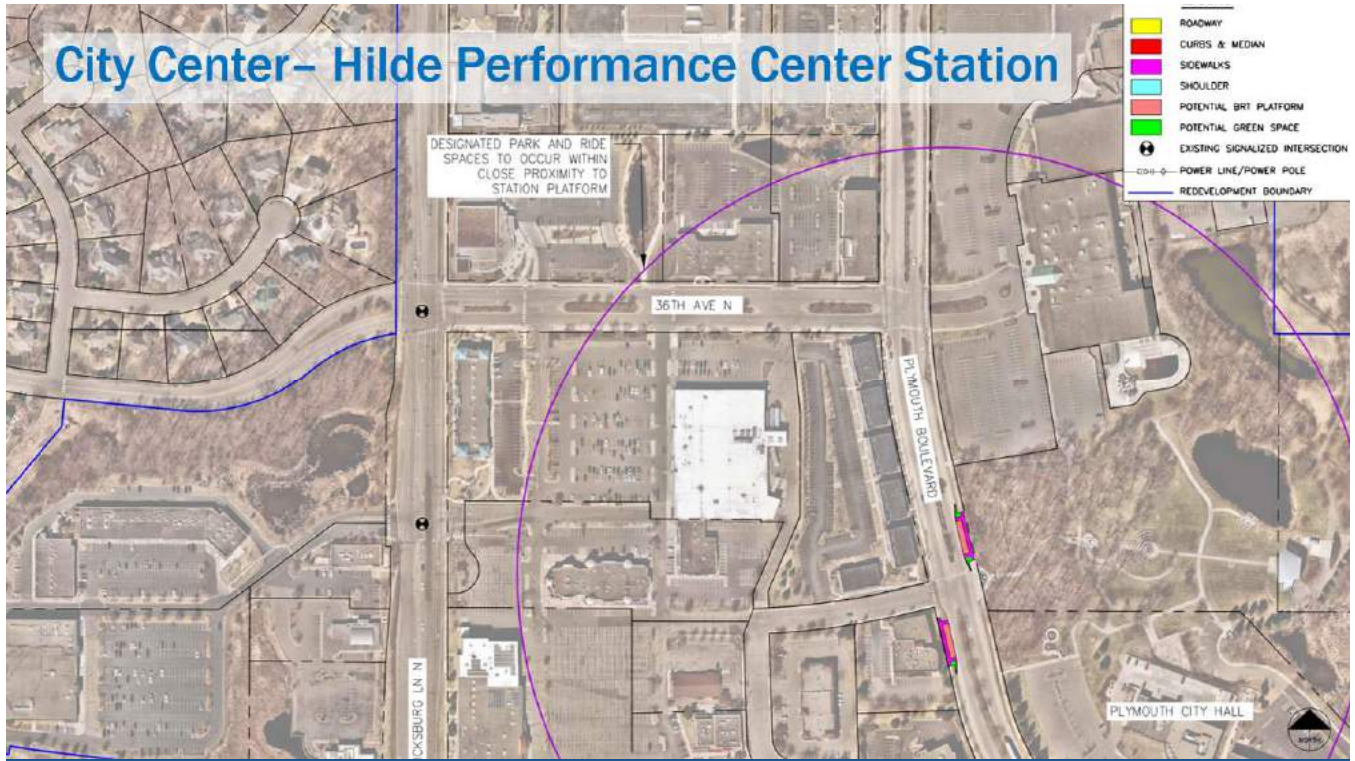


City Center

Station Area Overview:

- Single family residential
- Multi-family residential
- Employment
- Retail/Entertainment
- Recreation
- Government Campus
- Bus Transfer Opportunity

City Center– Hilde Performance Center Station



City Center– Library Transit Station



Dunkirk Park & Ride

Station Area Overview:

- Single family residential
- Employment
- Retail / Entertainment
- Development
- Bus Transfer Opportunity



Upcoming Work

- Preliminary design of Station 73 underpass in coordination with MnDOT pavement project.
- There are current bills in the House and Senate to have the Met. Council conduct a robust BRT alternatives analysis (\$2.5 million).
- Continue to partner with MnDOT & developers so opportunities are not lost, and the City remains proactive where it can be.



Questions or Feedback

