

**CITY OF PLYMOUTH
AGENDA
SPECIAL COUNCIL MEETING
OCTOBER 20, 2015, 5:30 p.m.
MEDICINE LAKE CONFERENCE ROOM**

1. CALL TO ORDER

2. TOPICS

- A. Economic Development
- B. Public Works Expansion
- C. Set Future Study Sessions

3. ADJOURN

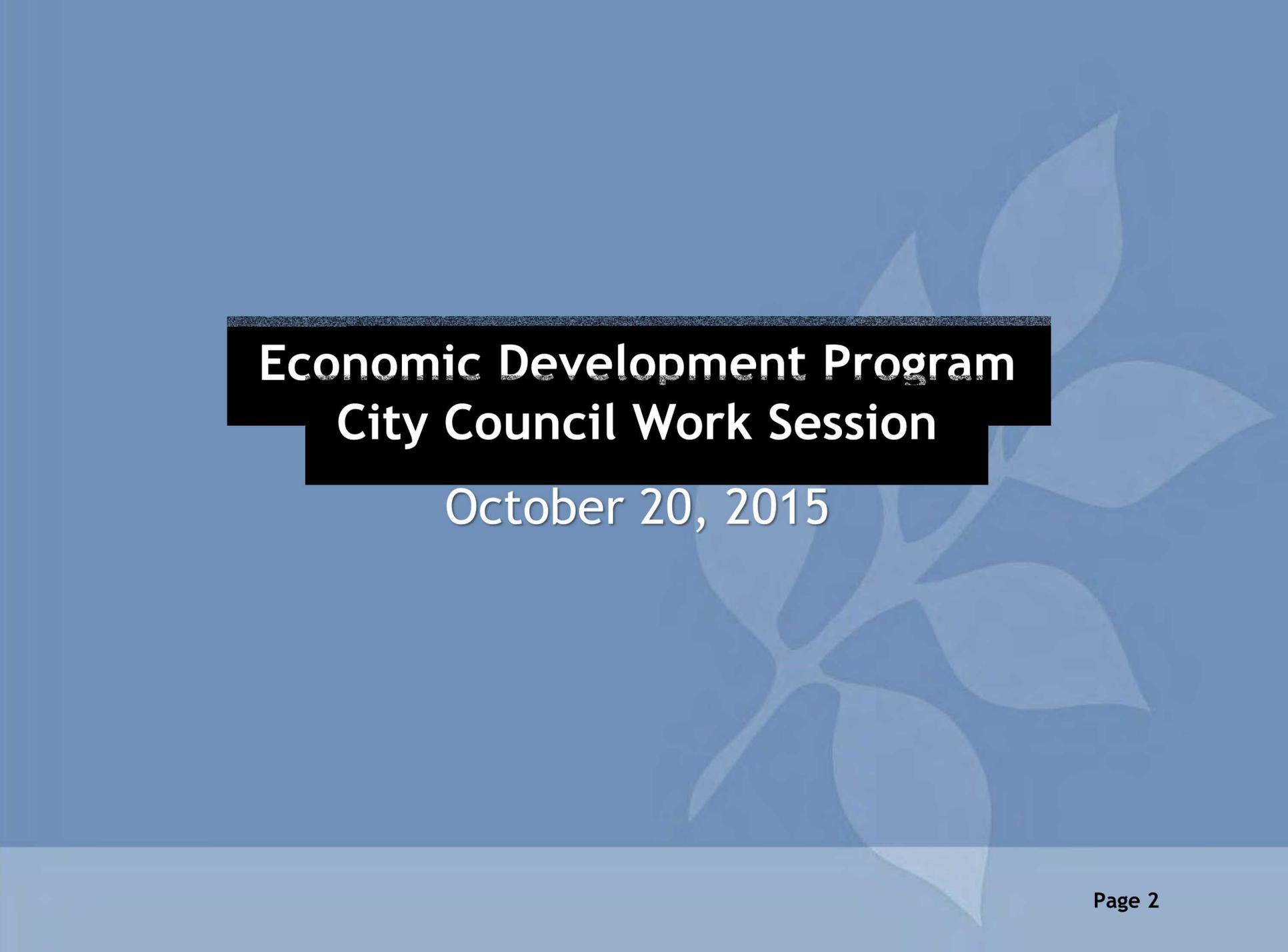


Memorandum

To: Dave Callister, City Manager
From: Danette Parr, Economic Development Manager
Date: October 19, 2015
Item: Economic Development Initiative

The portion of the October 20th City Council Study Session related to economic development will involve the following areas:

- Economic Development Initiative Background
- Baseline Business Community Information
- Business Outreach (Retention)
- Marketing
- Business Outreach (Recruitment) / Cultivate Partnerships
- Economic Development Toolbox
- EDA Recommendation

The background of the slide features a faint, light blue pattern of stylized leaves and branches, primarily concentrated on the right side. The overall background color is a solid, medium blue.

Economic Development Program City Council Work Session

October 20, 2015

How Well Do You Know Your Business Community?

1) Approximately how many jobs currently exist in Plymouth?

- A) 50,189
- B) 53,850
- C) 61,246

- **B) 53,850**



2) Which business sector employs the most people in Plymouth?

- A) Healthcare and Social Assistance
- B) Professional, Scientific, and Technical Services
- C) Manufacturing

- **C) Manufacturing**

3) Which Plymouth business sector lost the most jobs in the last 10 years?

- A) Construction
- B) Manufacturing
- C) Accommodation and Food Services

- B) Manufacturing



General Industry Overview - City of Plymouth

Description	2005 Jobs	2015 Jobs	2005 - 2015 % Change	Current Total Earnings	2015 Location Quotient
Accommodation and Food Services	2,587	2,982	15%	\$22,045	0.63
Administrative and Support and Waste Mgmt.	4,693	5,359	14%	\$48,132	1.64
Arts, Entertainment, and Recreation	331	408	23%	\$23,765	0.52
Construction	2,227	1,939	(13%)	\$76,296	0.79
Educational Services	521	873	68%	\$47,077	0.65
Finance and Insurance	3,373	3,648	8%	\$136,977	1.65
Government	2,312	2,048	(11%)	\$70,601	0.23
Health Care and Social Assistance	2,931	3,936	34%	\$60,938	0.58
Information	900	920	2%	\$100,164	0.89
Management of Companies and Enterprises	2,188	2,635	20%	\$143,116	3.27
Manufacturing	12,871	10,321	(20%)	\$91,982	2.27
Other Services (except Public Administration)	1,468	1,530	4%	\$39,718	0.72
Professional, Scientific, and Technical Services	5,500	6,556	19%	\$103,297	2.05
Real Estate and Rental and Leasing	732	796	9%	\$78,177	1.00
Retail Trade	3,238	3,563	10%	\$42,213	0.62
Transportation and Warehousing	570	520	(9%)	\$56,791	0.30
Wholesale Trade	5,770	5,816	1%	\$89,055	2.66
	52,213	53,850	3%	\$80,283	

Source: Quarterly Census of Employment and Wages Employees - EMSI 2015.2 Class of Worker

Med Tech Industry Overview

Description	2005 Jobs	2015 Jobs	2005 - 2015 % Change	Current Total Earnings	2015 Location Quotient
Medicinal and Botanical Manufacturing	0	<10	Insf. Data	Insf. Data	0.08
Pharmaceutical Preparation Manufacturing	169	109	(36%)	\$107,923	1.41
In-Vitro Diagnostic Substance Manufacturing	0	0	0%	\$0	0.00
Biological Product (except Diagnostic) Manufacturing	0	0	0%	\$0	0.00
Electromedical and Electrotherapeutic Apparatus Manufacturing	720	683	(5%)	\$89,978	31.99
Analytical Laboratory Instrument Manufacturing	94	40	(57%)	\$75,132	3.09
Irradiation Apparatus Manufacturing	<10	0	Insf. Data	\$0	0.00
Surgical and Medical Instrument Manufacturing	783	909	16%	\$113,098	21.00
Surgical Appliance and Supplies Manufacturing	1,294	1,208	(7%)	\$126,510	30.84
Dental Equipment and Supplies Manufacturing	0	0	0%	\$0	0.00
Ophthalmic Goods Manufacturing	220	154	(30%)	\$73,144	17.15
Dental Laboratories	22	<10	Insf. Data	Insf. Data	0.57
Medical, Dental, and Hospital Equipment and Supplies Merchant Wholesalers	851	1,133	33%	\$91,157	16.19
Ophthalmic Goods Merchant Wholesalers	<10	<10	Insf. Data	Insf. Data	0.34
Drugs and Druggists' Sundries Merchant Wholesalers	16	<10	Insf. Data	Insf. Data	0.11
Testing Laboratories	111	165	49%	\$68,980	2.56
Research and Development in Biotechnology	97	96	(1%)	\$99,307	1.70
Medical Laboratories	40	75	88%	\$82,207	1.12
Diagnostic Imaging Centers	<10	<10	Insf. Data	Insf. Data	0.27
	4,426	4,600	4%	\$103,508	

Source: Quarterly Census of Employment and Wages Employees - EMSI 2015.2 Class of Worker

Business Outreach (Retention)

Relationships

Resources

- Business Newsletter

TwinWest

- Community Business Breakfast

Marketing

Messaging





Marketing

Celebrating Business Successes

MN Marketing Partnership

Enhanced Website

Focused Marketing Material



Business Outreach (Recruitment)

Cultivate Partnerships

- Life Science Alley (LSA)/Medical Design & Manufacturing (MD&M)
- Greater MSP
- MN Department of Employment and Economic Development (DEED)
- Trade Groups



Economic Development Toolbox

- Tax Increment Financing (TIF)

Tax Abatement



EDA (Economic Development Authority)

Create EDA

Solidify Economic Development Strategy

- Discuss Toolbox

Consider Business Survey

Consider Market Study

- Review Potential Redevelopment Sites





EHLERS
LEADERS IN PUBLIC FINANCE



Strengthening
Communities
Together

TIF and Tax Abatement Basics

City of Plymouth
Mark Ruff – Ehlers

October 20, 2015



What Is TIF?

Tax Increment Financing (TIF):

The ability to capture and use most of the increased local property tax revenues from **new development** within a **defined geographic area** for a defined period of time without approval of the other taxing jurisdictions.

“But For” Test

- The development is only possible *but for* the use of tax increment
- Elected body has to make this finding
- No specific methodology other than a finding about other potential projects (market value but for test)

Gap Analysis

- *How much* assistance is needed?
 - *Pro forma* Analysis
 - Cost comparison of raw land vs. developed land
 - Extraordinary site costs
 - Jobs benefit

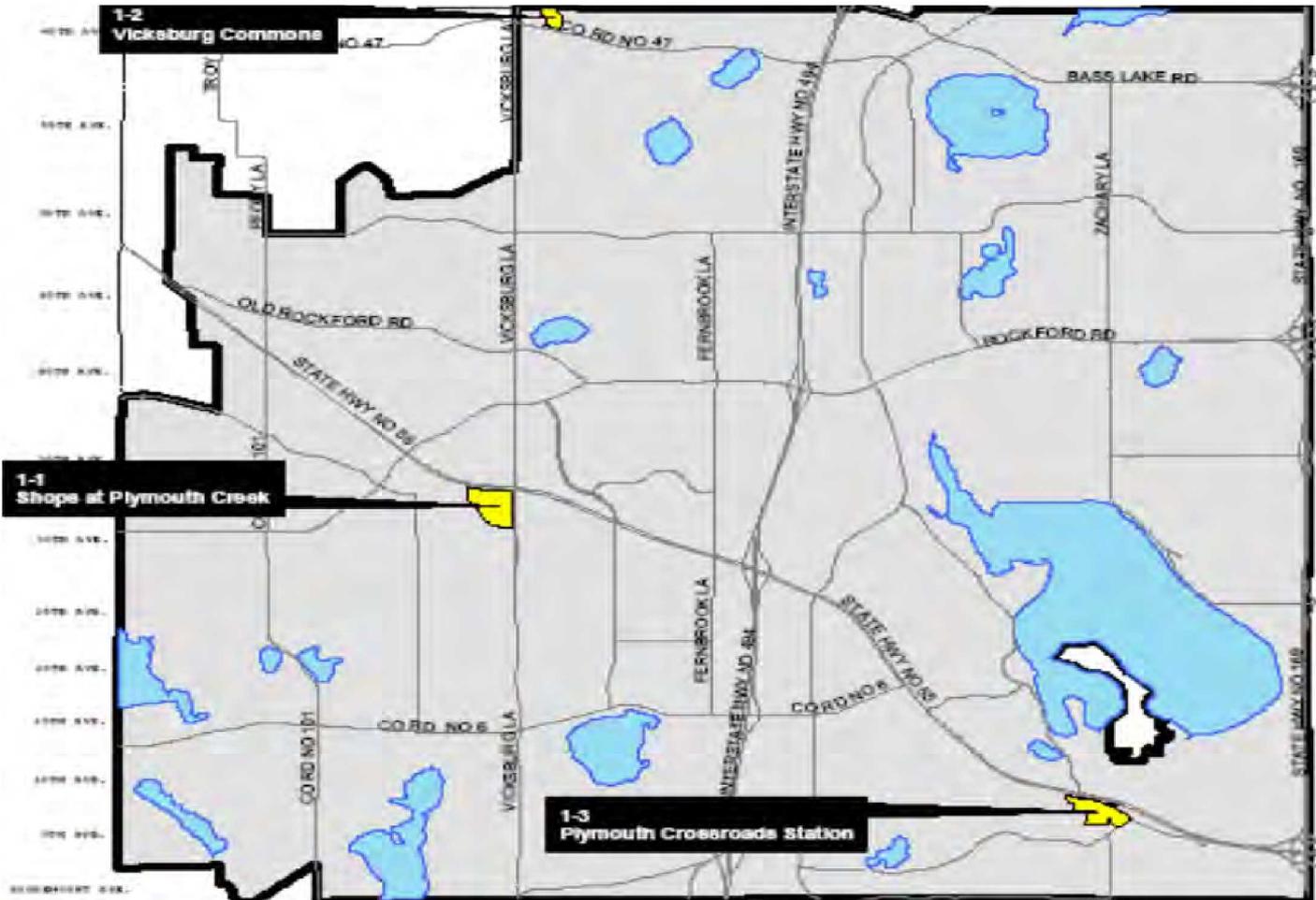
How Can Increment Be Spent?

- Must meet policy objectives in TIF Plan
- Must be in TIF Plan Budget
- Statutory restrictions depending upon type of district and type of authority
 - Port Authority: M.S. 469.048 to 469.068.

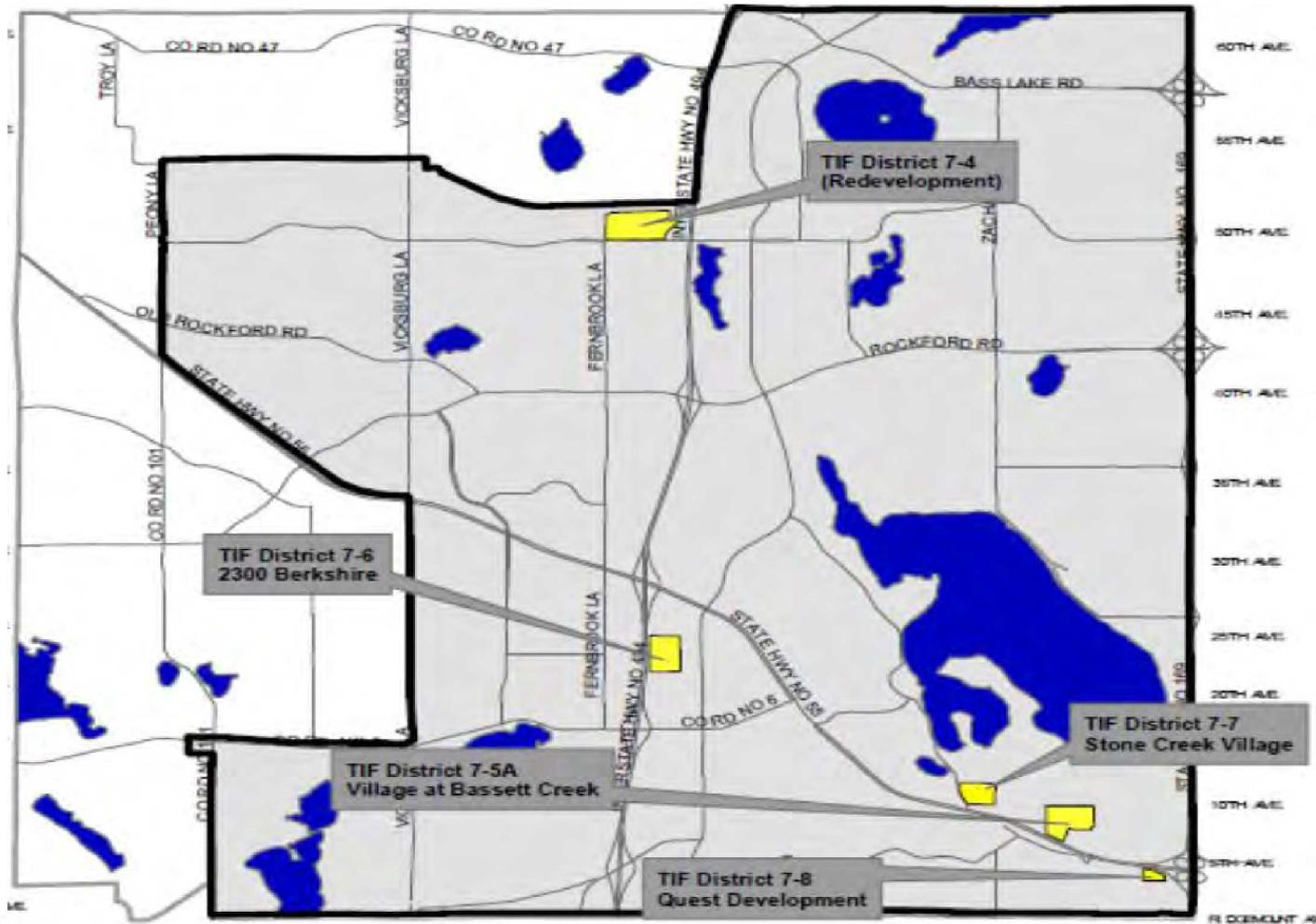
How Can Increment Be Spent?

- Land Acquisition
- Demolition and Relocation
- Site improvements
- Utilities, Streets, Sidewalks
- Environmental Clean-up
- Parking
- Buildings (housing/rehab for substandard)

Plymouth HRA TIF District Map

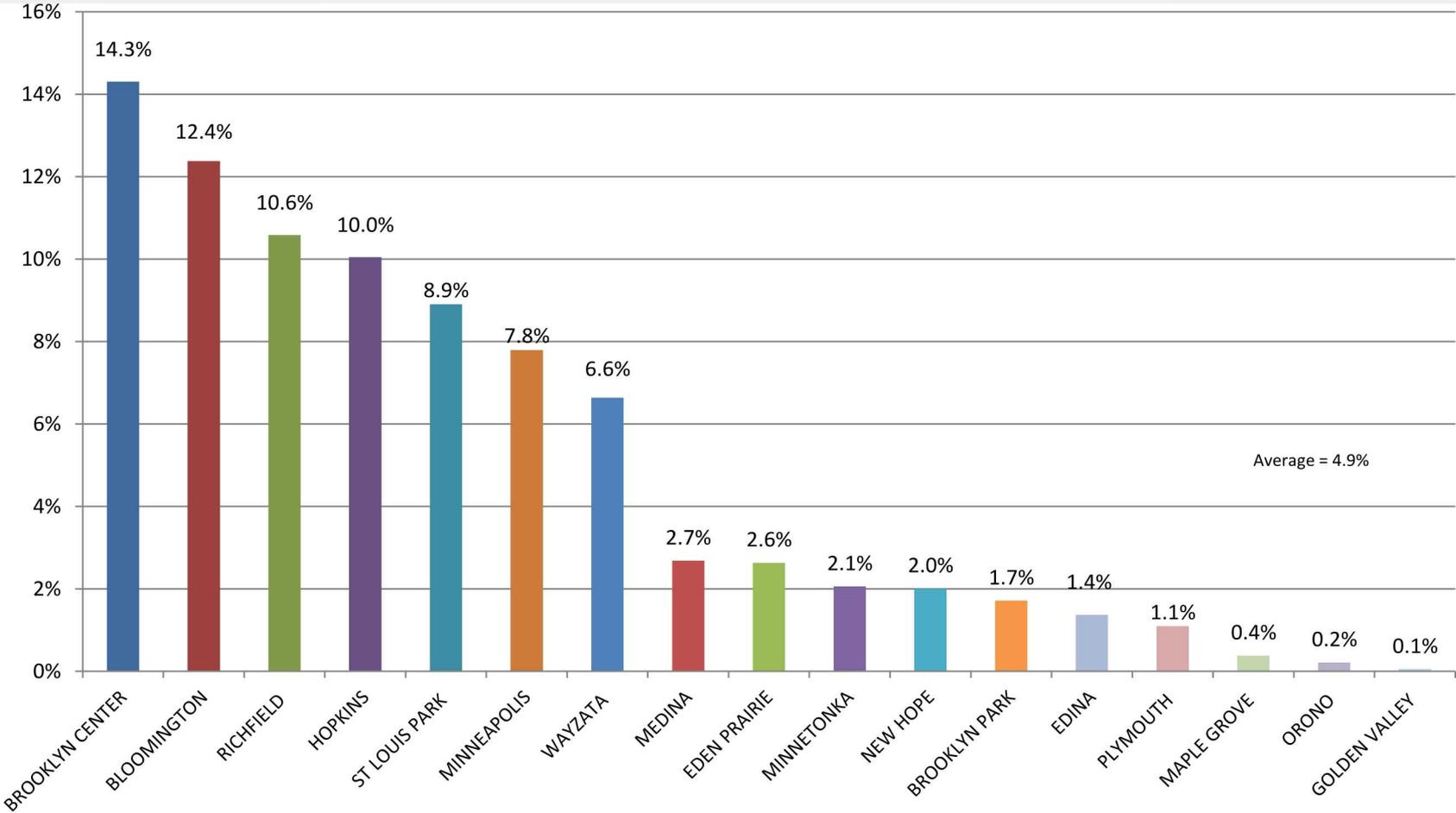


Plymouth City Council TIF District Map



Tax Increment Captured Tax Capacity

Source: MN DOR 2015



What Is Abatement?

The ability to capture and use **all or a portion** of the local property tax revenues within a **defined geographic area** to assist with commercial or housing development

How Abatement Works

- Allows **each** major taxing jurisdiction to choose to contribute **its share** of the taxes and limit abatement in any manner it determines appropriate
- Can use to retain business by abating existing taxes

Public Works Maintenance Facility Expansion Update

October 20, 2017 Study Session

History

Discussed with CIP and Budget in 2013

Oertel Architects Retained for Needs Assessment
in March, 2014

Needs Assessment Report Provided May, 2014

On-site Study Session October, 2014

Architect Selected May, 2015

Needs Assessment Report

PHASE 1 - OPTION 1 -

A - ONE VEHICLE STORAGE ADDITION ON NORTH SIDE OF EXISTING FACILITY

B - WASH BAY OPTIONS

- AUTOMATED WASH BAY ATTACHED TO VEHICLE STORAGE ADDITION AT ON NORTH SIDE OF BUILDING

C - FUEL ISLAND OPTIONS

CONSTRUCT AN ADDITION TO THE FUEL ISLAND, RELOCATE EXISTING DISPENSERS AND INSTALL CANOPY.

D - FORMER WATER TREATMENT BUILDING

CONSTRUCT A LARGE, 2 STORY OFFICE ADDITION/EXPANSION. THIS EXPANSION WILL HOUSE:

- BREAK ROOM
- RESTROOMS
- LOCKER FACILITIES
- PRIVATE OFFICES (3 OR 4)
- OPEN OFFICE WORK SPACE
- ELEVATOR AND STAIR
- MAP / RECORDS ROOM

E - MAIN FACILITY OFFICE AREA

INTERIOR RENOVATIONS / RE-APPROPRIATION OF VACATED SPACE WITH THE RELOCATION OF SOME OFFICE FUNCTIONS TO THE OFFICE ADDITION AT THE FORMER WATER TREATMENT BUILDING

F - BRINE MAKING

RENOVATE EXISTING WASH BAY AT MAIN BUILDING INTO BRINE MAKING ROOM AND PROVIDE AREA FOR TWO BRINE TANKS AT EXTERIOR OF FACILITY

PHASE 2 - OPTION 1

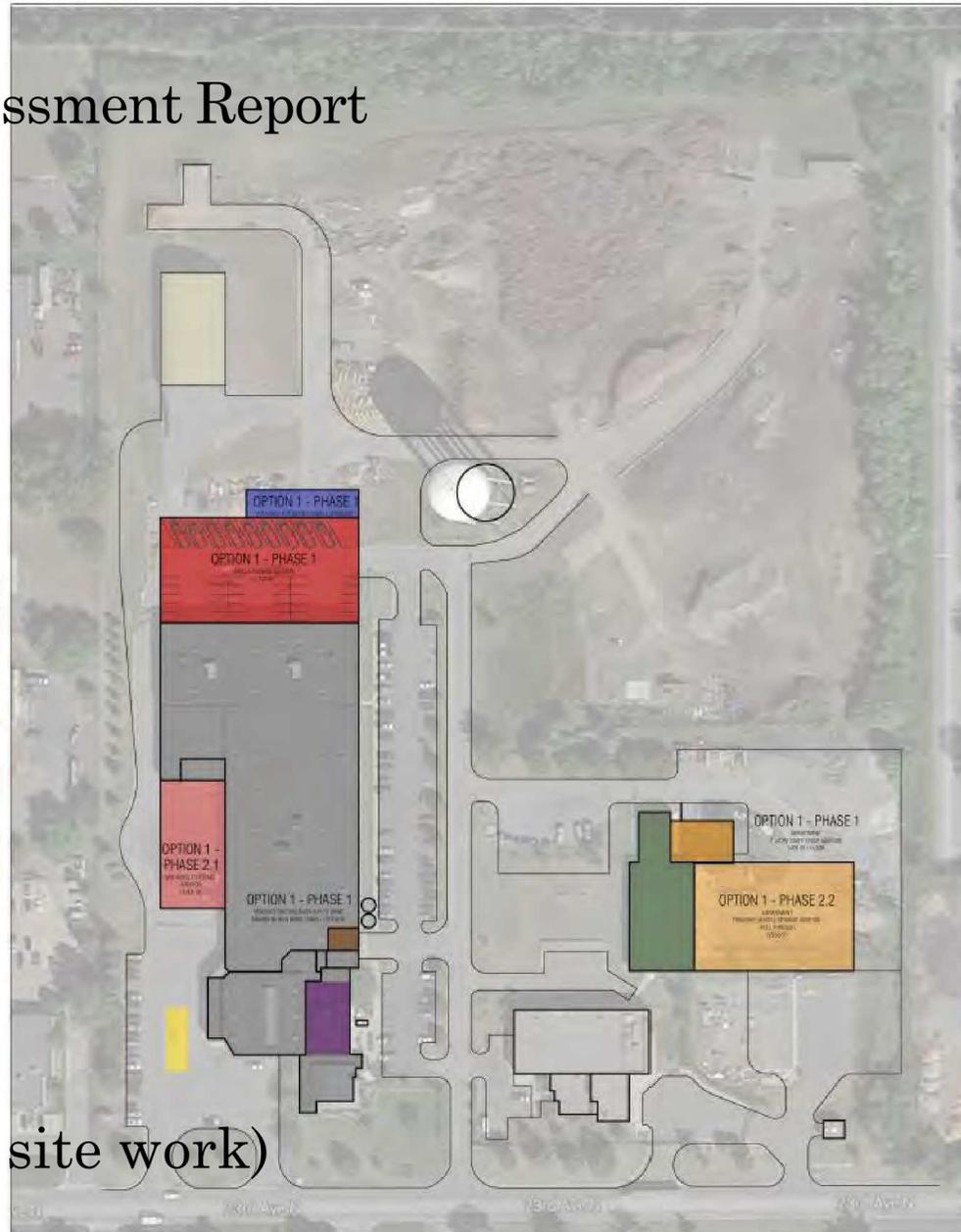
A - MAIN FACILITY

VEHICLE STORAGE / SHOP ADDITION AT FORMER SALT DOME LOCATION

PHASE 2 - OPTION 2

A - FORMER WATER TREATMENT BUILDING

VEHICLE PARKING / SHOP AREA ADDITION ON EAST SIDE OF EXISTING BUILDING



\$7,000,000
(did not include site work)



**OERTEL
ARCHITECTS**

1795 Saint Clair Avenue
St. Paul, Minnesota 55105

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PROJECT NAME:

**CITY OF PLYMOUTH
PUBLIC WORKS
FACILITY STUDY**

PLYMOUTH, MN

PROJECT NUMBER: 14-04

DATE ISSUED: WINTER 2014

DRAWN BY: AHC

CHECKED BY: JLB

REVISIONS:

I HEREBY CERTIFY THAT THIS DOCUMENT WAS PREPARED BY ME OR UNDER MY DIRECT SUPERVISION AND THAT I AM A DULY REGISTERED ARCHITECT IN THE STATE OF MINNESOTA

SIGNATURE:

DATE:

REGISTRATION:

SHEET NAME:

**PW SITE EXPANSION
MASTER PLAN**

SHEET NO.:

First Architectural Design Review

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VEHICLE PARKING / SHOP AREA ADDITION ON EAST SIDE OF EXISTING BUILDING.

\$8,800,000



**OERTEL
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DATE:

SHEET:

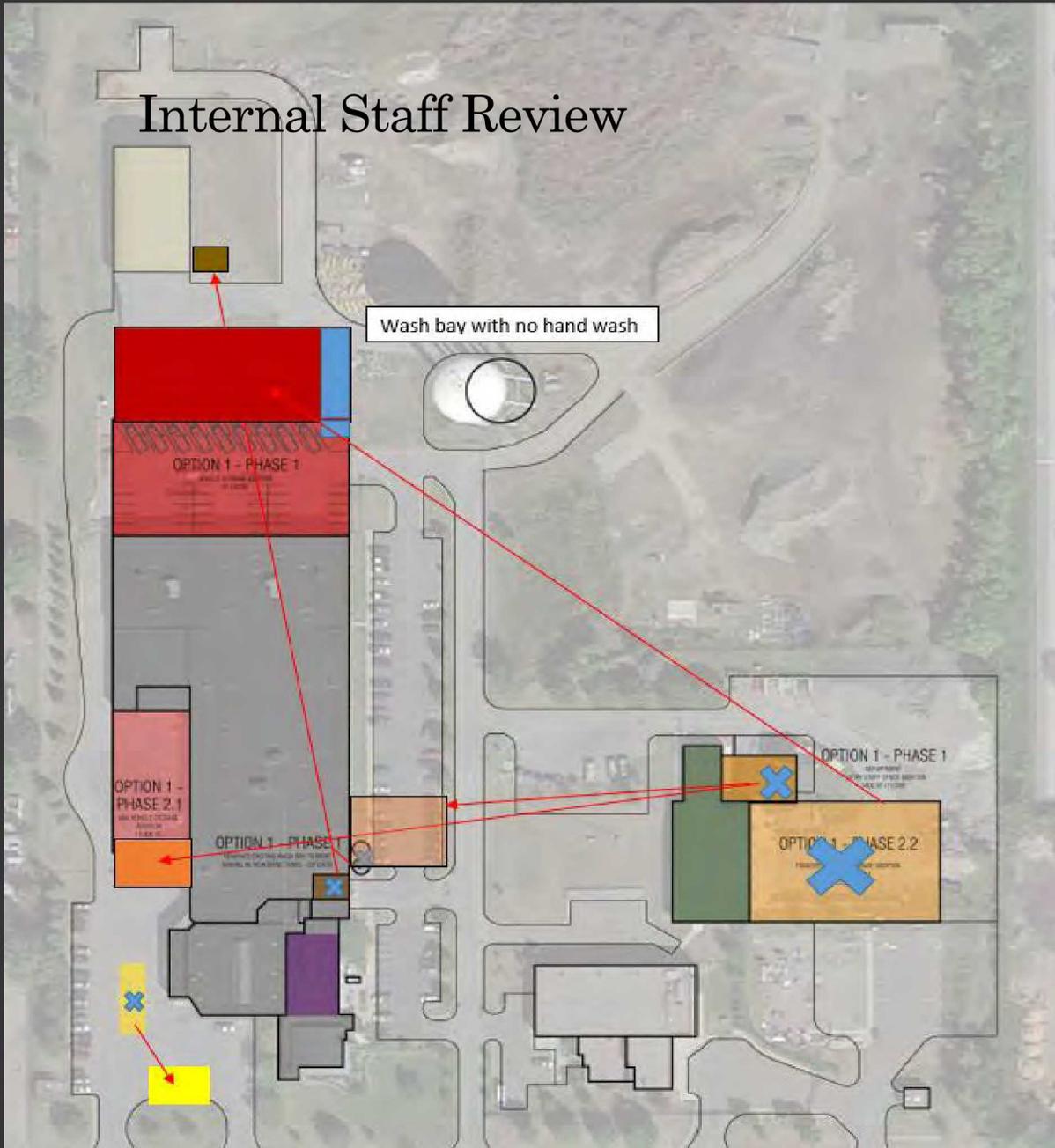
REGISTRATION:

SHEET NAME:

**PW SITE EXPANSION
MASTER PLAN**

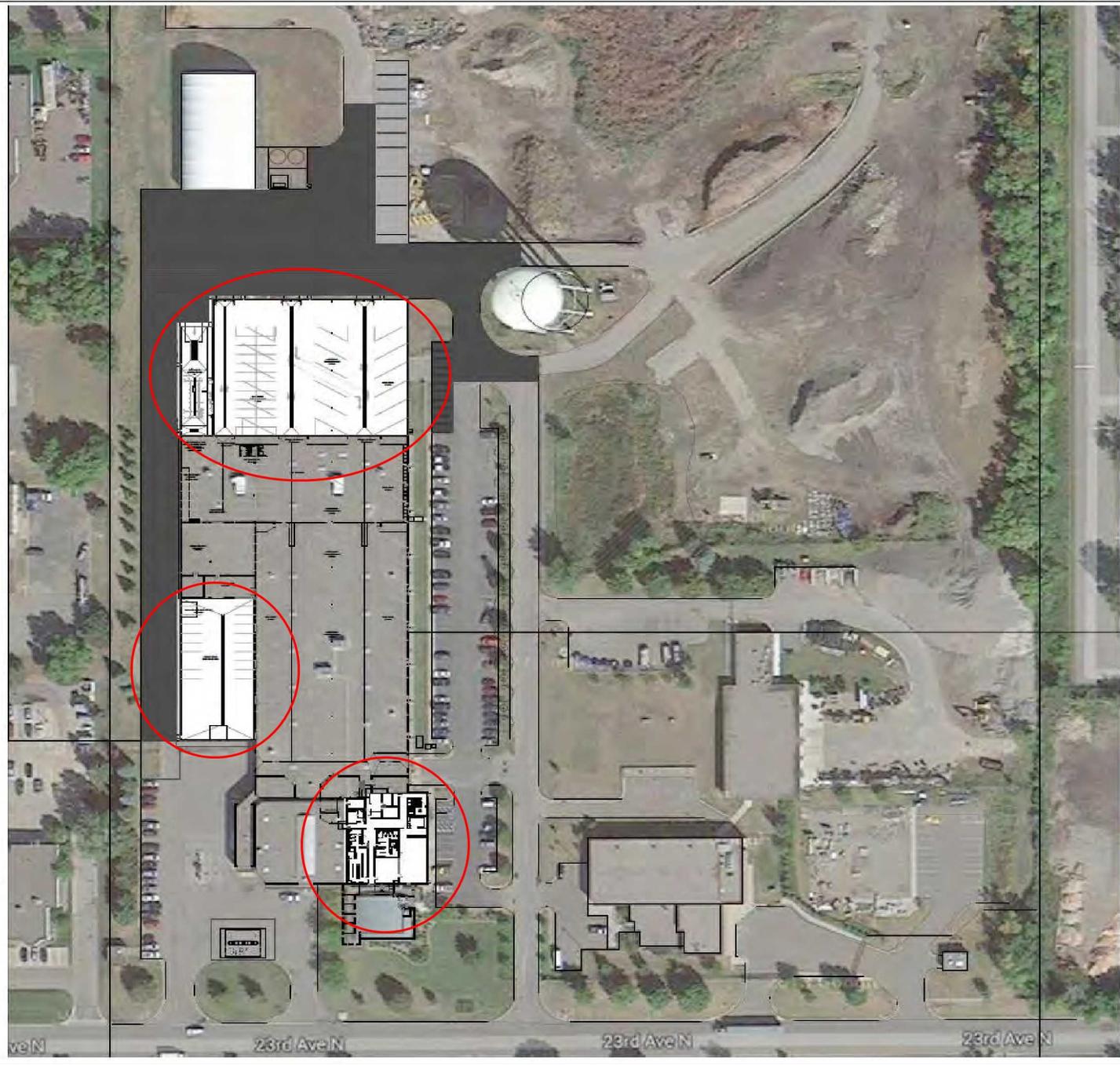
SHEET NO.:

Internal Staff Review



Current Plan

\$9,300,000



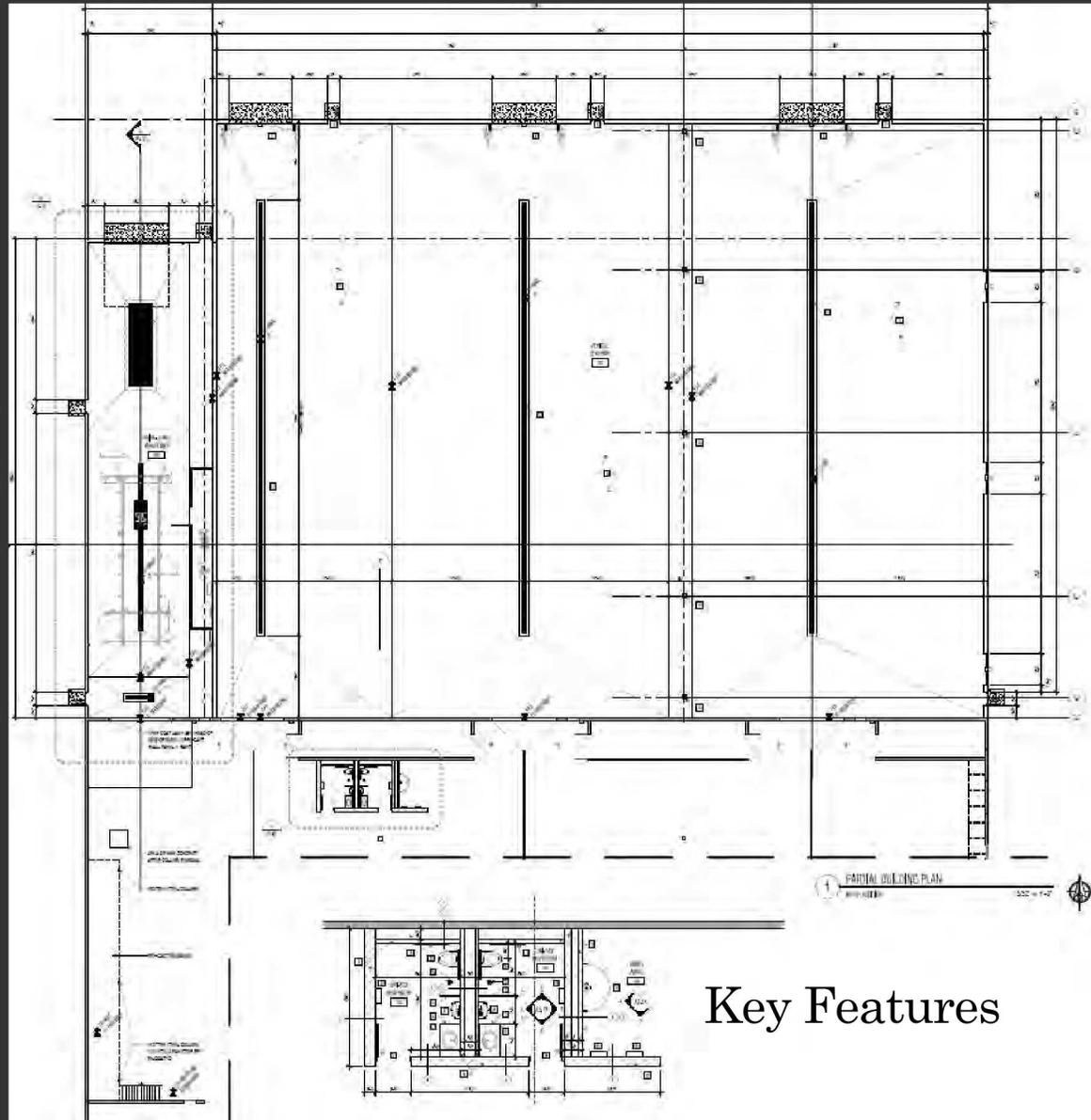
**OERTEL ARCHITECTS, LTD**
1000 Star Clear Avenue • 3rd. Floor • Suite 300
Plymouth, MI 48178 • Phone: (313) 885-1100 • www.oertelarchitects.com

PRELIMINARY PLANNING / SCHEMATIC DESIGN

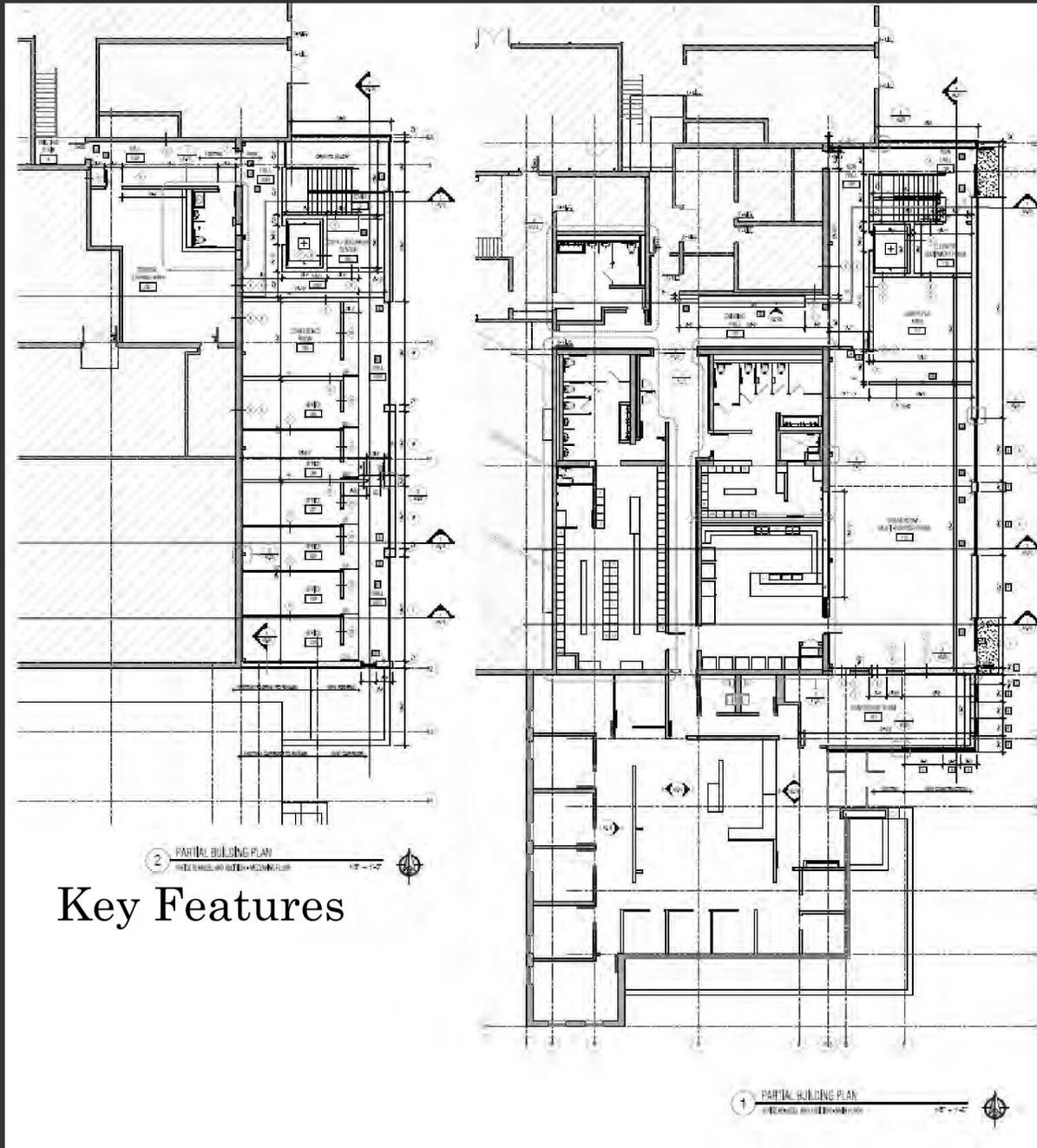
CITY OF PLYMOUTH
PUBLIC WORKS CAMPUS
FACILITY ADDITIONS AND RENOVATIONS

NO.	DATE	DESCRIPTION
1	10/1/18	ISSUED FOR PERMITTING
2	10/1/18	ISSUED FOR PERMITTING
3	10/1/18	ISSUED FOR PERMITTING
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5	10/1/18	ISSUED FOR PERMITTING
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48	10/1/18	ISSUED FOR PERMITTING
49	10/1/18	ISSUED FOR PERMITTING
50	10/1/18	ISSUED FOR PERMITTING

SITE PLAN STUDY



Key Features



Key Features

Questions or Comments?

OERTEL ARCHITECTS

1795 SAINT CLAIR AVENUE, SAINT PAUL, MN 55105

TEL: 651/696-5186

FAX: 651/696-5188

DATE: May 19, 2014

RE: Plymouth Public Works Department Needs Assessment Study Report

TO: Doran Cote, Plymouth Public Works Director

Executive Summary

This brief study was initiated based on a number of concerns relative to efficient operations at the Public Works Maintenance campus, determining current and long term needs. This is partially based on changes in public works operations and partially due to a lack of space for the current staff and fleet size. One change in operations over recent years, for example, is the use of brine for snow and ice operations. Concerning lack of space, the lunch room has been too small for the current staff size and there is not enough storage space in the building to accommodate the entire fleet without double and triple handling. The existing wash bay falls short in two ways: it can only service one vehicle at a time and recent technological improvements in washing vehicles would streamline operations with better results.

Potential improvements and adding more space to the facility were considered for the short term and long term. The additional space needs that were identified during the process includes that which is needed by the departments in order to meet ongoing operational goals: optimal service levels, staff efficiency, safety concerns, staff satisfaction and related items.

Over a five month period of time, the study involved data gathering, analysis and the preparation of planning options. A final proposed master plan (included in this report) provides what staff and architect believe to be the best means of achieving the goals of this study.

The final master plan involves building in phases. The phasing is important in that the costs and expansion plans can be staged over time, deferring some of the project costs while providing space at the times deemed necessary.

With this Master Plan in hand, the city will also be aware that, long term, portions of this campus are dedicated for the future additions. Other projects or items can be added to the campus, as long as the areas noted are respected.

As an aside, I have been directly involved with the city departments since 1990, having worked on what was then the new facility. After this, my firm designed the addition to this building in 2001 and, more recently, the salt building, which was constructed last year. I do have some knowledge of the city's past history which, as historians would argue, help in understanding the future.

Within this report, the following is addressed or included:

Description of Process
Basis of Proposed Master Plan
Scope and Description of Master plan
Discussion of Vehicle Washing
Project costs
Proposed Master Plan
Program

Description of Process

Starting in late January of this year, meetings between the architect and staff of the Public Works and Park departments were arranged to discuss current and long terms needs for the departments. We collectively reviewed options for expansion and determined the best option that would serve the City over the short and long term.

The first step of the process included three parts. First, based on current and projected information provided by the city, a program was developed to determine the space, equipment and other physical components that would be needed. A proprietary program was used (which Oertel Architects has developed for this very purpose) to help facilitate the study. At the same time, the old treatment plant on campus was reviewed in order to determine how this might be used as a part of the long term plan.

Finally, staff were interviewed to determine how the departments operate, what was working effectively and what might be needed in order to improve operations.

With this information in hand, a number of expansion and renovation options were prepared. These options were then refined based on comments from senior level staff. Finally, a preferred option was prepared and this is included herein as the proposed Master Plan.

Basis of Proposed Master Plan

In addition to the review of conditions, comments from staff and Oertel Architect's overall impression of needs, facilities from other communities were reviewed to determine the appropriateness of the master planning.

The following chart illustrates a few cities that have modern facilities which meet current and short term needs, relative to Plymouth. Note that, while differences in operations and conditions vary from city to city, there are many similarities between cities. Types of equipment, service levels, staff sizes, types of operations remain relatively consistent between cities of the same size, particularly suburban cities that have and will experience growth.

City	Population	Current total building area	Notes
Plymouth	72,600	92,300 sf	Does not include the treatment plant.
Maple Grove	64,000	192,00 sf	Includes room for long term expansion.
Woodbury	64,000	96,000 sf	Expansion is likely in the near future.
Minnetonka	52,000	81,000 sf	Expansion may not be needed.
Chanhassen	24,000	88,300 sf	Includes some expansion space.

Scope and Description of Master Plan

During the process, the following needs were identified:

- Additional storage area for vehicles*
- A larger and more effective wash bay, one that will decrease operator time*
- A dedicated brine making and dispensing area*
- Much more shared or common space for maintenance employees*
- Additional office space*
- More locker and restroom space*
- Additional general storage*
- An additional, larger conference room*
(although the one at the treatment plant can be used for this.)

What was not necessarily required, over the short term especially, was the following:

- Additional mechanics and vehicle work bays*
- Dedicated shop space (provided other space is freed-up for this purpose)*

Also note that a very large training room was considered and included earlier in the planning process but it was determined, due to the high costs, that occasional training can take place at other locations around the city.

It was also determined that the old treatment plant is the most cost effective way to provide more space for the purposes indicated above. The primary fallback to the re-use of the treatment plant building is the location of the existing staff /office area relative to the vehicle floor level. The office floor level is approximately 5 feet above the vehicle storage floor level.

In order to connect upper staff areas to the vehicle area, the building will require an elevator, per code, along with stairways. Given the odd existing floor to floor variation, ramping is required as well. In an ideal world, the office floor would be at the same elevation as the vehicle storage area as a single story office, or approximately ten feet higher, then usable as a two story office.

Since the purpose of the study was to look long term, and the costs to build all the space needed by the City well into the future are considerable, a phasing plan was deemed important so that the

City can plan, budget and provide additional space in phases.

The master plan, then, includes the following scope of work per phase:

*Phase 1: Vehicle storage addition to the north of the existing public works building
Two stall wash bay built in conjunction with the vehicle storage expansion
Addition to the treatment plant with more staff areas, stair and elevator*

Phase 2: Vehicle storage addition to the west of the existing public works building

Phase 3: Vehicle storage at the treatment plant, either attached or free standing building

Discussion on Vehicle Washing

It is our experience that the washing of public works and parks vehicles is critical to the longevity of the fleet and appearance to the public. Decades ago, washing of vehicles was done with garden hoses and then improved with use of a manual pressure washer. The current building has a pressure washer system but only one truck can be cleaned at a time.

Automated systems have been available in the last fifteen years and they offer a number of benefits. One of the goals of the study is to provide a new wash bay that will accommodate several trucks at one time or considerably reduce operator time while making the clean-up operation more efficient. With an automated system, staff are still able to use a manual pressure unit but can also use an automated system, which saves considerable time with good results.

Our firm has studied differences between manual wash bays and automated ones. Typically, it takes about 30 minutes to manually clean a plow truck. Even with this type of cleaning, the most important part of the trucks, the undercarriage, is difficult if not even possible to clean.

With an automated system, including a dryer, the entire wash process takes less than five minutes. A little more time would be needed if a pre-wash with a fire hose is needed during the more extreme cold weather conditions. Regardless, while it would take, for example, over five hours for a fleet of ten plow trucks to be washed manually, the same fleet would take less than one hour with the automated system.

Further, and most pertinent to this study, an automated under-carriage wash would be able to clean under-body areas that are otherwise difficult to reach manually.

While an automated system with dryers, costs about \$180,000.00 (approximately \$30,000.00 of this for the under-carriage component) a good share of adding an automated system is for the additional space it takes to accommodate the system equipment and drive-through space. On the other hand, if two appropriately sized manual wash bays were to be included, the space and building cost for either system would be about the same.

In the end, it was decided that a manual wash system should be considered, along with an automated under-carriage system, housed within a double bay configuration, as a part of the phase 1 work.

Also note, by relocating the existing wash bay operation, the existing area can be converted to a dedicated brine making and dispensing area.

Project costs

The following are the total project costs by phase:

Phase 1

Vehicle storage addition:	\$2,200,000.00
Wash bay addition w/equipment:	\$ 430,000.00
<u>2 Story office addition at Treatment Plant:</u>	<u>\$ 860,000.00</u>
Sub-total	\$3,490,000.00
Soft costs (A/E fees, borings, survey, inspec.)	\$ 380,000.00
Total cost estimate:	\$3,870,000.00

Phase 2.1

Vehicle storage addition:	\$ 790,000.00
<u>Soft costs:</u>	<u>\$ 80,000.00</u>
Total cost estimate:	\$ 870,000.00

Phase 2.2

Vehicle storage addition to Treatment Plant:	\$1,800,000.00
<u>Soft costs:</u>	<u>\$ 180,000.00</u>
Total cost estimate:	\$1,980,000.00

Notes: Costs provided do not include any contingency nor inflationary costs. It is recommended that a modest contingency of 5 - 10% be used. As for inflation, it is recommended that 5% be added to the costs for every year after 2014 that the project is started. This is just a starting point as costs are expected to rise for the next several years.



Agenda
Number: **2C**

**SPECIAL
COUNCIL MEETING**

October 20, 2015

To: Mayor and Council

Prepared by: Dave Callister, City Manager

Reviewed by:

Item: Set Future Study Sessions

Pending Study Session Topics

(At least 3 Council members have approved the following study items on the list):

None at this time.

Other Council requests for Study Session Topics:

None at this time.

Staff's requests for Study Sessions or changes:

Review 2016 Regular Meeting Calendar (add to October 27 Study Session)

Remove Crosswalk Implementation Plan on the October 27 Study Session agenda

Move the Study Session on November 10th (health insurance and 2016/2017 budget) to
November 24th at 5:30 p.m.

Tour of Trillium Woods development – October 28th at 4 p.m.

Quarterly City Manager update following November 24th Regular Meeting.

Housing improvement areas

Attached are calendars to assist with scheduling of study sessions.

SUN	MON	TUES	WED	THUR	FRI	SAT
				1	2	3
4	5	6 6:30 PM Volunteer Recognition Event Plymouth Creek Center	7 7:00 PM PLANNING COMMISSION MEETING Council Chambers	8 7:00 PM PARK & REC ADVISORY COMMISSION (PRAC) MEETING Plymouth Ice Center	9	10 12:00-3:00 PM Fire Dept. Open House Fire Station III 3300 Dunkirk Lane
11	12  COLUMBUS DAY Observed PLYMOUTH PUBLIC WORKS DIVISION CLOSED	13 5:30 PM JOINT MEETING WITH HRA Discuss Open Parcels Medicine Lake Room 7:00 PM REGULAR COUNCIL MEETING Council Chambers	14 RESCHEDULED ENVIRONMENTAL QUALITY COMMITTEE (EQC) MEETING Medicine Lake Room To October 22	15	16	17
18	19	20 5:30 PM SPECIAL COUNCIL MEETING Economic Development & Public Works Expansion Medicine Lake Room	21 7:00 PM PLANNING COMMISSION MEETING Council Chambers	22 CANCELED HRA MEETING Medicine Lake Room 7:00 PM ENVIRONMENTAL QUALITY COMMITTEE (EQC) MEETING Council Chambers	23	24
25	26	27 5:30 PM SPECIAL COUNCIL MEETING Transit Update & Crosswalk Implementation Plan Medicine Lake Room 7:00 PM REGULAR COUNCIL MEETING Council Chambers	28	29	30 6:00-8:30 PM Halloween on the Creek Plymouth Creek Center	31

Modified on 10/13/15

CHANGES ARE MADE IN RED

November 2015

SUN	MON	TUES	WED	THUR	FRI	SAT
1 Daylight Savings Ends Set Clocks Back 1 Hour	2	3  ELECTION DAY Polls open 7:00 AM to 8:00 PM ISD#270 & #284 & House Seat 46A	4 7:00 PM PLANNING COMMISSION MEETING Council Chambers	5	6	7
8	9	10 5:30 PM SPECIAL COUNCIL MEETING Health Insurance & 2016/2017 Budget Medicine Lake Room 7:00 PM REGULAR COUNCIL MEETING Council Chambers	11  VETERANS DAY Observed CITY OFFICES CLOSED	12 7:00 PM HRA MEETING Medicine Lake Room	13	14 12:00 PM-3:00 PM Fall Bridal Expo Plymouth Creek Center
15	16	17	18 7:00 PM PLANNING COMMISSION MEETING Council Chambers	19	20	21 Plymouth Arts Fair Plymouth Creek Center
22 Plymouth Arts Fair Plymouth Creek Center	23	24 7:00 PM REGULAR COUNCIL MEETING Council Chambers	25	26  THANKSGIVING CITY OFFICES CLOSED	27 THANKSGIVING HOLIDAY CITY OFFICES CLOSED	28
29	30					

Modified on 10/12/15

CHANGES ARE MADE IN RED-

December 2015

SUN	MON	TUES	WED	THUR	FRI	SAT
		1 6:00 PM SPECIAL COUNCIL MEETING Board and Commission Interviews Medicine Lake Room	2 7:00 PM PLANNING COMMISSION MEETING Council Chambers	3	4	5 2:00-5:00 PM Old Fashioned Christmas Plymouth Historical Society Building
6 <i>Hanukkah Begins at Sunset</i>	7	8 7:00 PM REGULAR COUNCIL MEETING Council Chambers	9 7:00 PM CHARTER COMMISSION ANNUAL MEETING Medicine Lake Room 7:00 PM ENVIRONMENTAL QUALITY COMMITTEE (EQC) MEETING Council Chambers	10 7:00 PM PARK & REC ADVISORY COMMISSION (PRAC) MEETING Council Chambers	11	12
13	14	15	16 7:00 PM PLANNING COMMISSION MEETING Council Chambers	17 7:00 PM HRA MEETING Medicine Lake Room	18	19
20	21	22	23	24 CHRISTMAS EVE CITY OFFICES CLOSED AT	 25 CHRISTMAS DAY CITY OFFICES CLOSED	26
27	28	29	30	31 6:00 PM -9:00 PM New Years Eve Event Plymouth Ice Center		

Modified on 08/18/15

CHANGES ARE MADE IN RED