

**CITY OF PLYMOUTH
AGENDA
Regular City Council
Council Chambers
3400 Plymouth Boulevard, Plymouth, MN
January 13, 2026, 7:00 PM**

- 1. CALL TO ORDER AND PLEDGE OF ALLEGIANCE**
- 2. ROLL CALL**
- 3. PLYMOUTH FORUM** - Individuals may address the council about any item not contained on the regular agenda. A maximum of three minutes is allotted per individual with a total of 15 minutes for the forum. If the full 15 minutes are not needed for the forum, the City Council will continue with the agenda. The City Council will take no official action on items discussed at the forum, with the exception of referral to staff or commission or committee for future report.
- 4. PRESENTATIONS AND PUBLIC INFORMATION ANNOUNCEMENTS**
 - 4.1** Recognize Growth Through Opportunity interns
 - 4.2** Recognize 2025 Parks and Recreation Event Sponsors
 - 4.3** Receive 2025 National Community Survey results
 1. Presentation
 2. The NCS Report - Plymouth MN 2025
 3. Comparison of Random Sample and Open Participation Survey Responses 2025
 4. Verbatim Responses to the Open-Ended Question 2025
- 5. APPROVE AGENDA** - Council members may add items to the agenda including items contained in the Council Information Memorandum for discussion purposes or staff direction only. The council will not normally take official action on items added to the agenda.
- 6. CONSENT AGENDA** - These items are considered to be routine and will be enacted by one motion. There will be no separate discussion of these items unless a council member or individual so requests, in which event the item will be removed from the consent agenda and placed elsewhere on the agenda.
 - 6.1** Adopt proposed minutes
 1. December 9 Special
 2. December 9 Regular
 - 6.2** Approve disbursements
 1. Invoice Expense Distribution
 2. City Council Resolution 2026-001

- 6.3** Approve liquor license renewals for 2026
 - 1. 2025 POLD Report
 - 2. City Council Resolution 2026-002
- 6.4** Approve appointments to volunteer advisory boards
 - 1. City Council Resolution 2026-003
- 6.5** Appoint Deputy Mayor, Council Coordinating Representatives and other agency appointments for 2026
 - 1. Role of Council Coordinating Representative
 - 2. City Council Resolution 2026-004
- 6.6** Appoint City Council Secretary for 2026
 - 1. City Council Resolution 2026-005
- 6.7** Appoint city health officer for 2026
 - 1. City Council Resolution 2026-006
- 6.8** Designate official newspaper for 2026
 - 1. City Council Resolution 2026-007
- 6.9** Approve final closeout for the East Medicine Lake Cube Tower and Playground Surfacing project (PR250004)
 - 1. Site Plan
 - 2. City Council Resolution 2026-008
- 6.10** Approve Tree Maintenance Contract for 2026-2027 with Ostvig Tree, Inc.
 - 1. Bid Tabulation
 - 2. City Council Resolution 2026-009
- 6.11** Approve Portable Toilet Contract for 2026-2027 with Biff's, Inc.
 - 1. Bid Tabulation
 - 2. City Council Resolution 2026-010
- 6.12** Approve Yard Waste Site Grinding Contract for 2026-2027 with Valdes Lawn Care and Snow Removal, LLC
 - 1. Bid Tabulation
 - 2. City Council Resolution 2026-011
- 6.13** Approve 2026-2027 Labor Agreements with Police Officers and Clerical/Technical/Professional Bargaining Units
 - 1. City Council Resolution 2026-012
- 6.14** Approve temporary liquor license application of Luce Line Brewing Co., LLC at 3625 Fernbrook Lane North for an event on February 7
 - 1. City Council Resolution 2026-013
- 6.15** Approve purchase of radios for the fire department

1. Quote
 2. City Council Resolution 2026-014
- 6.16** Approve purchase of fuel through State Cooperative Purchasing Venture (CPV)
1. Fuel Consortium Overview
 2. City Council Resolution 2026-015
- 6.17** Approve lease payment annual expenditures for public safety vehicles
1. Master License Agreement
 2. City Council Resolution 2026-016
- 6.18** Moved to 8.2
- 6.19** Authorize Finance Director or designee to do electronic fund transfers
1. City Council Resolution 2026-017
- 6.20** Appoint official depositories and signatory authority for 2026
1. City Council Resolution 2026-018
- 6.21** Approve Microsoft Office 365 licenses for 2026
1. City Council Resolution 2026-019
- 6.22** Approve temporary liquor license application of Providence Academy at 15100 Schmidt Lake Road for an event on April 25
1. City Council Resolution 2026-020
- 6.23** Approve two tobacco license applications of Coborn's Incorporated d/b/a's Coborn's Market & Table and Coborn's Wine & Spirits, 6130 Sycamore Lane North, Suites 100 and 200
1. City Council Resolution 2026-021
 2. City Council Resolution 2026-022
- 6.24** Approve application from the Wayzata Youth Hockey Association to conduct Off-Site Gambling at an event at the Plymouth Ice Center on March 6-8
1. City Council Resolution 2026-023
- 6.25** Approve United States Conference of Mayors travel request
1. City Council Resolution 2026-024

7. PUBLIC HEARINGS

- 7.1** Public Hearing for the on-sale intoxicating liquor license applications with Sunday sales of KLER Restaurants L.L.C. d/b/a Rock Elm Revival, 16605 County Road 24, Suite 211
1. Property Owners within 500'
 2. Location Map

3. Rock Elm Floor Plans
4. City Council Resolution 2026-025

8. GENERAL BUSINESS

- 8.1** Approve support of a local sales tax referendum
1. Presentation
 2. City Council Resolution 2026-026

- 8.2** (Previously 6.18) Approve 2026 membership dues for Bassett Creek, Elm Creek and Shingle Creek Watersheds
1. Watershed Map
 2. Bassett Creek Assessment
 3. Elm Creek Assessment
 4. Shingle Creek Assessment
 5. 2026 Watershed Annual Cost Breakdown
 6. City Council Resolution 2026-027

9. REPORTS AND STAFF RECOMMENDATIONS

10. ADJOURNMENT

To: Dave Callister, City Manager

Prepared by: Paul Pearson

Reviewed by: Jennifer Tomlinson, Parks and Recreation Director

Item: **Recognize Growth Through Opportunity interns**

1. Action Requested:

Recognize Growth through Opportunity interns for the successful completion of their internship with the City of Plymouth.

2. Background:

City of Plymouth Parks and Recreation staff partnered with Empower Inclusion, a non-profit that provides support to individuals with disabilities as they identify and pursue their employment-related goals. The fall internship with the city is designed for adults with intellectual and developmental disabilities to gain work experience with local city government.

Interns Sara Pixley, Will Moore and job coach, Paul Rapp, worked alongside numerous departments and divisions for the past two months learning about all the city's programs and services. They were able to gain experience with Public Works, Parks and Recreation, Police, Fire, Community and Economic Development and Administration.

3. Budget Impact:

Not applicable.

4. Attachments:

To: Dave Callister, City Manager

Prepared by: Paul Pearson

Reviewed by: Jennifer Tomlinson, Parks and Recreation Director

Item: **Recognize 2025 Parks and Recreation Event Sponsors**

1. Action Requested:

Recognize three Platinum-level sponsors for their financial contributions and event support in 2025.

2. Background:

The City of Plymouth Parks and Recreation department's sponsorship program invites area businesses and organizations to financially contribute to community events the department hosts throughout the year. Their generosity allows the parks and recreation department to offer community events free of charge.

The 2025 Platinum-level sponsors who will be presented with a plaque are Kyle Vitense State Farm, Plymouth Lions, and First Class Plumbing, LLC.

3. Budget Impact:

Not applicable.

4. Attachments:

To: Dave Callister, City Manager

Prepared by: Emilie Kastner, Communications Manager

Reviewed by: Amanda Kaufman, Deputy City Manager

Item: **Receive 2025 National Community Survey results**

1. Action Requested:

Receive and discuss the results of the 2025 National Community Survey.

2. Background:

The National Community Survey (NCS) was conducted for the City of Plymouth in the fall of 2025 by the National Research Center, powered by Polco.

The survey is aimed at gaining a better understanding of how residents experience Plymouth using the 10 central facets of a community, which include the economy; mobility; community design; utilities; safety; natural environment; parks and recreation; health and wellness; education, arts and culture; and inclusivity and engagement.

The NCS provides national benchmarks by comparing data from over 500 communities across the country, which offers a comprehensive and accurate picture of livability and resident perspectives on local government services, policies and management. The 2025 NCS report also includes custom benchmarking data from a smaller cohort of Minnesota communities that share similar demographics and characteristics to Plymouth.

The city previously conducted the survey in 2022 and 2019. In addition to the 2025 results, the final report showcases trends in Plymouth since the 2019 survey, as well as comparisons to national and custom benchmarks. City staff will present a summary of the results at the council meeting.

The results of the survey have been posted on the city website for public viewing. A summary was also included in the January/February Plymouth News. City staff and

council use the results of the survey to further enhance city services. The city plans to continue completing the NCS every three years, with the next survey slated for 2028.

3. Budget Impact:

The cost of the 2025 National Community Survey (NCS) survey was \$33,100.

4. Attachments:

- 1. Presentation
- 2. The NCS Report - Plymouth MN 2025
- 3. Comparison of Random Sample and Open Participation Survey Responses 2025
- 4. Verbatim Responses to the Open-Ended Question 2025



2025 Community Survey PRESENTATION OF RESULTS

JANUARY 2026



NATIONAL COMMUNITY SURVEY



POWERED BY POLCO



- Plymouth first conducted the NCS in 2019 and completed it again in 2022
- 2025: scientific sample of 4,000 randomly selected households
 - Mailed survey, with option to take it online instead
 - Survey responses accepted Sept. 2 through Oct. 14
 - 15% response rate, 3% of surveys returned due to vacancy/USPS inability to deliver mail
 - 95% level of confidence (+/- 4% margin of error)
- Benchmarking survey



CUSTOM BENCHMARKING

Plymouth's custom benchmark was comprised of Minnesota communities with similar characteristics. The cities included in the custom benchmark comparison are listed below.

- Bloomington
- Chanhassen
- Cottage Grove
- Eagan
- Eden Prairie
- Edina
- Lakeville
- Maple Grove
- Maplewood
- Oakdale
- Prior Lake
- Ramsey
- Richfield
- Savage
- Shakopee
- Shoreview
- Woodbury



OPEN PARTICIPATION ONLINE SURVEY

- Supplemental online option open to all residents
- Available for 2 weeks: Sept. 30 through Oct. 14
- 1,115 responses
- Complete report included in packet
- Full results and results from previous years are available at plymouthmn.gov/survey





COMMUNITY SURVEY



Plymouth community survey begins in early September

In an effort to collect community feedback and gauge city service satisfaction, the City of Plymouth has partnered with Polco/the National Research Center to complete a community survey in Plymouth, which begins in early September.

The survey includes questions about quality of life, public safety, customer satisfaction and more.

Communitywide survey underway

In an effort to collect community feedback and gauge city service satisfaction, the City of Plymouth is working with Polco/the National Research Center to complete a community survey. The survey includes questions about quality of life, public safety, customer satisfaction and more.

Surveys will be mailed to 4,000 randomly selected Plymouth households in September. Those households will first receive a postcard in the mail, notifying them that they have been selected to participate in the survey, followed by the mailed survey packet about a week later.

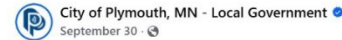
Residents not part of the randomly selected group will also have the opportunity to fill out the survey online at plymouthmn.gov/survey, which will be available beginning Tuesday, Sept. 30.

Results will be presented to the City Council at a future meeting and published online at plymouthmn.gov/survey.



Randomly selected households will receive a mailed survey from the City of Plymouth in September. The survey will be available online for all residents to participate beginning Sept. 30.

The city's goal is to complete a communitywide survey every three years. Past surveys were completed in 2019 and 2022. Consistent surveying allows the city to assess changes in resident input and encourage data-driven, evidence-based decision making.



Calling all Plymouth residents: Take part in Plymouth's community survey, available online through Tuesday, Oct. 14.

Take the survey plymouthmn.gov/survey

The City of Plymouth has partnered with Polco/the National Research Center to complete the community survey, which is aimed at collecting community feedback and gauging city service satisfaction. The survey includes questions about quality of life, public safety, customer satisfaction and more.

COMMUNITY SURVEY





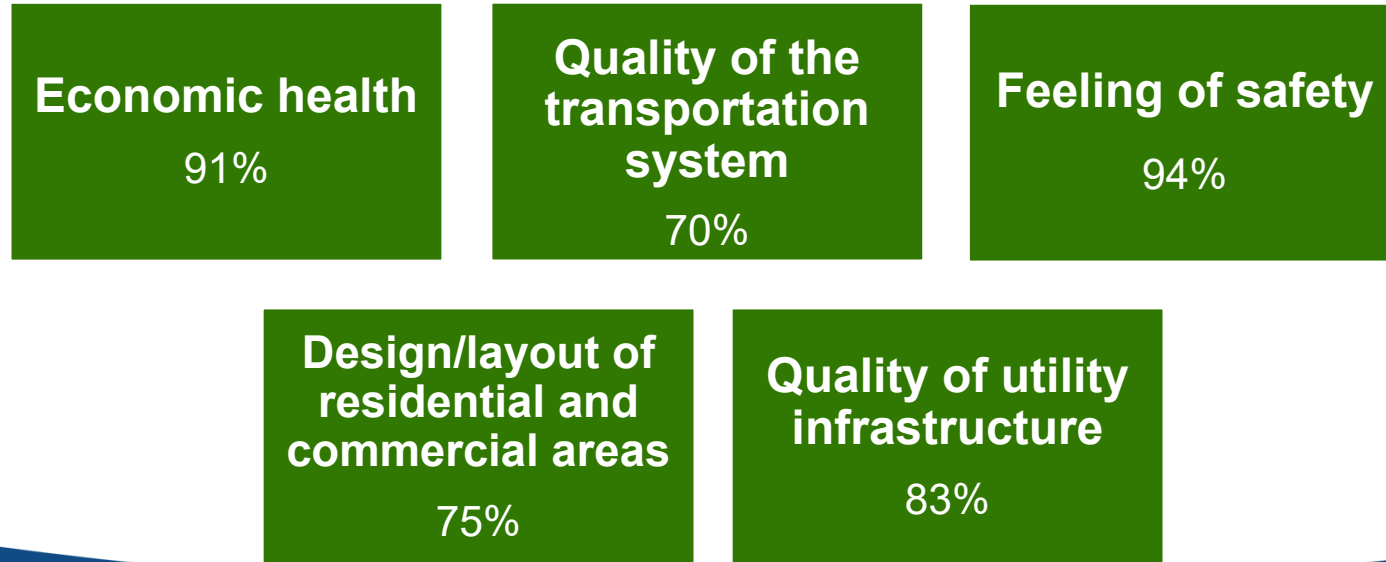
FACETS OF COMMUNITY LIVABILITY



FACETS OF COMMUNITY LIVABILITY



Ratings for Plymouth overall (% excellent or good):

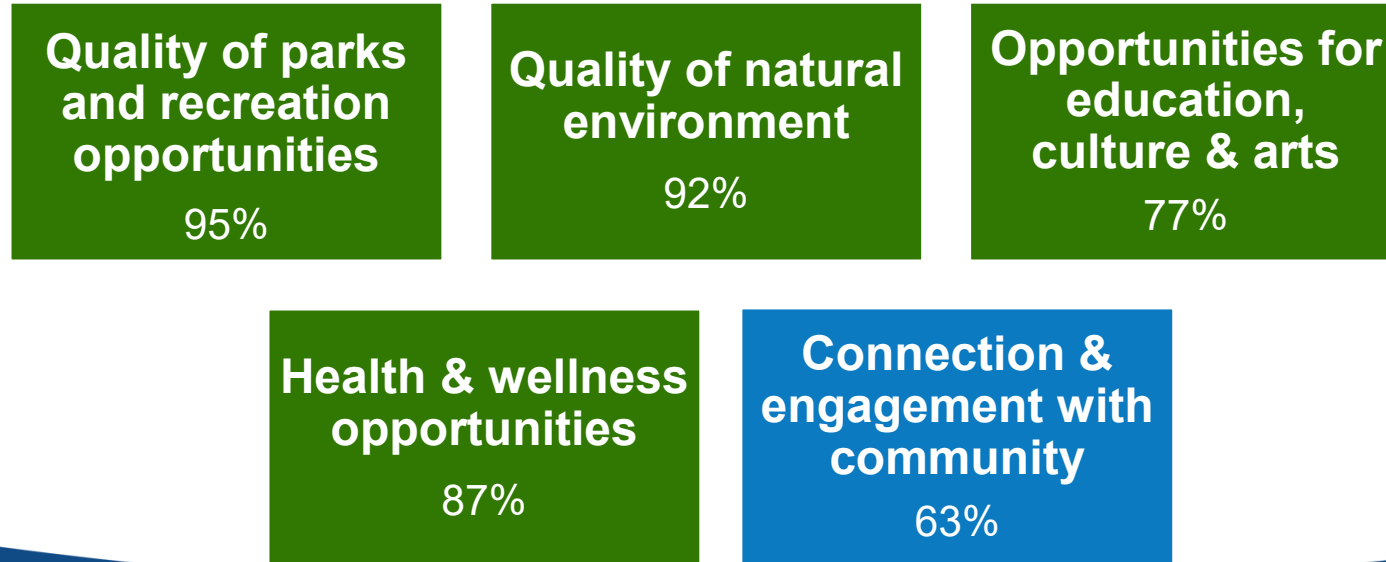
-  Higher than national benchmark
-  Similar to national benchmark



FACETS OF COMMUNITY LIVABILITY

Ratings for Plymouth overall (% excellent or good):

-  Higher than national benchmark
-  Similar to national benchmark



KEY FINDING: QUALITY OF LIFE

Residents continue to enjoy a high quality of life in Plymouth.

Ratings (% excellent or good):

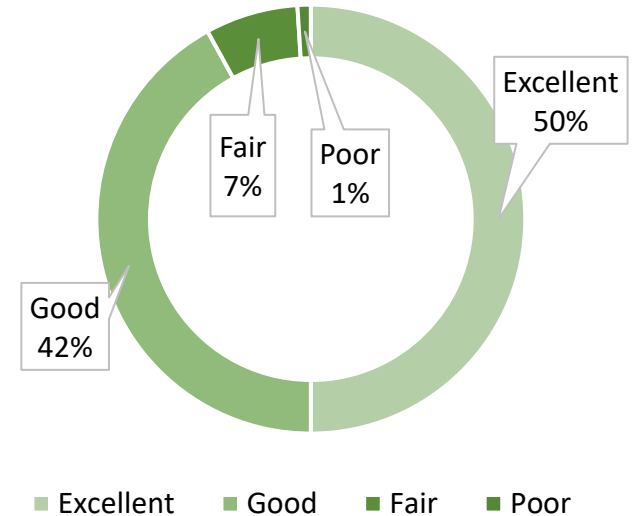
Overall quality of life

92%

Plymouth as a place to live



96%

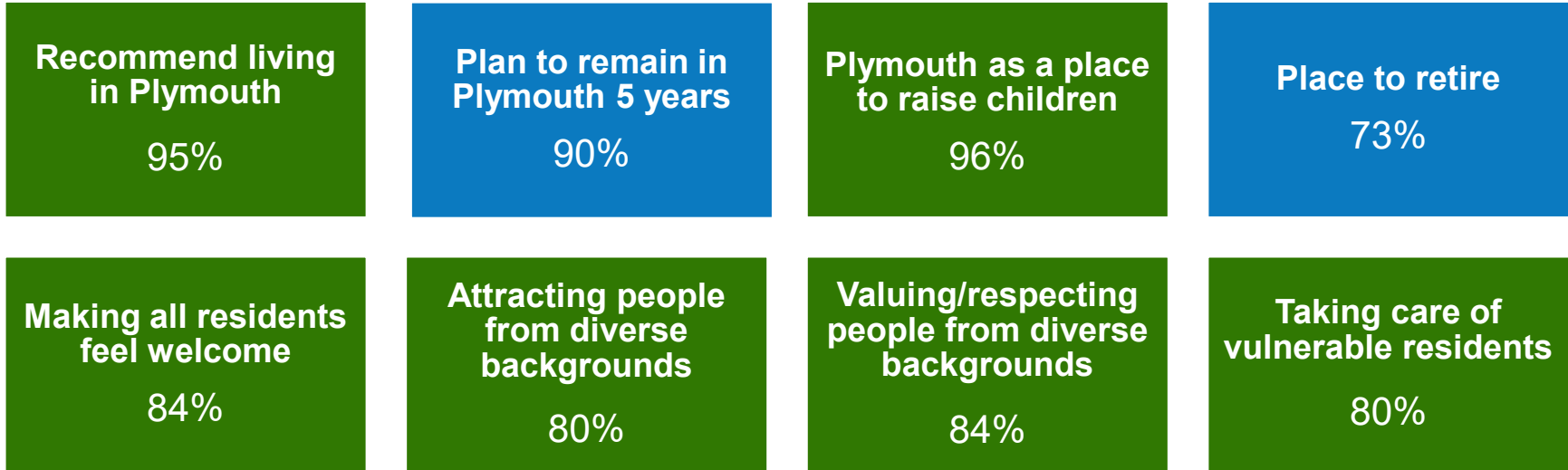
OVERALL QUALITY OF LIFE



KEY FINDING: QUALITY OF LIFE

Ratings (% excellent or good):

 Higher than national benchmark
 Similar to national benchmark



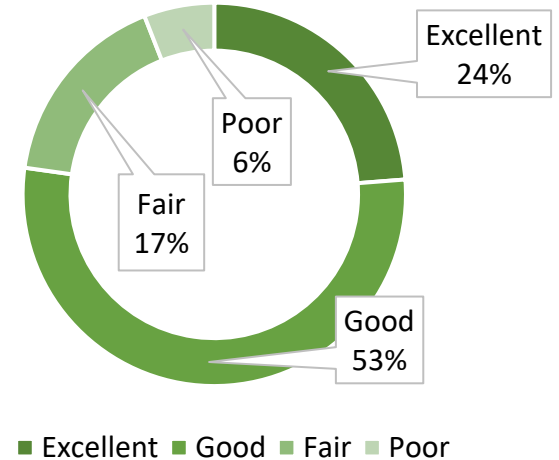
KEY FINDING: LOCAL GOVERNANCE

Residents express strong trust and satisfaction with Plymouth's governance.

Ratings (% excellent or good):





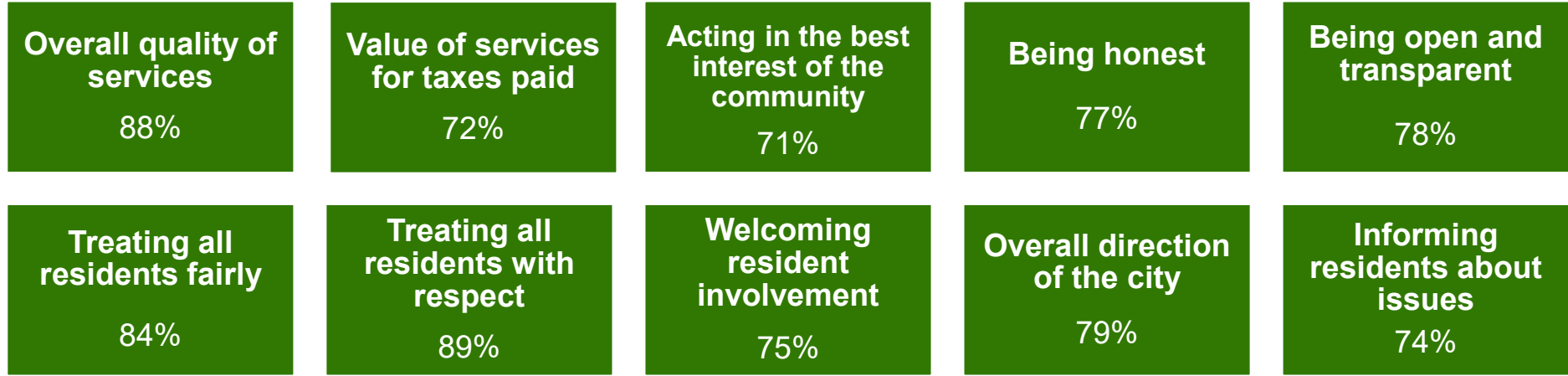
OVERALL CONFIDENCE IN PLYMOUTH GOVERNMENT



KEY FINDING: LOCAL GOVERNANCE

Ratings (% excellent or good):

-  Higher than national benchmark
-  Similar to national benchmark



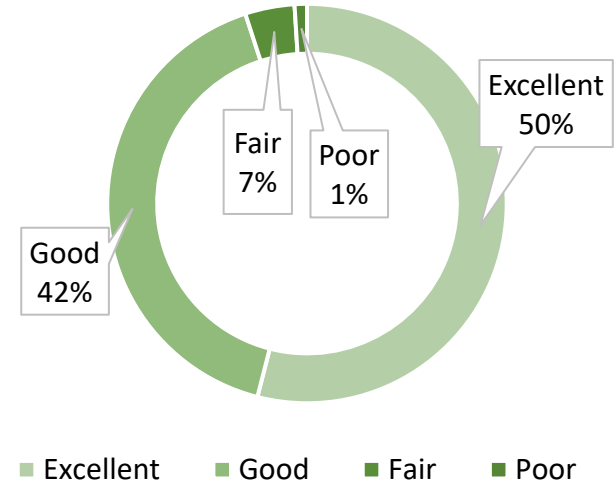
KEY FINDING: SAFETY

Safety perceptions in Plymouth remain high and show notable gains since 2022.

Essential/very important to focus on safety in coming years
92%

Overall feeling of safety
94%

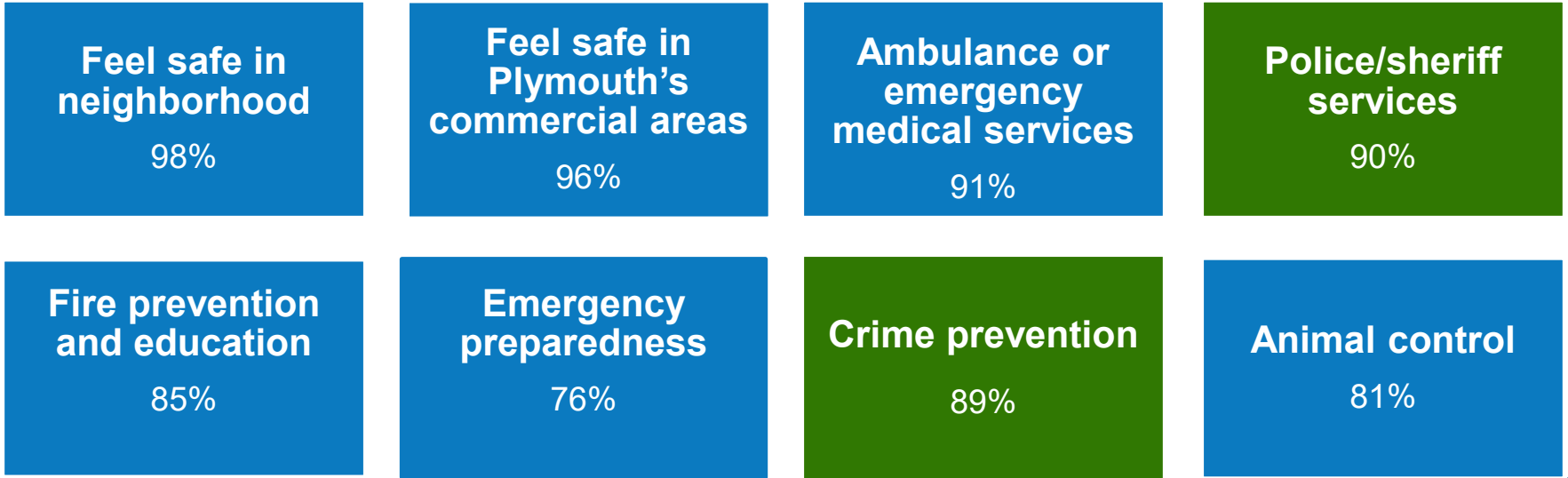
OVERALL FEELING OF SAFETY IN PLYMOUTH



KEY FINDING: SAFETY

Ratings (% excellent or good):

- Higher than national benchmark
- Similar to national benchmark



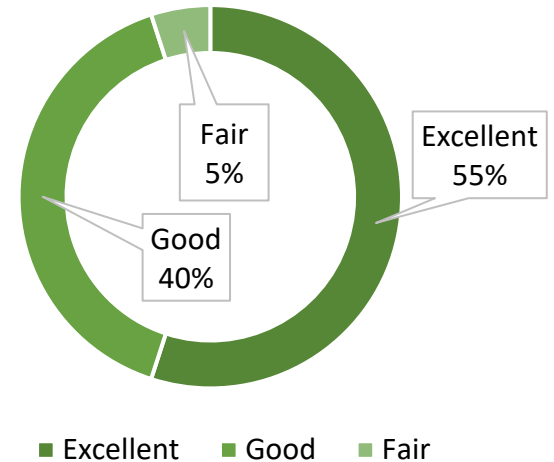
KEY FINDING: NATURE + RECREATION

Parks and recreational opportunities are highly valued in Plymouth and residents continue to view Plymouth's natural environment positively.

Ratings (% excellent or good):



OVERALL QUALITY OF PARKS & RECREATION OPPORTUNITIES

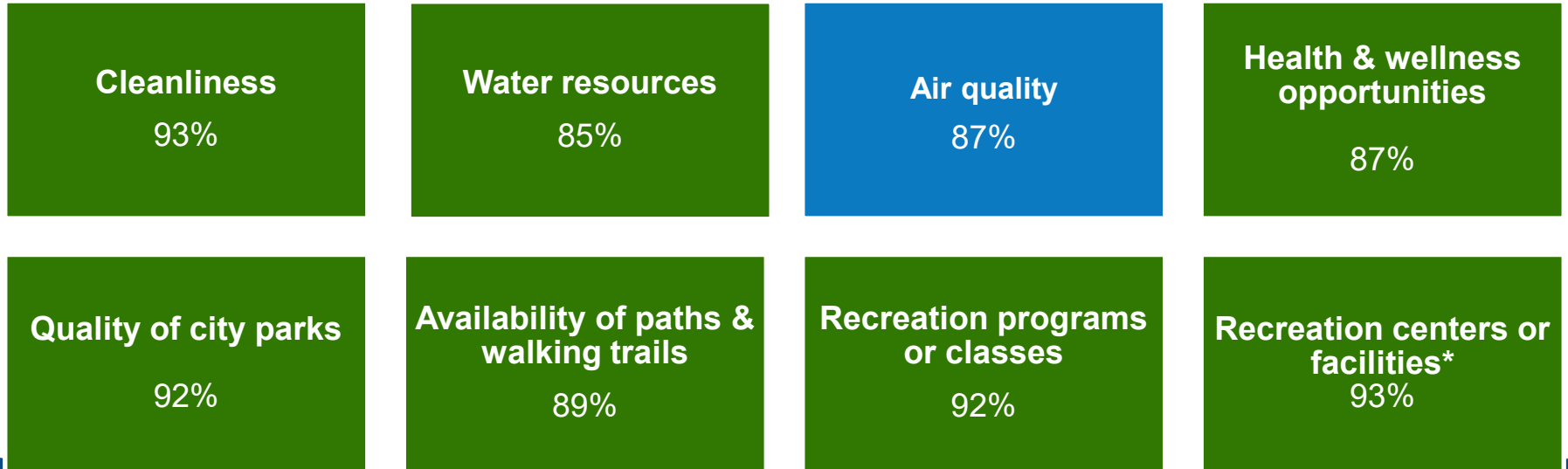


KEY FINDING: NATURE + RECREATION

*Much higher than national benchmark

Ratings (% excellent or good):

- Higher than national benchmark
- Similar to national benchmark



Custom Questions

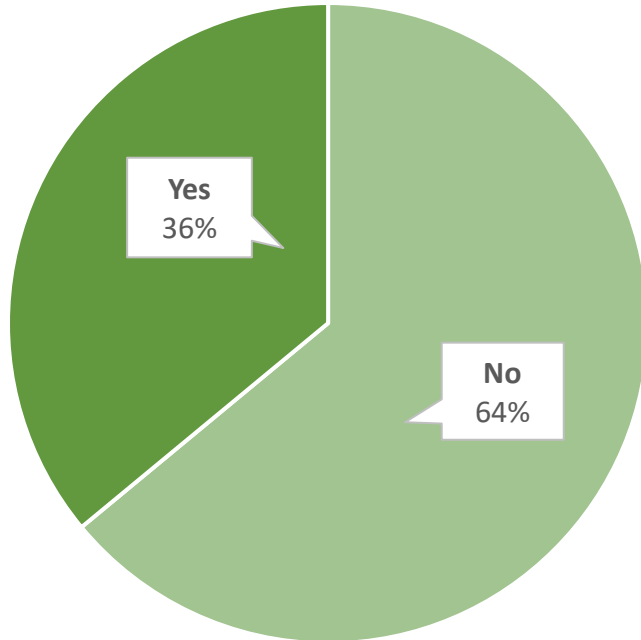
Topics covered:

- Hello! Plymouth
- Attracting visitors to Plymouth
- Parks and Recreation programming
- Environmentally-focus behavioral changes
- Projects potentially supported by a half-cent sales tax



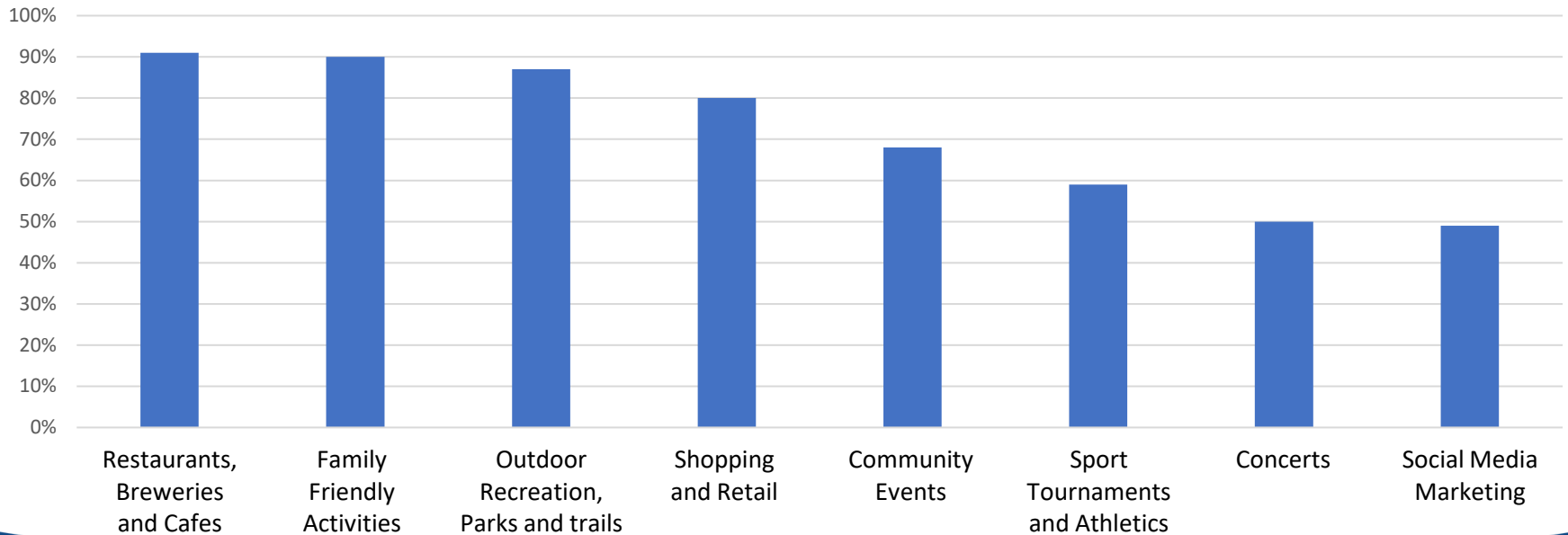
CUSTOM QUESTION

Are you aware of the city's destination marketing organization, Hello! Plymouth?



CUSTOM QUESTION

Please rate how important, if at all, you think the following items are for attracting visitors to Plymouth? Ratings (% Essential and Very Important):



CUSTOM QUESTION

How likely are you to make the following environmentally focused changes to your behavior or lifestyle?

Activity	Percent "Very Likely" or "Likely"
Reuse products	94%
Consume/buy less	76%
Upgrade home fixtures and appliances to conserve water or energy	73%
Participate in organics recycling or backyard composting	64%
Choose active transportation	63%
Purchase or drive an electric vehicle	45%
Install a rain and freeze sensor on your irrigation system to conserve water	35%
Use solar energy to power your home	34%
Convert home heating system or large appliances from natural gas to electric	31%
Replace traditional lawn grass with alternative groundcover	29%
Choose public transportation	23%



CUSTOM QUESTION

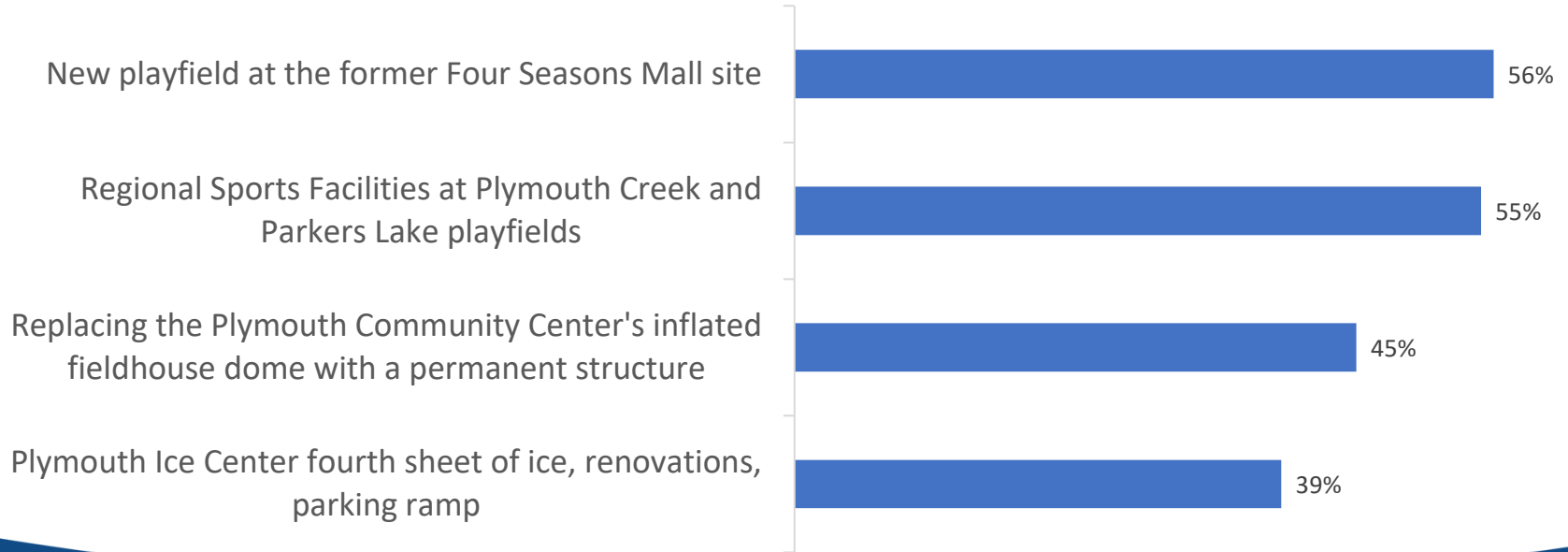
Please rate how important, if at all, you think it is to add or expand the following city recreation opportunities in Plymouth.

Recreation Opportunity	Percent "Essential" and "Very Important"
Outdoor recreation	83%
Youth sports	82%
Family friendly events	78%
Opportunities for active adults (ages 55+)	72%
Adaptive/inclusive programs for persons with disabilities	67%
Adult sports	60%
Health/wellness events	56%
Aquatics (indoor pool swimming lessons/open swim/fitness)	55%
Public art/art programming	53%
Free concerts	50%
Food truck festivals	50%
Fitness (guided group classes)	48%
Ticketed concerts (national acts at the Hilde Performance Center)	36%



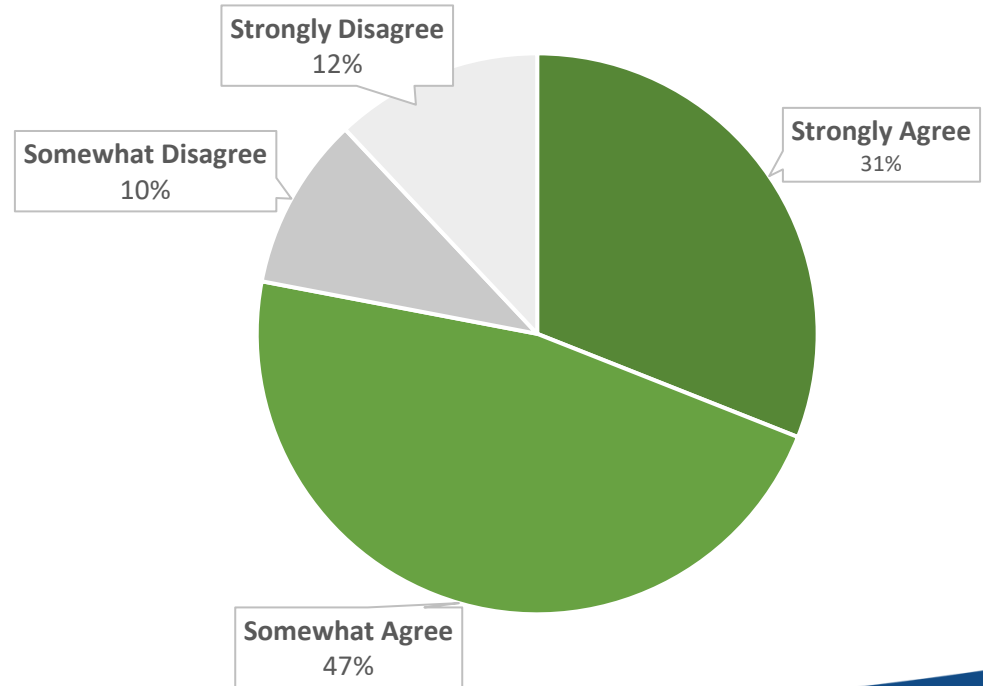
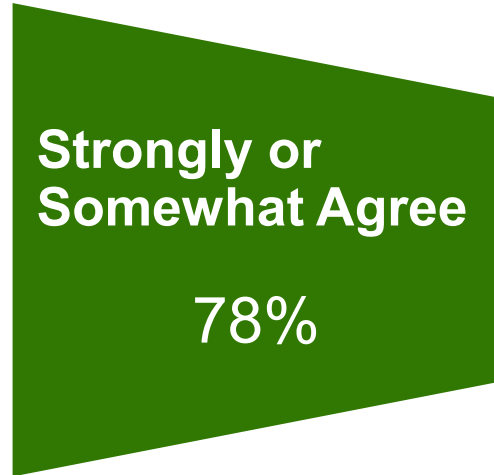
CUSTOM QUESTION

Please rate how important, if at all, you feel each of the following potential improvements is (% essential or very important).



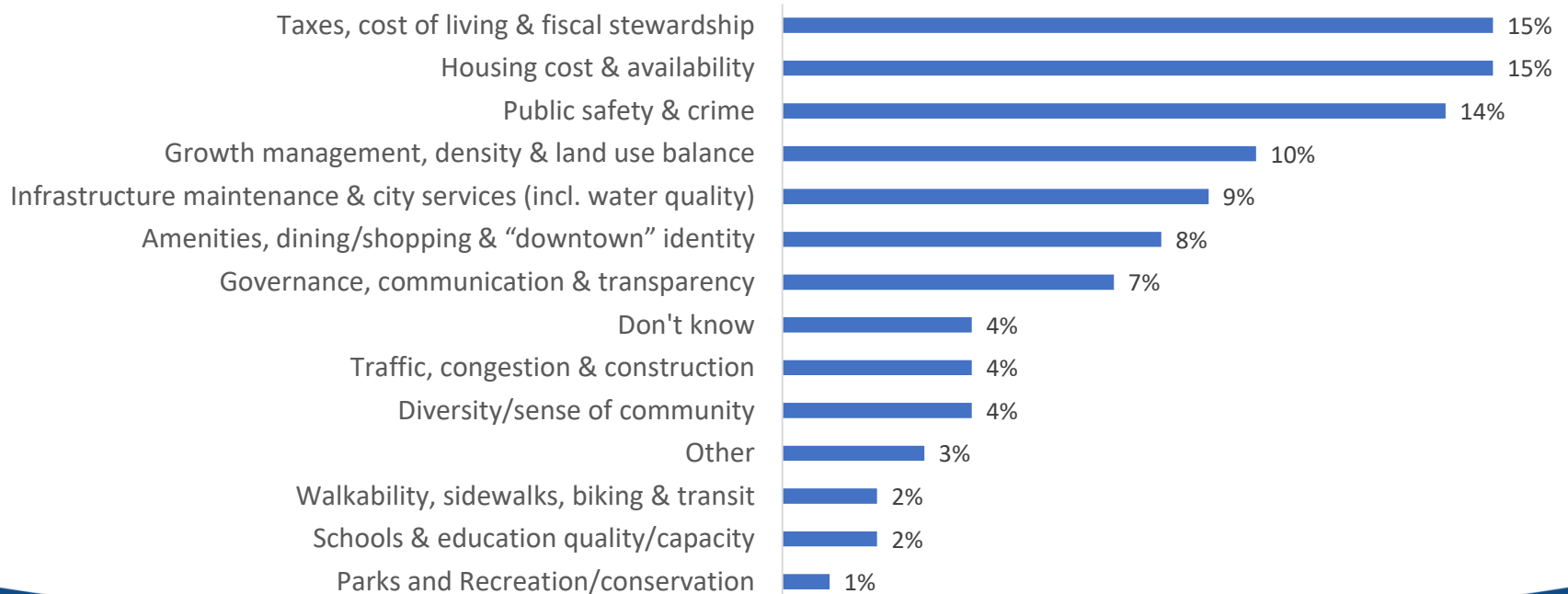
CUSTOM QUESTION

Do you agree or disagree that the city should invest in these improvements using a local sales tax?



OPEN-ENDED QUESTION

What do you think is the single biggest challenge facing Plymouth today?



AFTER THE SURVEY

With the survey complete, the city has the data to share and inform.

- Full results are available to the community via the city website
- A summary of results and a link to the full report was published in the January/February edition of the Plymouth News
- Use data to help City Council and city staff make informed decisions about community priorities
- Will conduct surveys every 3 years to provide comparative data



Plymouth, MN

The National Community Survey

Report of Results
2025

Report by:



Visit us online!
www.polco.us



National Research Center at Polco is a charter member of the AAPOR Transparency Initiative, providing clear disclosure of our sound and ethical survey research practices.

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About The NCS™

The National Community Survey™ (The NCS™) report is about the “livability” of Plymouth. A livable community is a place that is not simply habitable, but that is desirable. It is not only where people do live, but where they want to live. The survey was developed by the experts from National Research Center at Polco.

Great communities are partnerships of the government, private sector, community-based organizations and residents, all geographically connected. The NCS captures residents’ opinions considering ten central facets of a community:

- Economy
- Mobility
- Community Design
- Utilities
- Safety
- Natural Environment
- Parks and Recreation
- Health and Wellness
- Education, Arts, and Culture
- Inclusivity and Engagement

The report provides the opinions of a representative sample of 600 residents of the City of Plymouth collected from September 2, 2025 to October 14, 2025. The margin of error around any reported percentage is 4% for all respondents and the response rate for the 2025 survey was 15%. Survey results were weighted so that the demographic profile of respondents was representative of the demographic profile of adults in Plymouth.

How the results are reported

For the most part, the percentages presented in the following sections represent the “percent positive.” Most commonly, the percent positive is the combination of the top two most positive response options (i.e., excellent/good, very safe/somewhat safe, etc.). On many of the questions in the survey, respondents may answer “don’t know.” The proportion of respondents giving this reply is shown in the full set of responses included in the “Complete data” section. However, these responses have been removed from the analyses presented in most of the report. In other words, the tables and graphs display the responses from respondents who had an opinion about a specific item.

Comparisons to benchmarks

NRC’s database of comparative resident opinion is comprised of resident perspectives gathered in surveys from over 500 communities whose residents evaluated the same kinds of topics on The National Community Survey. The comparison evaluations are from the most recent survey completed in each community in the last five years. NRC adds the latest results quickly upon survey completion, keeping the benchmark data fresh and relevant. The communities in the database represent a wide geographic and population range. In each section, Plymouth’s results are noted as being “higher” than the benchmark, “lower” than the benchmark, or “similar” to the benchmark, meaning that the average rating given by Plymouth residents is statistically similar to or different (greater or lesser) than the benchmark. Being rated as “higher” or “lower” than the benchmark means that Plymouth’s average rating for a particular item was more than 10 points different than the benchmark. If a rating was “much higher” or “much lower,” then Plymouth’s average rating was more than 20 points different when compared to the benchmark.

In addition to these national benchmarks, comparisons were also made to a smaller cohort of communities that aligned more closely to the demographics in Plymouth. This cohort included Minnesota cities with similar characteristics to Plymouth. Comparisons to these communities appear throughout the report and are also summarized in a dedicated table within the Custom Benchmarks section, which includes a full list of all benchmark communities.



The cities included in the custom benchmark comparison are listed below:

Bloomington
Chanhassen
Cottage Grove
Eagan
Eden Prairie
Edina
Lakeville
Maple Grove
Maplewood
Oakdale
Prior Lake
Ramsey
Richfield
Savage
Shakopee
Shoreview
Woodbury

Trends over time

Trend data for Plymouth represent important comparison data and should be examined for improvements or declines.¹ Deviations from stable trends over time represent opportunities for understanding how local policies, programs, or public information may have affected residents' opinions. Changes between survey years have been noted with an arrow and the percent difference. If the difference is greater than six percentage points between the 2022 and 2025 surveys, the change is statistically significant.

1. In 2020, The NCS survey was updated to include new and refreshed items. Consequently, some of the trends may be impacted due to wording modifications that could have potentially altered the meaning of the item for the respondent.

Methods

Selecting survey recipients

All households within the City of Plymouth were eligible to participate in the survey. A list of all households within the zip codes serving Plymouth was purchased from Polco's mailing vendor, Go-Dog Direct, based on updated listings from the United States Postal Service. Since some of the zip codes that serve the City of Plymouth households may also serve addresses that lie outside of the community, the exact geographic location of each housing unit was compared to community boundaries using the most current municipal boundary file. Addresses located outside of the City of Plymouth boundaries were removed from the list of potential households to survey. Each address identified as being within city boundaries was further identified as being within one of the four wards in Plymouth. From that list, addresses were randomly selected as survey recipients, with multi-family housing units (defined as those with a unit number) sampled at a rate of 5:3 compared to single family housing units.

Conducting the survey

The 4,000 randomly selected households received mailings beginning on September 2, 2025 and data collection for the survey remained open for six weeks. The first mailing was a postcard inviting the household to participate in the survey. The next mailing contained a cover letter with instructions, the survey questionnaire, and a postage-paid return envelope. Both mailings included a web link to give residents the opportunity to respond to the survey online, as well as QR codes to further encourage participation. The follow-up mailing asked those who had not completed the survey to do so, and those who had already done so to refrain from completing the survey again.

About 3% of the 4,000 mailed invitations or surveys were returned because the household address was vacant or the postal service was unable to deliver the survey as addressed. Of the remaining 3,900 households that received the invitations to participate, 600 completed the survey, providing an overall response rate of 15%. The response rate was calculated using AAPOR's response rate #2 for mailed surveys of unnamed persons.²

It is customary to describe the precision of estimates made from surveys by a "level of confidence" and accompanying "confidence interval" (or margin of error). A traditional level of confidence, and the one used here, is 95%. The 95% confidence interval can be any size and quantifies the sampling error or imprecision of the survey results because some residents' opinions are relied on to estimate all residents' opinions. The margin of error for the City of Plymouth survey is no greater than plus or minus four percentage points around any given percent reported for all respondents (600 completed surveys).

In addition to the randomly selected "probability sample" of households, a link to an online open-participation survey was publicized by the City of Plymouth. The open-participation survey was identical to the random sample survey, with two small updates; it asked a question to confirm the respondent was a resident of Plymouth and also a question about where they heard about the survey. The open-participation survey was open to all city residents and became available on September 30, 2025. The survey remained open for two weeks. The data presented in the following tables exclude the open participation survey data, but a section at the end of the report provides the complete frequency of responses to questions by the open-participation respondents.

Analyzing the data

Responses from mailed surveys were entered into an electronic dataset using a "key and verify" method, where all responses are entered twice and compared to each other. Any discrepancies were resolved in comparison to the original survey form. Range checks as well as other forms of quality control were also performed. Responses from surveys completed on Polco were downloaded and merged with the mailed survey responses.

The demographics of the survey respondents were compared to those found in the 2020 Census and 2023 American Community Survey estimates for adults in the City of Plymouth. The primary objective of weighting survey data is to make the survey respondents reflective of the larger population of the community. The characteristics used for weighting were age, sex, race, Hispanic origin, housing type, housing tenure, and area. No adjustments were made for design effects. Weights were calculated using an iterative, multiplicative raking model known as the ANES Weighting Algorithm.³ The results of the weighting scheme for the probability sample are presented in the following table.

NRC aligns demographic labels with those used by the U.S. Census for reporting purposes, when possible. Some categories (e.g., age, race/Hispanic origin, housing type, and length of residency) are combined into smaller subgroups.

		Unweighted	Weighted	Target ⁴
Age	18-34	7%	22%	22%
	35-54	24%	38%	38%
	55+	69%	41%	40%
Area	Ward 1	23%	22%	22%
	Ward 2	30%	27%	27%
	Ward 3	22%	23%	23%
	Ward 4	25%	28%	28%
Hispanic origin	No	97%	96%	96%
	Yes	3%	4%	4%
Housing tenure	Own	87%	75%	75%
	Rent	13%	25%	25%
Housing type	Attached	33%	42%	42%
	Detached	67%	58%	58%
Race & Hispanic origin	Not white alone	10%	22%	22%
	White alone, not Hispanic or Latino	90%	78%	78%
Sex	Man	44%	48%	48%
	Woman	56%	52%	52%
Sex/age	Man 18-34	3%	11%	11%
	Woman 18-34	4%	11%	11%
	Man 35-54	12%	19%	19%
	Woman 35-54	13%	19%	19%
	Man 55+	30%	19%	19%
	Woman 55+	39%	22%	22%

The survey datasets were analyzed using all or some of a combination of the Statistical Package for the Social Sciences (SPSS), R, Python and Tableau. For the most part, the percentages presented in the reports represent the “percent positive.” The percent positive is the combination of the top two most positive response options (i.e., excellent/good, very safe/somewhat safe, essential/very important, etc.), or, in the case of resident behaviors/participation, the percent positive represents the proportion of respondents indicating “yes” or participating in an activity at least once a month.

On many of the questions in the survey, respondents may answer “don’t know.” The proportion of respondents giving this reply is shown in the full set of responses included in the “Complete data” section. However, these responses have been removed from the analyses presented in the reports. In other words, the tables and graphs display the responses from respondents who had an opinion about a specific item.

Contact

The City of Plymouth funded this research. Please contact Brian Rosemeyer of the City of Plymouth at brosemeyer@plymouthmn.gov if you have any questions about the survey.

Study Limitations

All public opinion research is subject to unmeasured error. While the methodologies employed for this survey were designed to minimize this error as much as possible, these other sources of potential error should be acknowledged. **Non-response error** arises when those who were selected to participate in the survey did not do so, and may have different opinions or experiences than those who did respond. **Coverage error** refers to the possibility that some respondents that should have been included in the surveyed population were not (e.g., for a general resident survey, USPS mailing lists may exclude certain types of housing units, such as multi-family buildings where mail is delivered to a common area rather than to a specific unit (though this is rare), or where mail is received at a PO box instead of the at household's physical location. Finally, **recall bias** occurs when respondents may not perfectly remember their experiences in the past year (such as participation in social or civic events), and **social desirability bias** may cause respondents to answer in ways they think cast their responses in a more favorable light.

Survey Validity

See the Polco Knowledge Base article on survey validity at <https://blog.polco.us/polco-knowledgebase/margin-of-error-and-confidence-level-in-survey-results>

2. See AAPOR's Standard Definitions for more information at <https://aapor.org/standards-and-ethics/standard-definitions/>
3. Pasek, J. (2014). ANES Weighting Algorithm. Retrieved from <https://surveyinsights.org/wp-content/uploads/2014/07/Full-anesrake-paper.pdf>
4. Targets come from the 2020 Census and 2023 American Community Survey

Key Findings

Community Strengths

Residents continue to enjoy a high quality of life in Plymouth.

- Roughly 9 in 10 (92%) positively rated the overall quality of life in Plymouth, surpassing the national benchmark.
- Nearly all residents rated Plymouth as an excellent or good place to live (96%) and said they would recommend living in Plymouth to someone who asks (95%), both exceeding national benchmarks.
- About 9 in 10 respondents provided positive ratings on the overall image or reputation of Plymouth (92%), outperforming national and custom benchmarks.

Residents express strong trust and satisfaction with Plymouth's governance.

- Roughly 8 in 10 community members (79%) positively rated the overall direction that Plymouth is taking and rated their confidence in Plymouth government highly (77%), both higher than national and custom comparisons.
- A solid majority of residents provided above-average ratings to the job Plymouth government does at being honest (81%), welcoming resident involvement (75%), and being open and transparent to the public (78%), and informing residents about issues facing the community (74%), all of which increased significantly since 2022.
- Most residents indicated Plymouth government were excellent or good at treating all residents fairly (84%), and treating residents with respect (89%), exceeding benchmark averages and increasing significantly since 2022.
- Over 9 in 10 respondents positively rated the overall customer service provided by Plymouth employees, which was higher than the national average.

Safety perceptions in Plymouth remain high and show notable gains since 2022.

- Nearly all respondents (94%) rated the overall feeling of safety in Plymouth as excellent or good, surpassing both the custom and national benchmarks and marking a statistically significant increase from 2022 results.
- Virtually all residents also reported feeling safe in their neighborhoods and in Plymouth's downtown/commercial area during the day (98% and 96% somewhat or very safe, respectively).
- About 9 in 10 residents felt safe from violent crime and property crime; and Plymouth's positive ratings regarding property crime were higher than the national average and showed a positive increase from 2022.
- Crime prevention ratings also rose from 80% excellent or good in 2022 to 89% in 2025.
- Police/sheriff services continued to receive strong reviews, with about 9 in 10 participants offering positive ratings.

Parks and recreational opportunities are highly valued in Plymouth.

- Nearly all residents (95%) gave high marks to the overall quality of parks and recreation, surpassing the national average.
- Roughly 9 in 10 respondents rated recreational opportunities (86%), availability of paths and walking trails (89%), and fitness opportunities (88%) as excellent or good, which were above the national benchmarks.
- About 9 in 10 residents gave positive ratings for recreation programs or classes (90%), and recreation centers or facilities (93%), which were higher than both national and custom benchmarks.

Residents continue to view Plymouth's natural environment positively.

- About 9 in 10 residents rated the overall quality of Plymouth's natural environment positively (92%), which was higher than the national benchmark.
- Most participants gave excellent or good ratings for community cleanliness (93%) and water resources (85%), both of which were higher than the national average.
- Ratings for open space increased from 72% in 2022 to 80% in 2025, exceeding the national benchmark.
- Residents also gave positive ratings for recycling (85%), which was higher than the national average.

Focus Areas

Results suggest opportunities to strengthen inclusivity and community engagement.

- About 6 in 10 residents provided favorable ratings for residents' connection and engagement with their community (63%), and their sense of community (64%).
- Roughly 7 in 10 (73%) residents rated Plymouth as an excellent or good place to retire.
- In contrast, about 8 in 10 positively rated the job the community does at attracting and respecting people from diverse background, and taking care of vulnerable residents, all of which increased significantly from previous results.

Visitor attraction, variety of businesses and affordability indicate potential focus areas.

- Although most residents rated the overall economic health in Plymouth positively (91%), about 6 in 10 residents rated Plymouth as an excellent or good place to visit (63%), signaling room for growth.
- Roughly two-thirds positively rated the variety of business and service establishments (67%), the vibrancy of the downtown/commercial area (64%), and shopping opportunities (61%).
- While higher than the national benchmark, just over half (54%) rated the cost of living positively.
- When asked about the single biggest challenge facing Plymouth today, the top two categories of open-ended responses included housing cost and availability (15%), as well as taxes, cost of living and fiscal stewardship (15%).

Utility services show potential areas for improvement.

- Most respondents rated the utility infrastructure positively (83%), though about 7 in 10 (71%) shared positive feedback on drinking water quality, which may indicate room for improvement.
- About 6 in 10 (63%) residents indicated that affordable high-speed internet access was excellent or good.

Other Notable Results (Custom Questions)

- Nearly two-thirds (64%) were not aware of the city's destination marketing organization, Hello! Plymouth.
- The top three factors residents indicated as essential or very important for attracting visitors to Plymouth were restaurants/breweries/cafes (91%), family friendly activities (90%), and outdoor recreation/parks/trails (87%).
- Most residents indicated they were very or somewhat likely to reuse products (94%) as an environmentally focused change to their behavior.
- The recreation opportunities most frequently identified as essential or very important to expand were outdoor recreation (83%), youth sports (82%), and family-friendly events (78%).
- The top two priorities for potential improvements were regional sports facilities (55%), and a new playfield at the former Four Seasons Mall site, along with transit park and ride improvements (56%).
- A majority of residents (78%) strongly or somewhat agree that the city should invest in these improvements using a local sales tax.

Areas of Greatest Change

Of the evaluative questions included on both the 2022 and 2025 survey iterations, 84 were statistically similar to previous results. Upward trends were seen in 31 items, while 8 ratings decreased since 2022. The most significant of those trends are listed below.

Increases

- Openness and acceptance of the community toward people of diverse backgrounds (+12%)
- Treating all residents fairly (+11%)
- Cost of living (+11%)
- Overall confidence in Plymouth government (+11%)
- The overall direction that Plymouth is taking (+11%)

Decreases

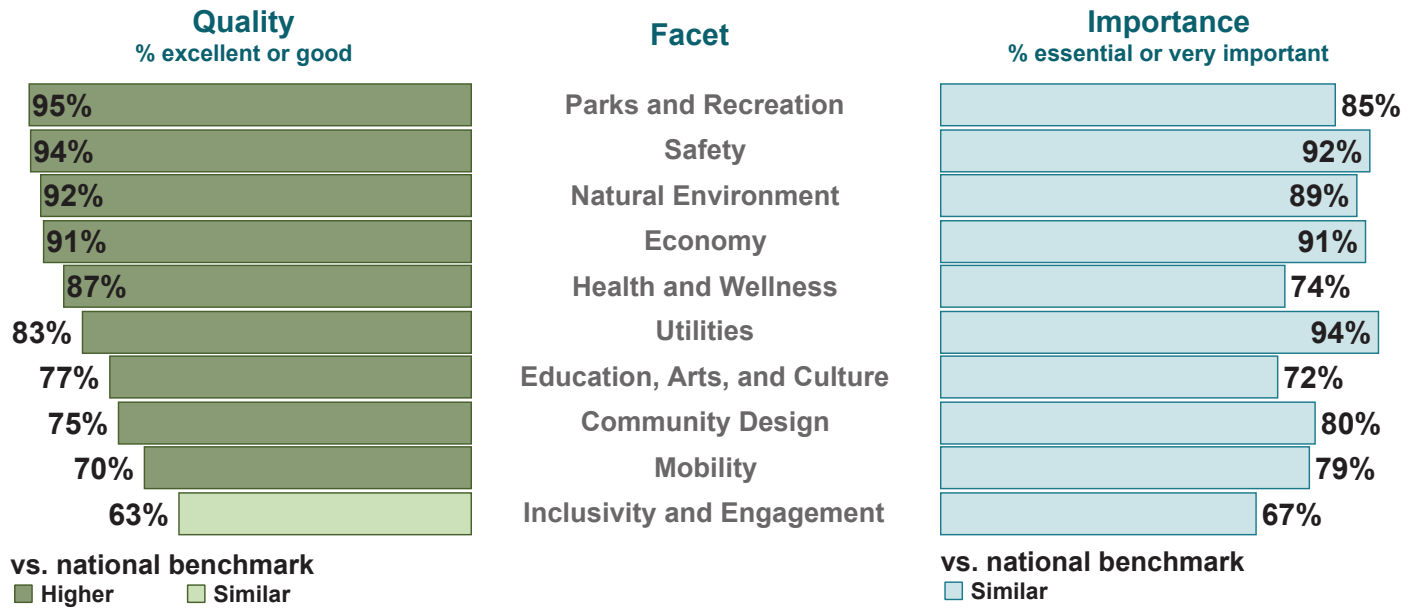
- Employment opportunities (-13%)
- Air quality (-9%)
- Shopping opportunities (-8%)
- Animal control (-7%)
- Emergency preparedness (-8%)

Facets of livability

Every jurisdiction must balance limited resources while meeting resident needs and striving to optimize community livability. To this end, it is helpful to know what aspects of the community are most important to residents and which they perceive as being of higher or lower quality. It is especially helpful to know when a facet of livability is considered of high importance but rated as lower quality, as this may be a top priority to address.

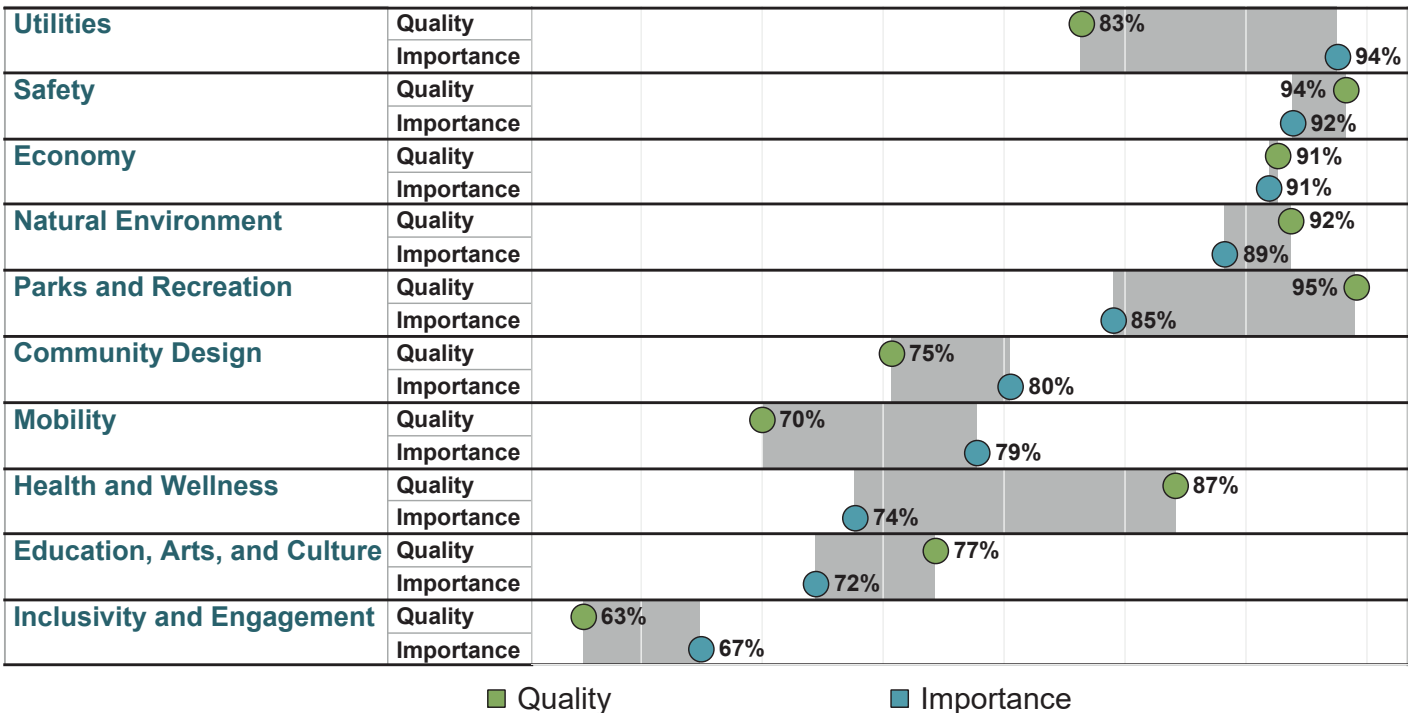
Quality and Importance by the Numbers

The table below shows the proportion of residents who rated the community facets positively for quality and the priority (importance) placed on each. Also displayed is whether local quality ratings were lower, similar, or higher than communities across the country (the national benchmark).



Quality/Importance Gap Analysis

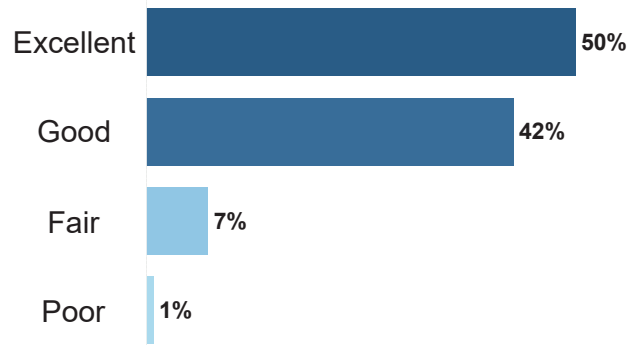
The gap analysis chart below shows the same data as above; however, this chart more clearly illustrates the comparative differences in quality and importance ratings for each facet, as well as the absolute ratings for each.



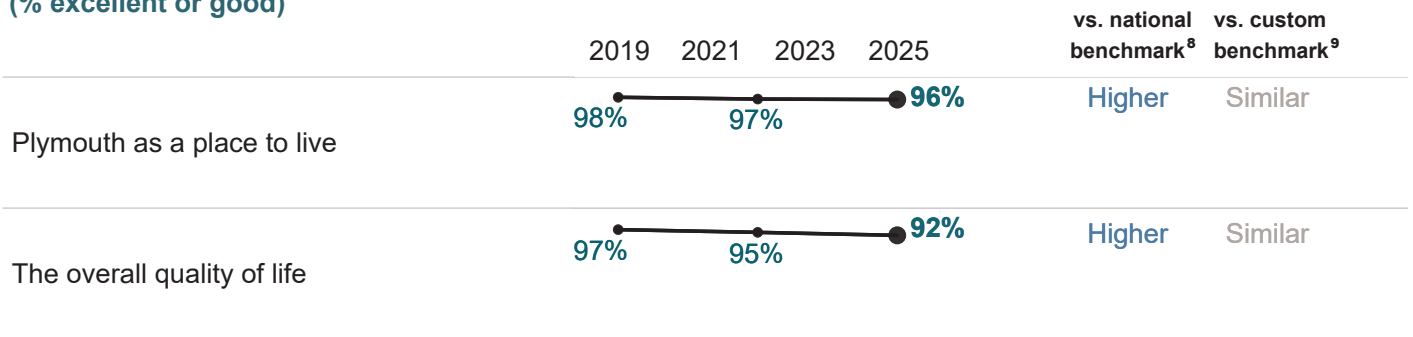
Quality of Life

Measuring community livability starts with assessing the quality of life of those who live there, and ensuring that the community is attractive, accessible, and welcoming to all.

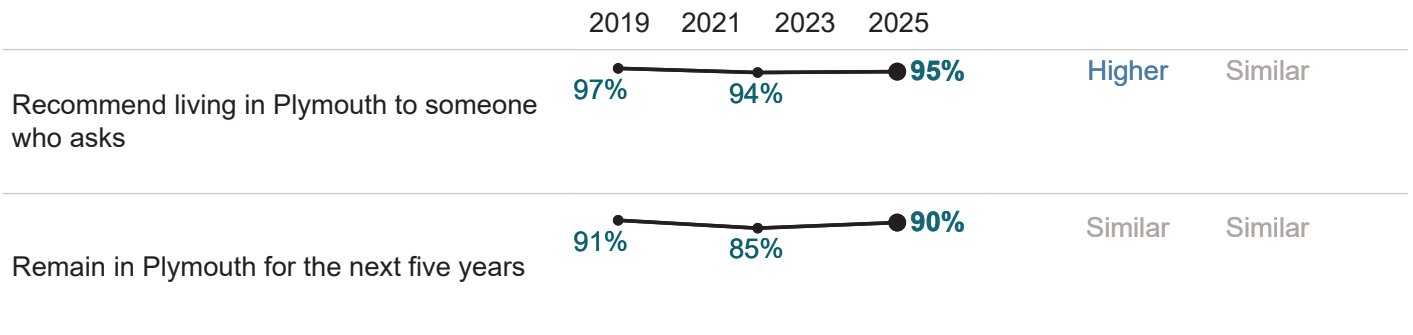
The overall quality of life in Plymouth, 2025



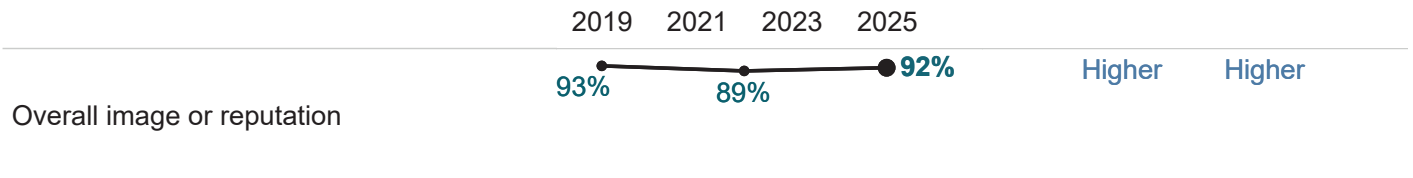
Please rate each of the following aspects of quality of life in Plymouth. (% excellent or good)



Please indicate how likely or unlikely you are to do each of the following. (% very or somewhat likely)



Please rate each of the following in the Plymouth community. (% excellent or good)



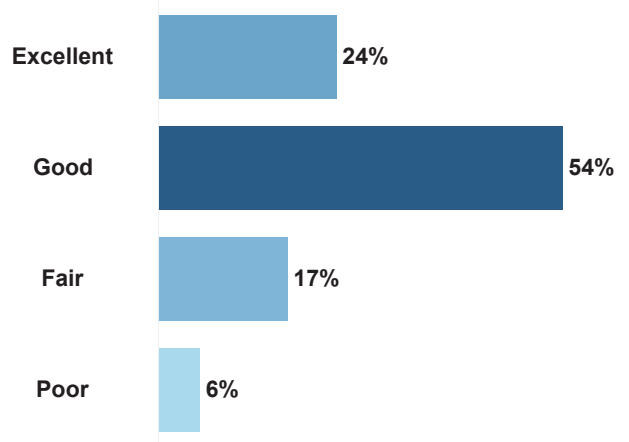
8. Comparison to the national benchmark is shown. If no comparison is available, this is left blank.

9. Comparison to the custom benchmark is shown. A description of the custom benchmark cohort can be found in the About section of the report. If no comparison is available, this is left blank.

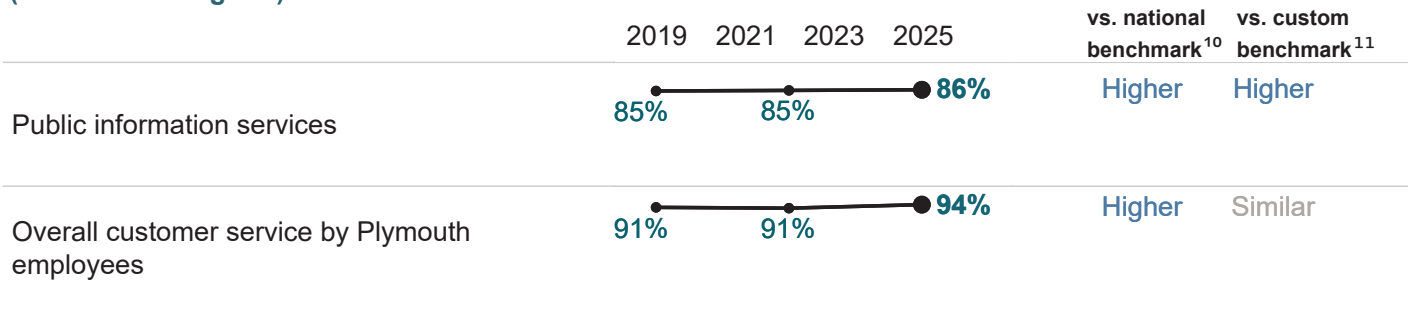
Overall confidence in Plymouth government, 2025

Governance

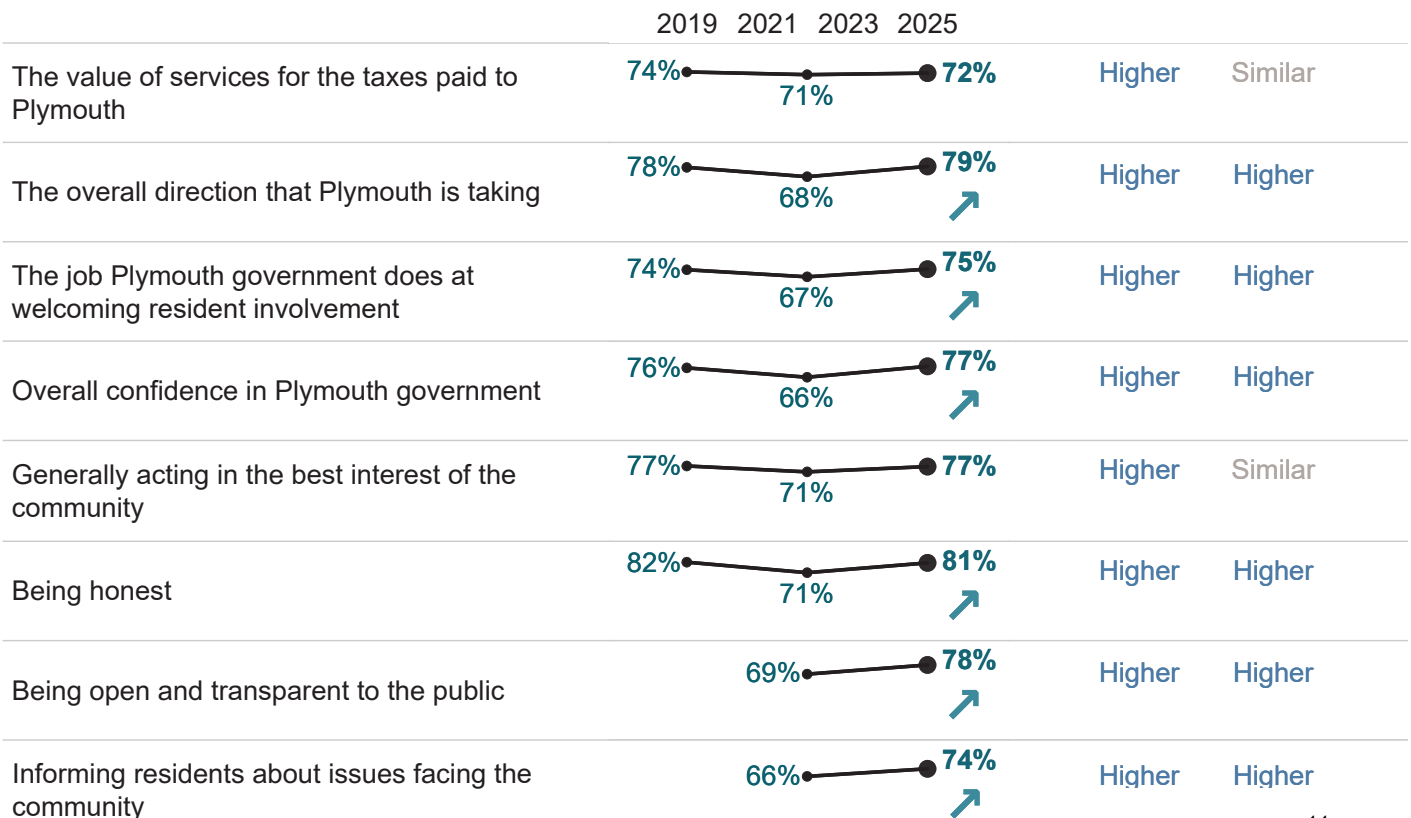
Strong local governments produce results that meet the needs of residents while making the best use of available resources, and are responsive to the present and future needs of the community as a whole.

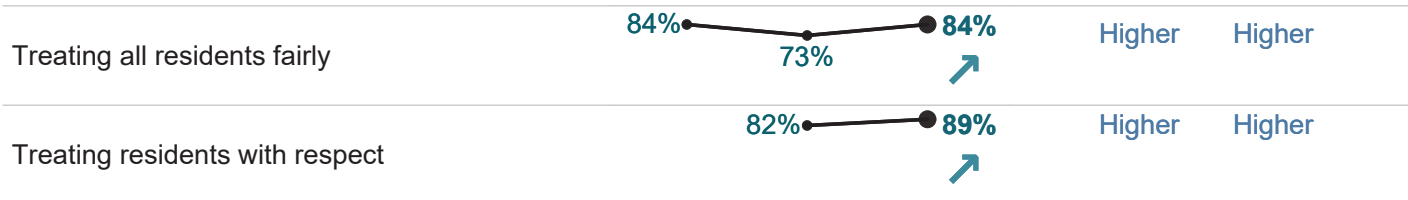


Please rate the quality of each of the following services in Plymouth.
(% excellent or good)

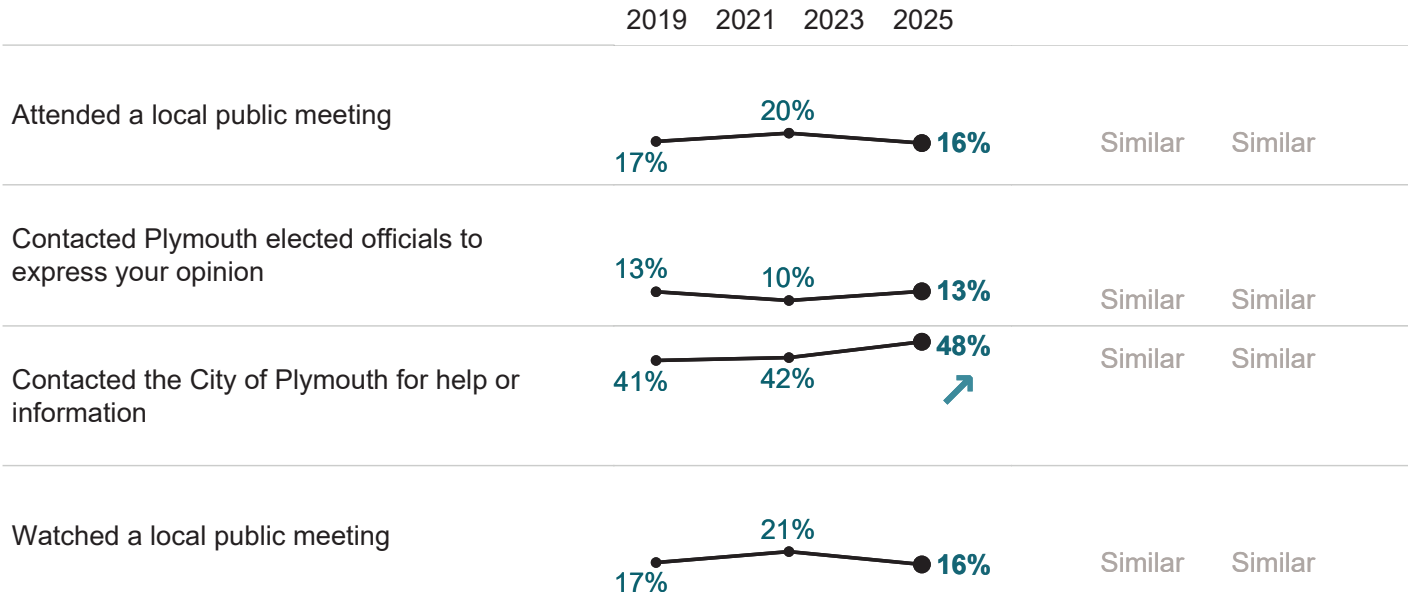


Please rate the following categories of Plymouth government performance.
(% excellent or good)

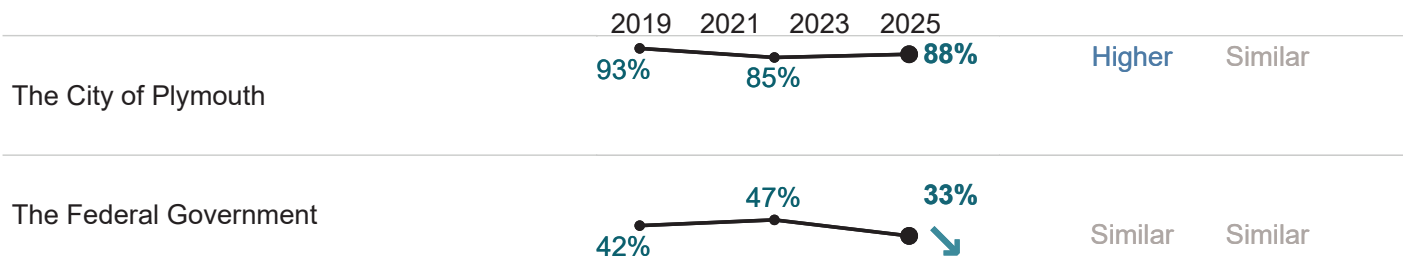




Please indicate whether or not you have done each of the following in the last 12 months. (% yes)



Overall, how would you rate the quality of the services provided by each of the following? (% excellent or good)



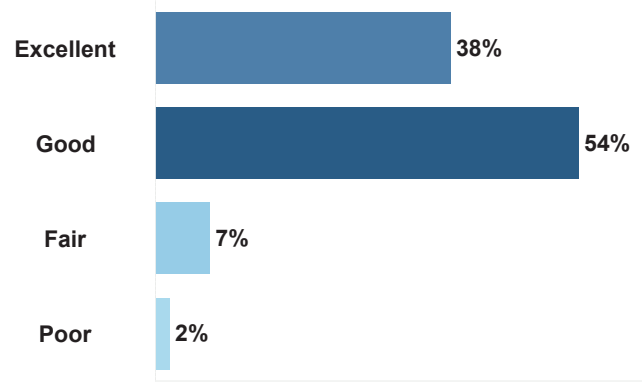
10. Comparison to the national benchmark is shown. If no comparison is available, this is left blank.

11. Comparison to the custom benchmark is shown. A description of the custom benchmark cohort can be found in the About section of the report. If no comparison is available, this is left blank.

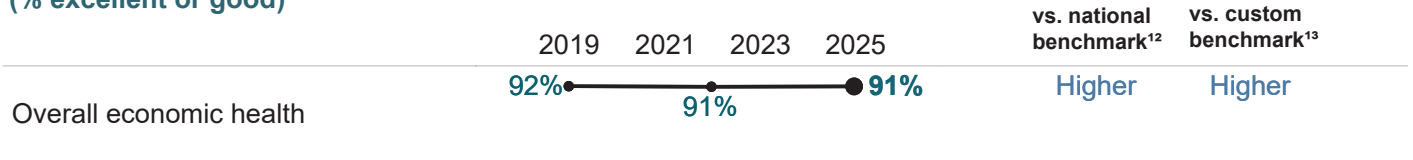
Economy

Local governments work together with private and nonprofit businesses, and with the community at large, to foster sustainable growth, create jobs, and promote a thriving local economy.

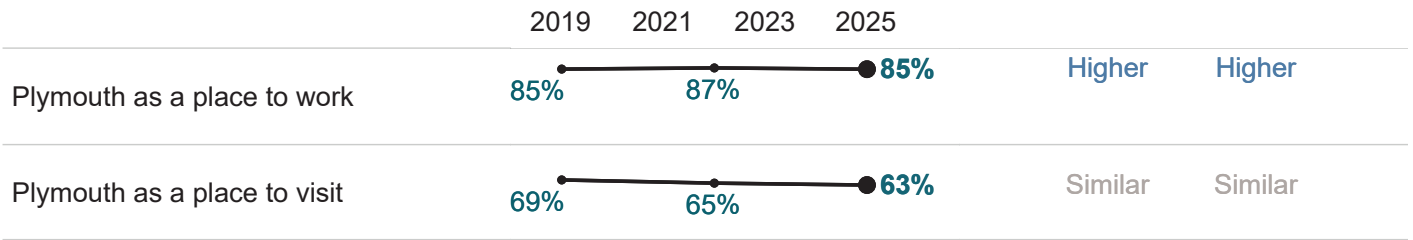
Overall economic health of Plymouth, 2025



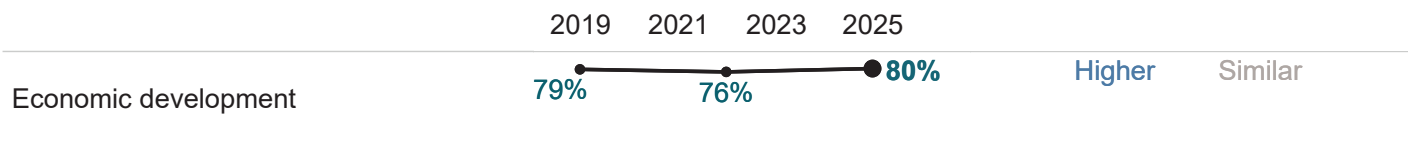
Please rate each of the following characteristics as they relate to Plymouth as a whole.
(% excellent or good)



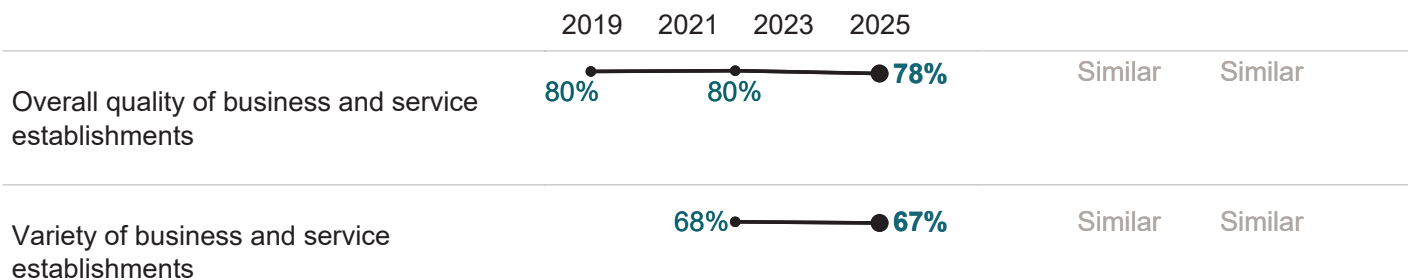
Please rate each of the following aspects of quality of life in Plymouth.
(% excellent or good)

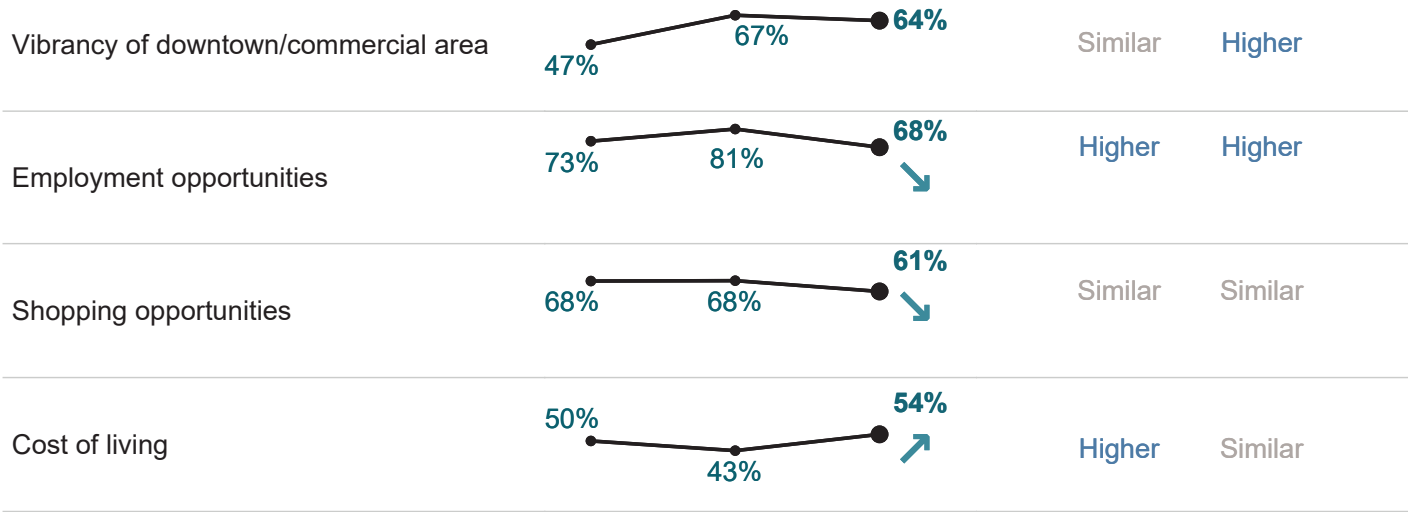


Please rate the quality of each of the following services in Plymouth.
(% excellent or good)

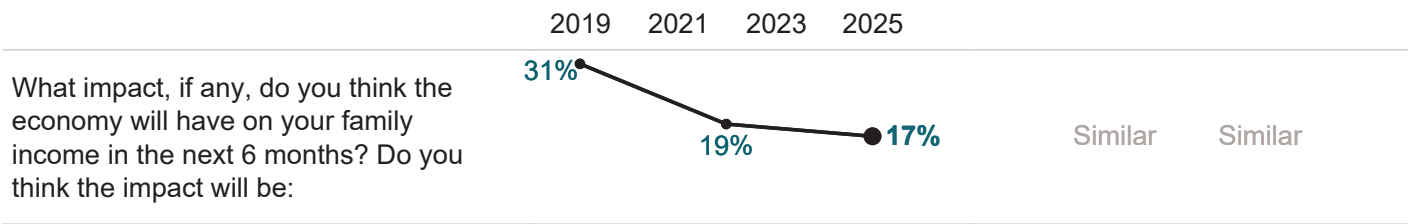


Please rate each of the following in the Plymouth community.
(% excellent or good)





What impact, if any, do you think the economy will have on your family income in the next 6 months? Do you think the impact will be:
 (% very or somewhat positive)

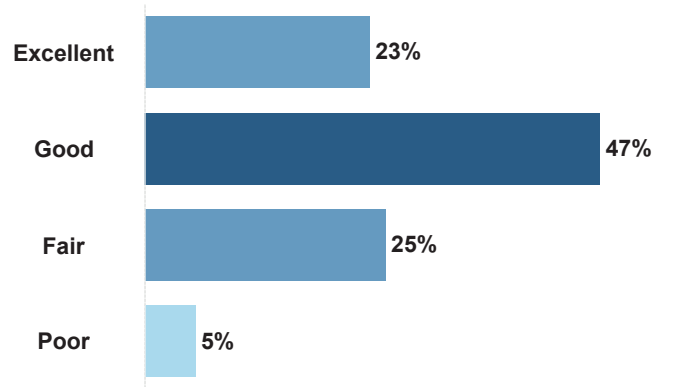


12. Comparison to the national benchmark is shown. If no comparison is available, this is left blank.
 13. Comparison to the custom benchmark is shown. A description of the custom benchmark cohort can be found in the About section of the report. If no comparison is available, this is left blank.

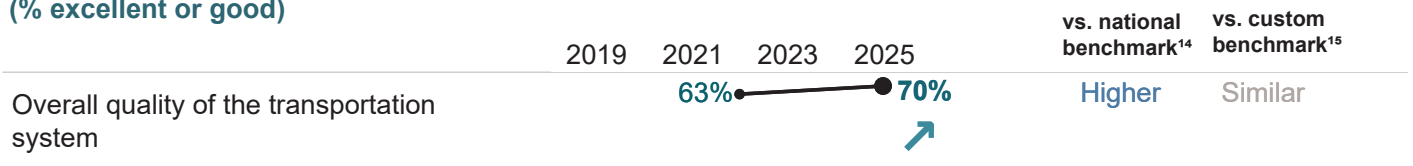
Overall quality of the transportation system in Plymouth, 2025

Mobility

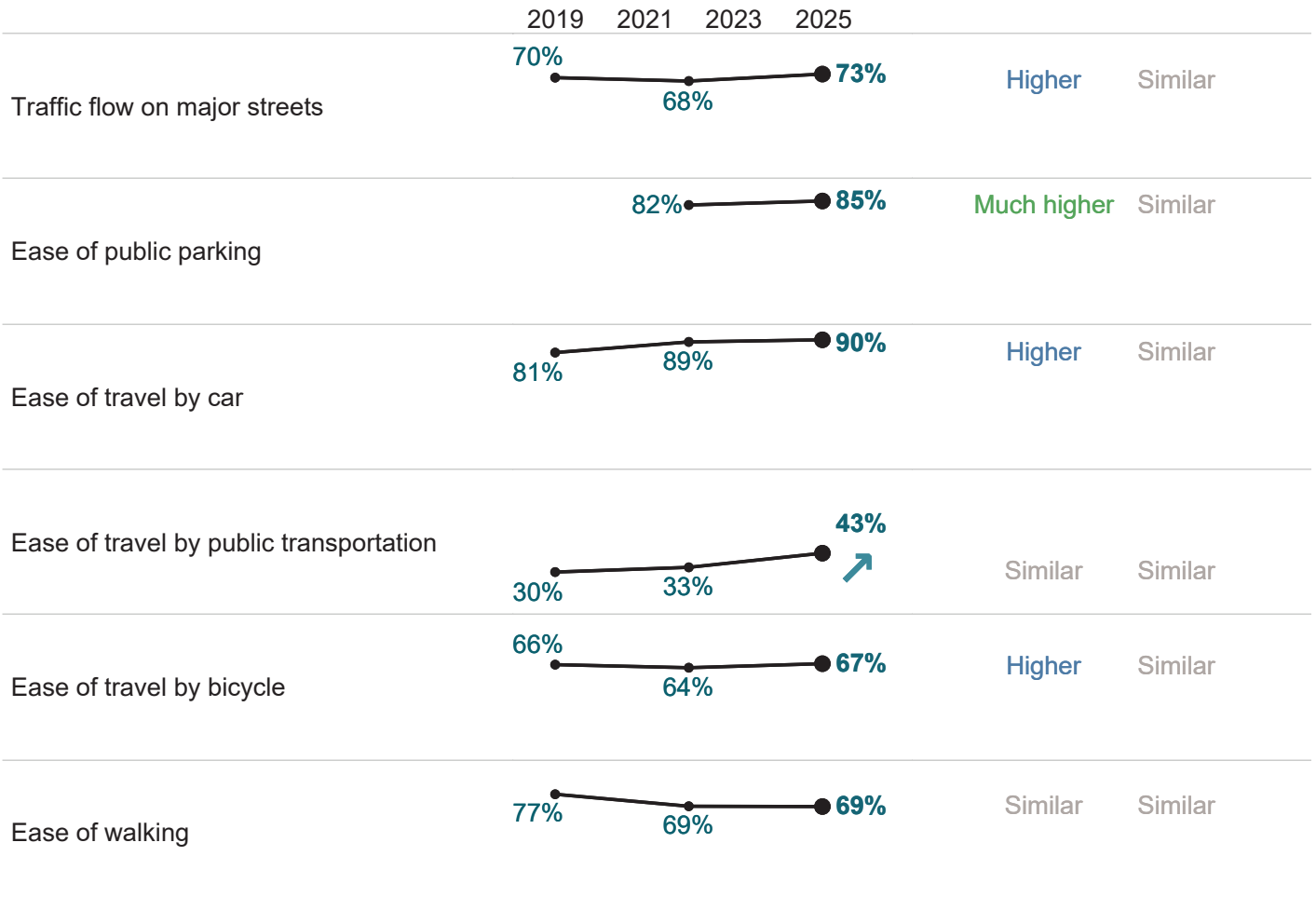
The ease with which residents can move about their communities, whether for commuting, leisure, or recreation, plays a major role in the quality of life for all who live, work, and play in the community.



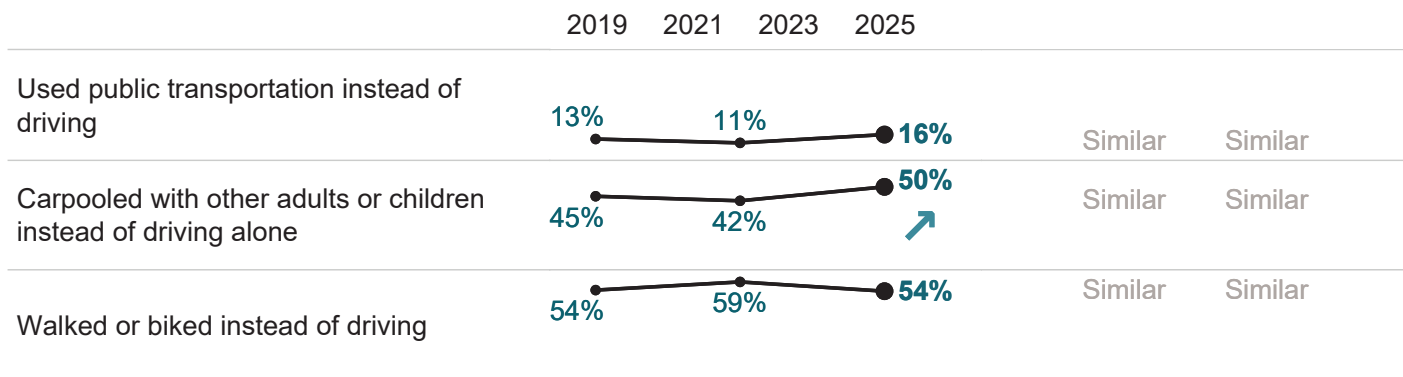
Please rate each of the following characteristics as they relate to Plymouth as a whole.
(% excellent or good)



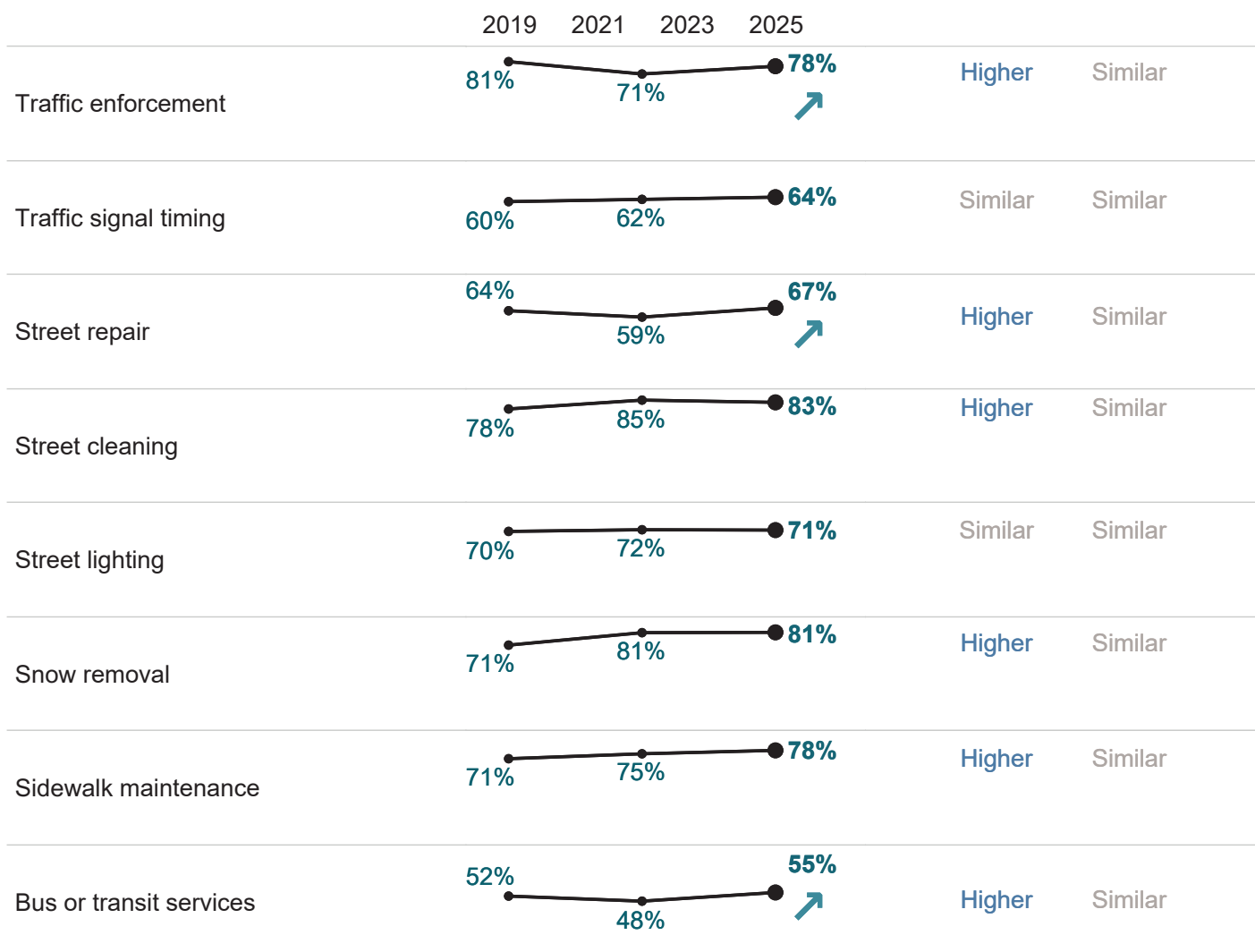
Please also rate each of the following in the Plymouth community.
(% excellent or good)



Please indicate whether or not you have done each of the following in the last 12 months.
 (% yes)



Please rate the quality of each of the following services in Plymouth.
 (% excellent or good)



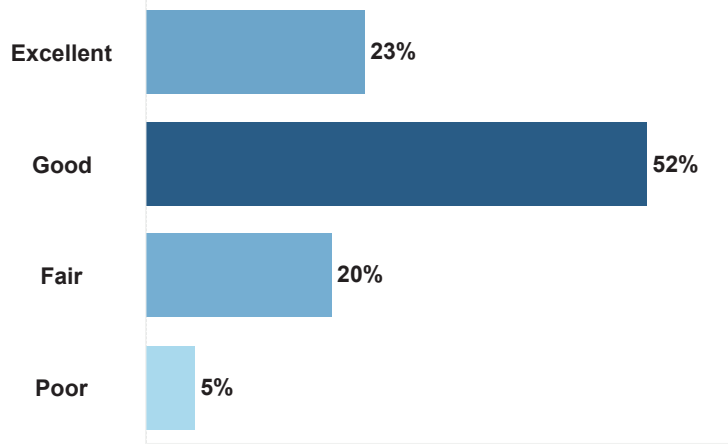
14. Comparison to the national benchmark is shown. If no comparison is available, this is left blank.

15. Comparison to the custom benchmark is shown. A description of the custom benchmark cohort can be found in the About section of the report. If no comparison is available, this is left blank.

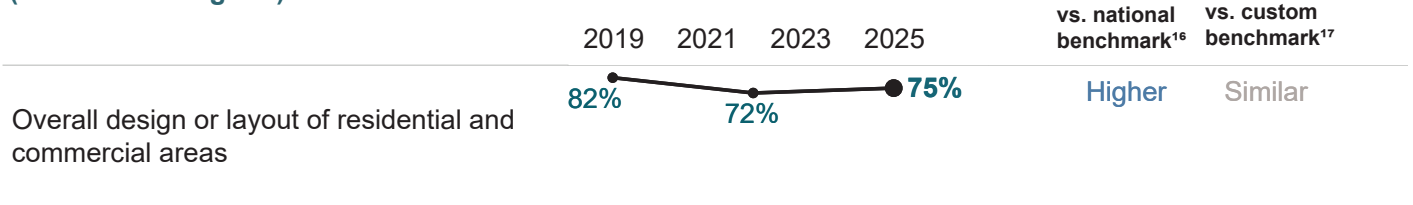
Overall design or layout of Plymouth's residential and commercial areas, 2025

Community Design

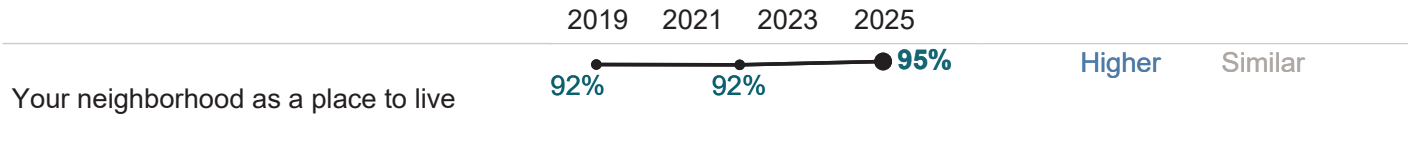
A well-designed community enhances the quality of life for its residents by encouraging smart land use and zoning, ensuring that affordable housing is accessible to all, and providing access to parks and other green spaces.



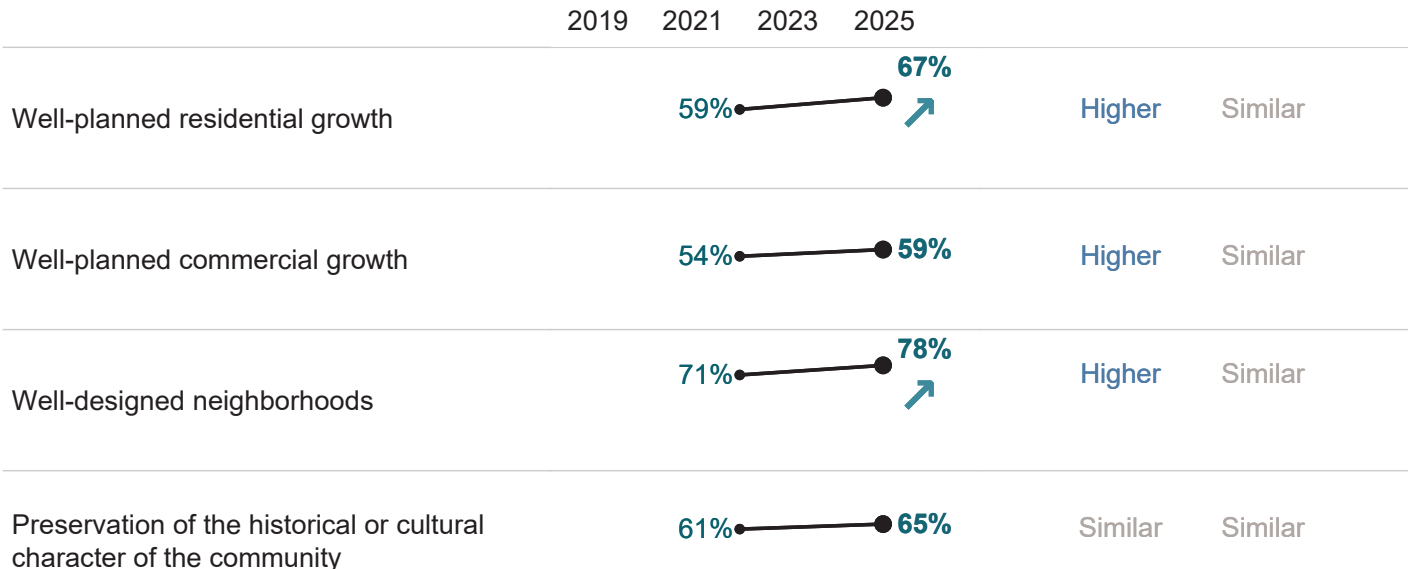
Please rate each of the following characteristics as they relate to Plymouth as a whole.
(% excellent or good)

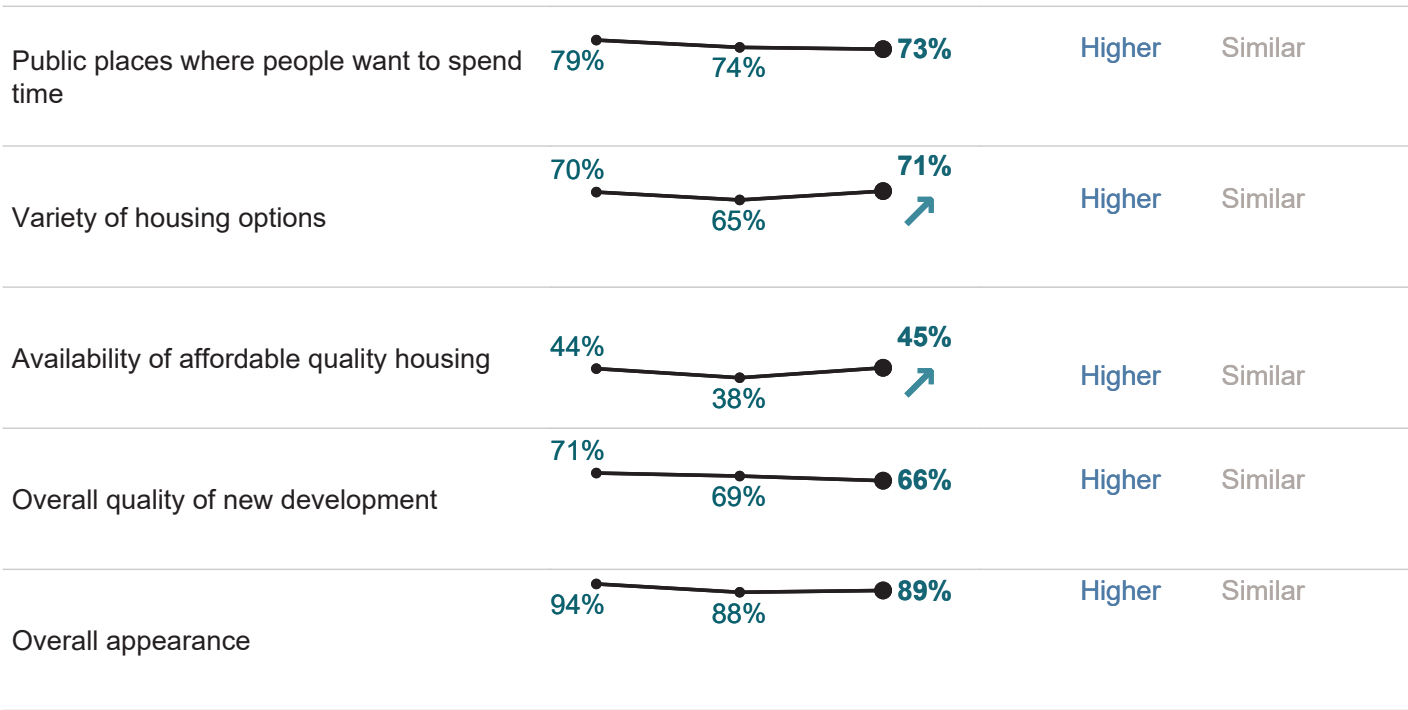


Please rate each of the following aspects of quality of life in Plymouth.
(% excellent or good)

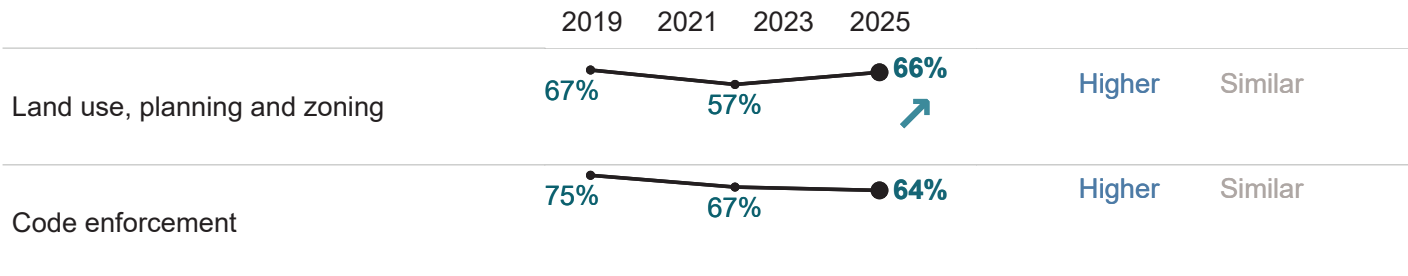


Please also rate each of the following in the Plymouth community.
(% excellent or good)





**Please rate the quality of each of the following services in Plymouth.
(% excellent or good)**



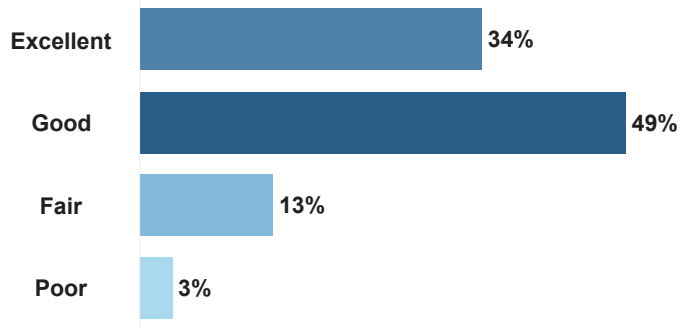
16. Comparison to the national benchmark is shown. If no comparison is available, this is left blank.

17. Comparison to the custom benchmark is shown. A description of the custom benchmark cohort can be found in the About section of the report. If no comparison is available, this is left blank.

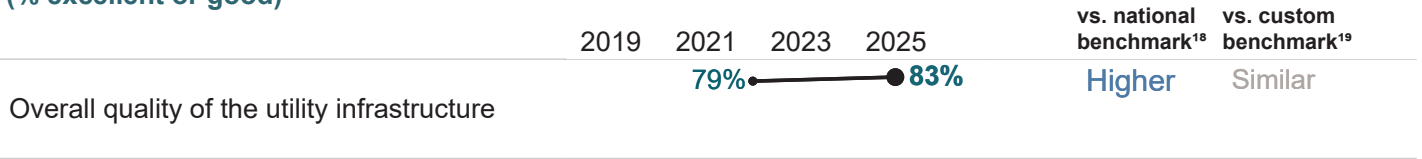
Overall quality of the utility infrastructure in Plymouth, 2025

Utilities

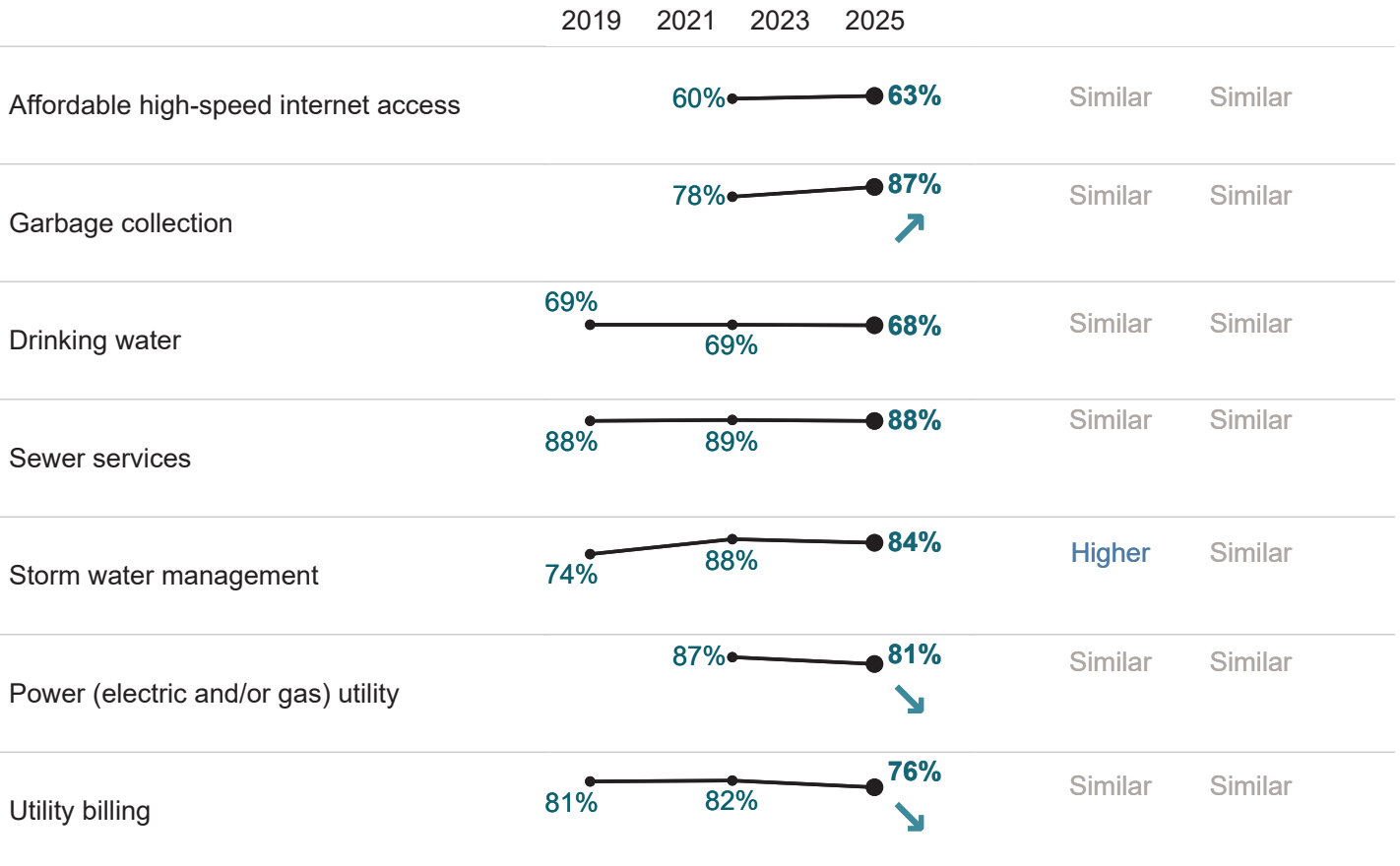
Services such as water, gas, electricity, and internet access play a vital role in ensuring the physical and economic health and well-being of the communities they serve.



Please rate each of the following characteristics as they relate to Plymouth as a whole.
(% excellent or good)



Please rate the quality of each of the following services in Plymouth.
(% excellent or good)



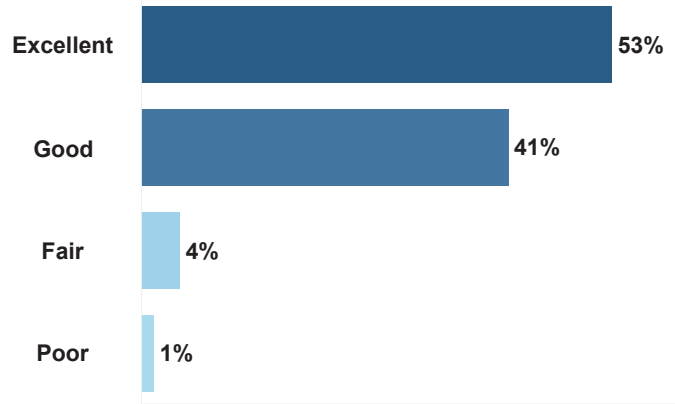
18. Comparison to the national benchmark is shown. If no comparison is available, this is left blank.

19. Comparison to the custom benchmark is shown. A description of the custom benchmark cohort can be found in the About section of the report. If no comparison is available, this is left blank.

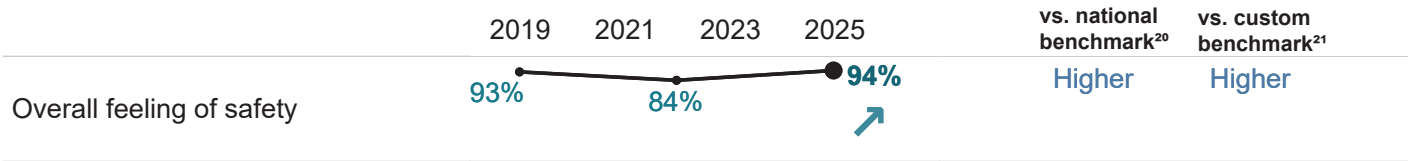
Safety

Public safety is often the most important task facing local governments. All residents should feel safe and secure in their neighborhoods and in the greater community, and providing robust safety-related services is essential to residents' quality of life.

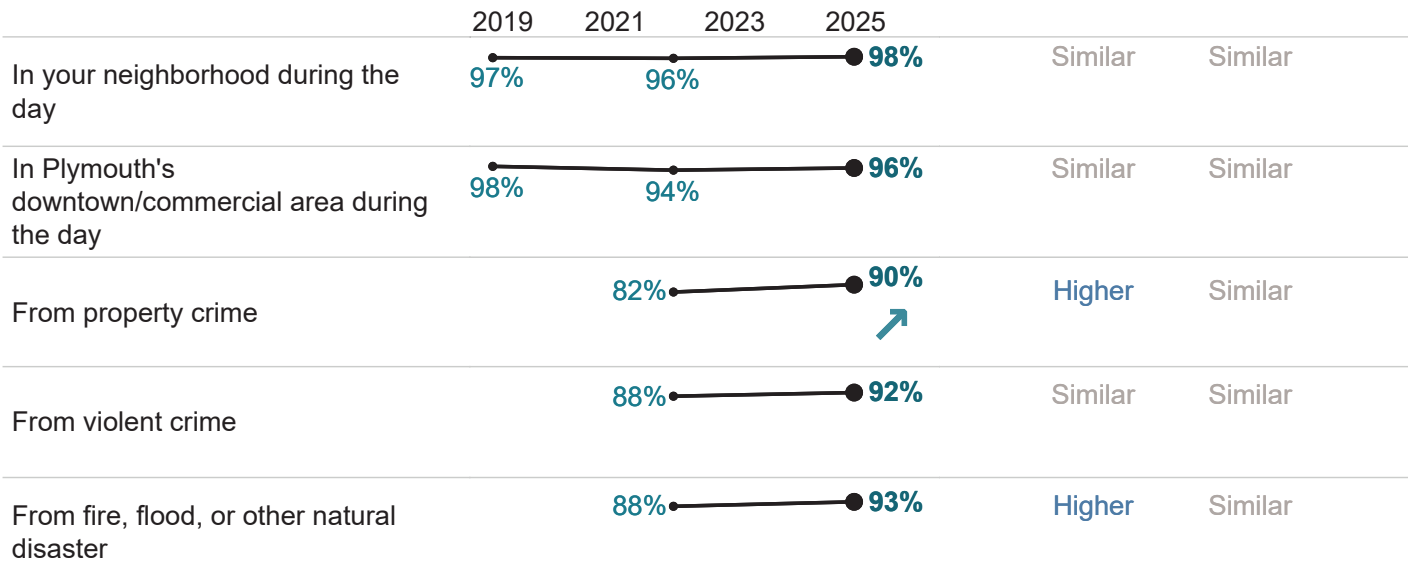
Overall feeling of safety in Plymouth, 2025



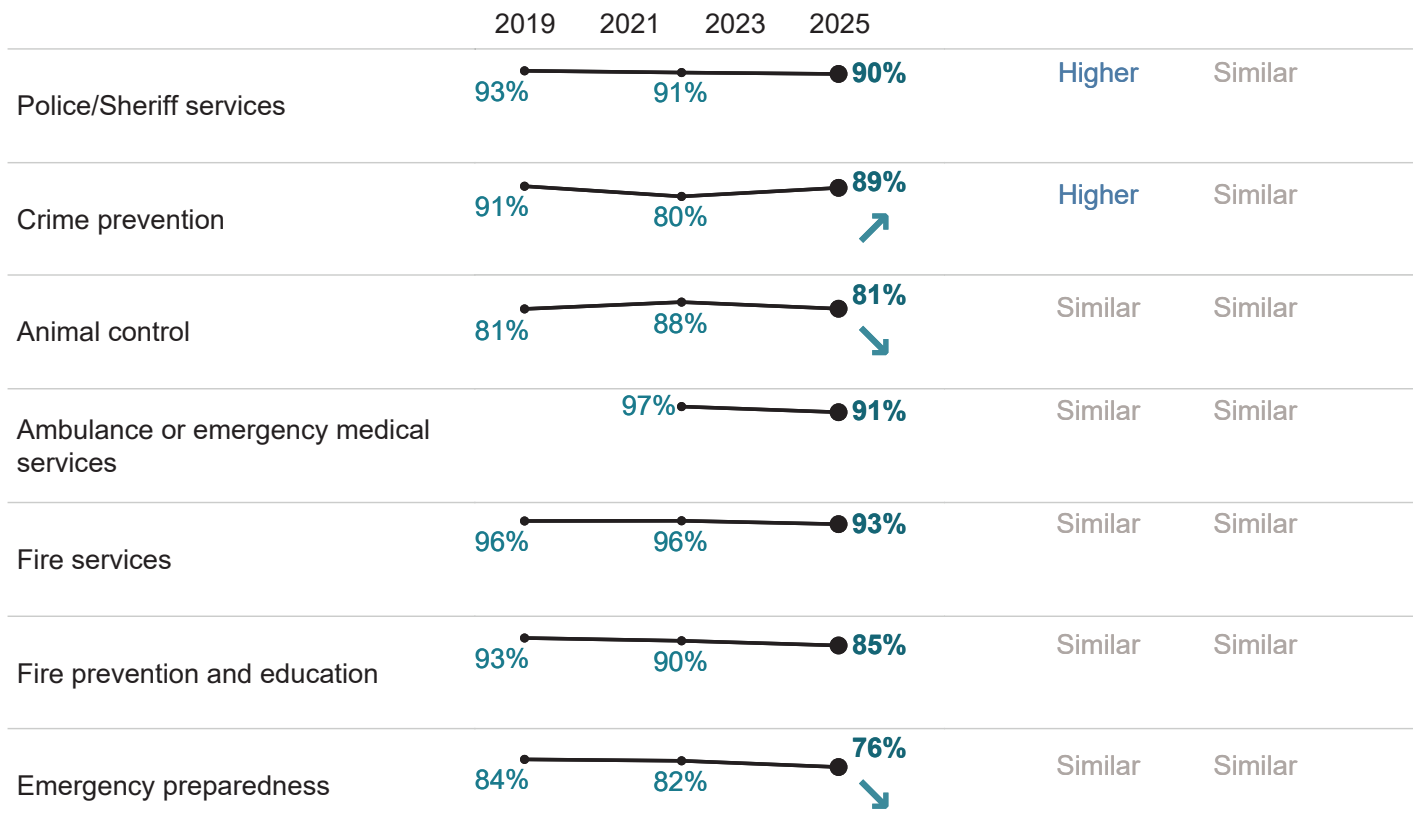
Please rate each of the following characteristics as they relate to Plymouth as a whole. (% excellent or good)



Please rate how safe or unsafe you feel: (% very or somewhat safe)



**Please rate the quality of each of the following services in Plymouth.
(% excellent or good)**



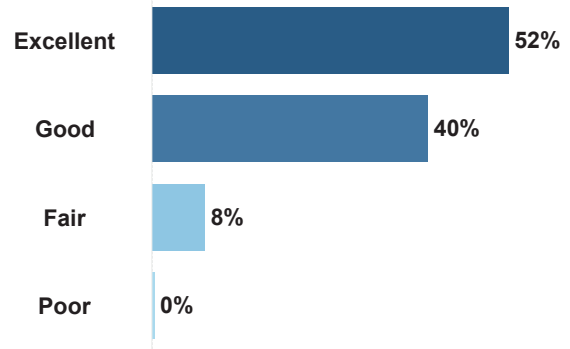
20. Comparison to the national benchmark is shown. If no comparison is available, this is left blank.

21. Comparison to the custom benchmark is shown. A description of the custom benchmark cohort can be found in the About section of the report. If no comparison is available, this is left blank.

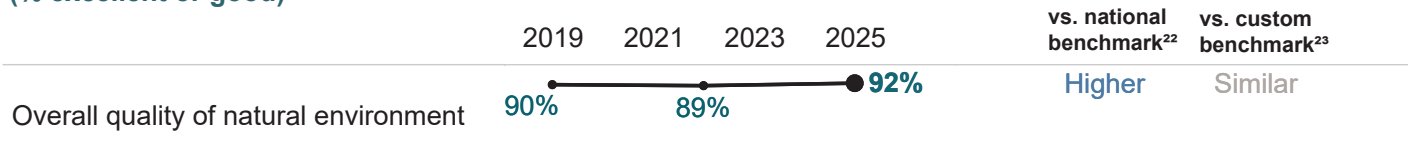
Overall quality of natural environment in Plymouth, 2025

Natural Environment

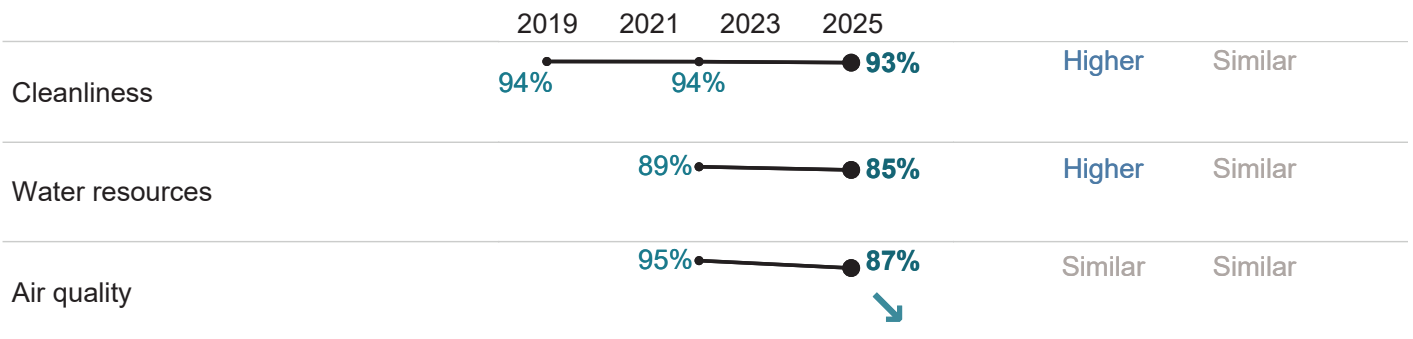
The natural environment plays a vital role in the health and well-being of residents. The natural spaces in which residents live and experience their communities has a direct and profound effect on quality of life.



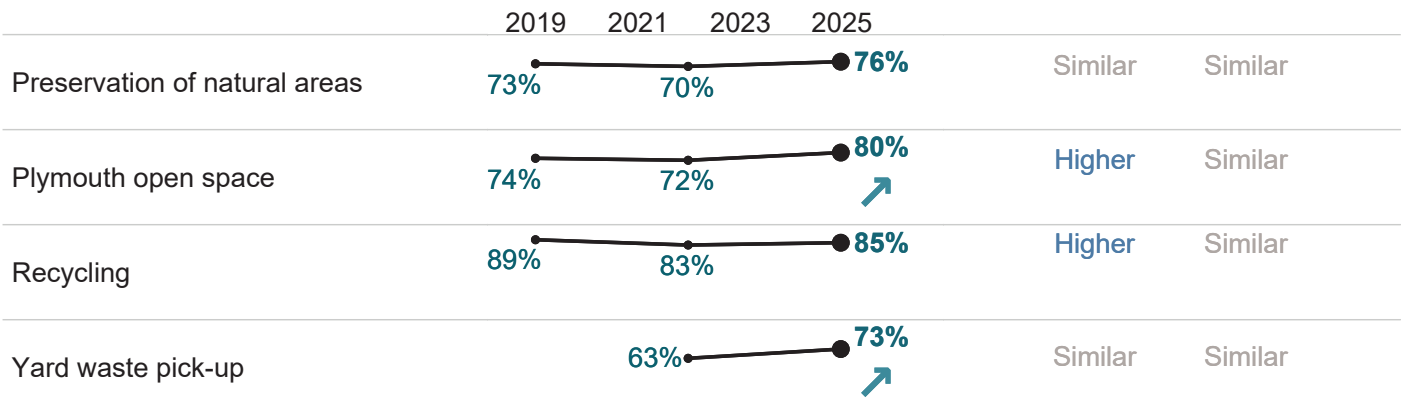
Please rate each of the following characteristics as they relate to Plymouth as a whole. (% excellent or good)



Please also rate each of the following in the Plymouth community. (% excellent or good)



Please rate the quality of each of the following services in Plymouth. (% excellent or good)



22. Comparison to the national benchmark is shown. If no comparison is available, this is left blank.

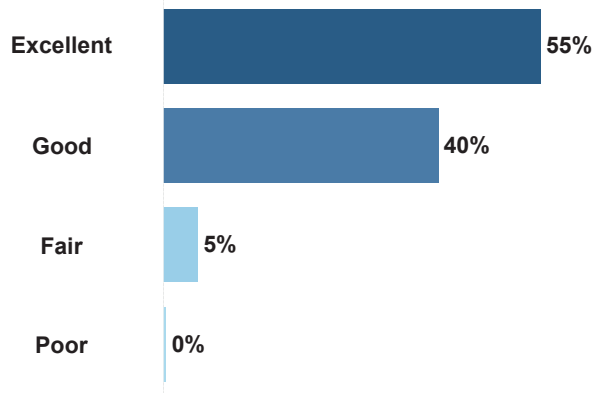
23. Comparison to the custom benchmark is shown. A description of the custom benchmark cohort can be found in the About section of the report. If no comparison is available, this is left blank.

Parks and Recreation

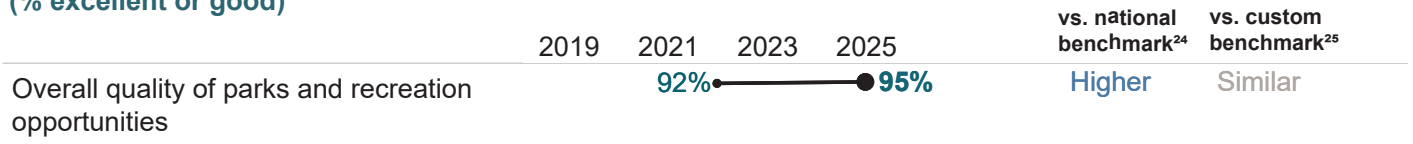
"There are no communities that pride themselves on their quality of life, promote themselves as a desirable location for businesses to relocate, or maintain that they are environmental stewards of their natural resources, without such communities having a robust, active system of parks and recreation programs for public use and enjoyment."

- National Recreation and Park Association

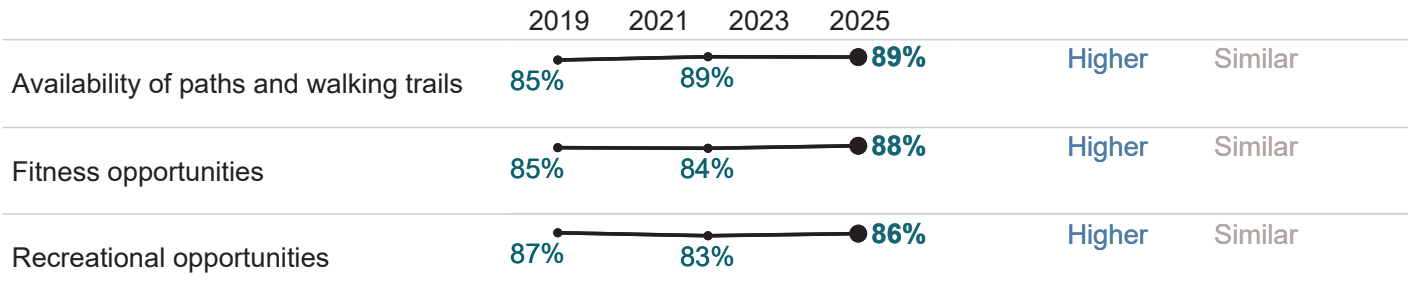
Overall quality of parks and recreation opportunities, 2025



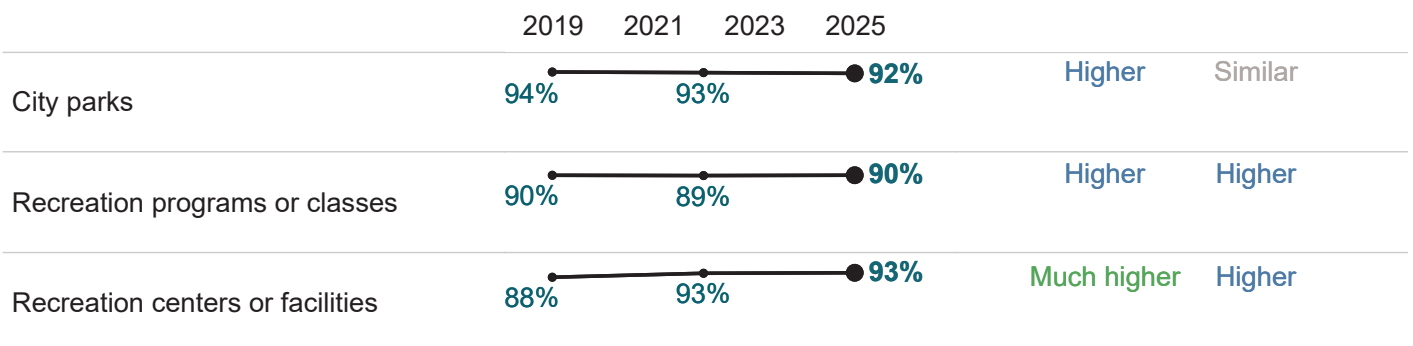
Please rate each of the following characteristics as they relate to Plymouth as a whole. (% excellent or good)



Please also rate each of the following in the Plymouth community. (% excellent or good)



Please rate the quality of each of the following services in Plymouth. (% excellent or good)



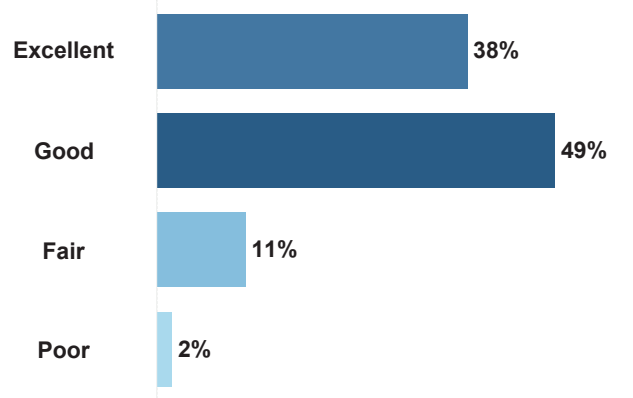
24. Comparison to the national benchmark is shown. If no comparison is available, this is left blank.

25. Comparison to the custom benchmark is shown. A description of the custom benchmark cohort can be found in the About section of the report. If no comparison is available, this is left blank.

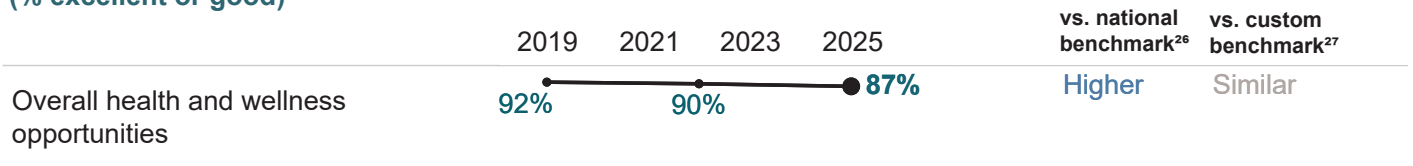
Overall health and wellness opportunities in Plymouth, 2025

Health and Wellness

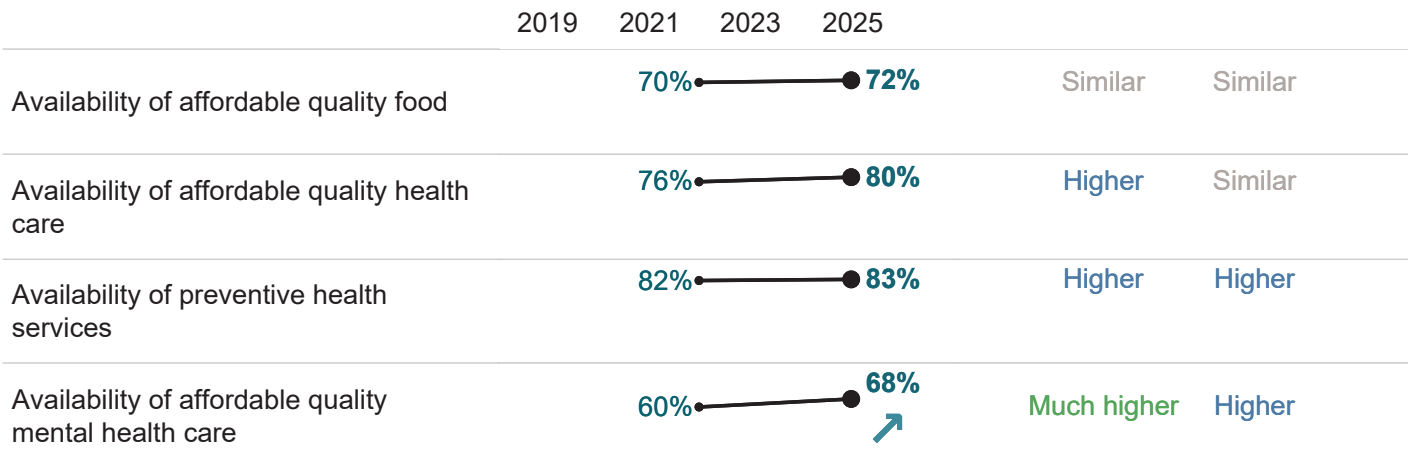
The characteristics of and amenities available in the communities in which people live has a direct impact on the health and wellness of residents, and thus, on their quality of life overall.



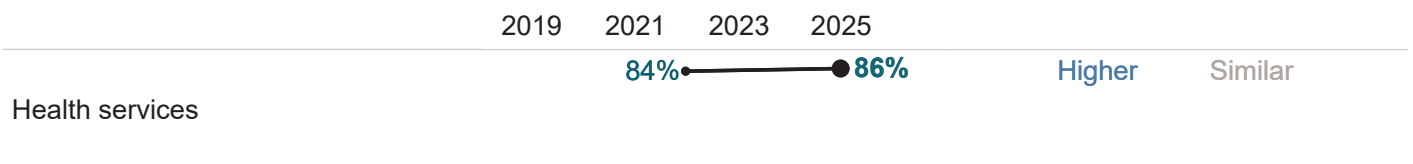
Please rate each of the following characteristics as they relate to Plymouth as a whole.
(% excellent or good)



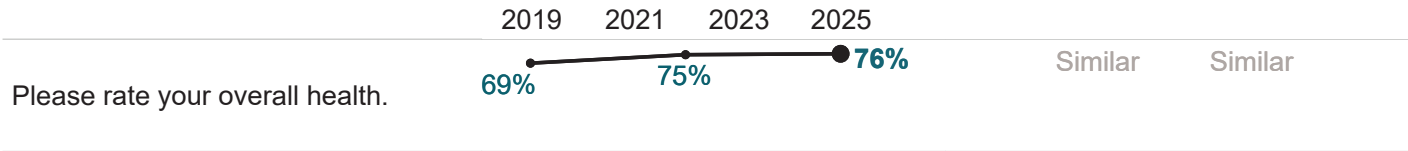
Please also rate each of the following in the Plymouth community.
(% excellent or good)



Please rate the quality of each of the following services in Plymouth.
(% excellent or good)



Please rate your overall health.
(% excellent or very good)



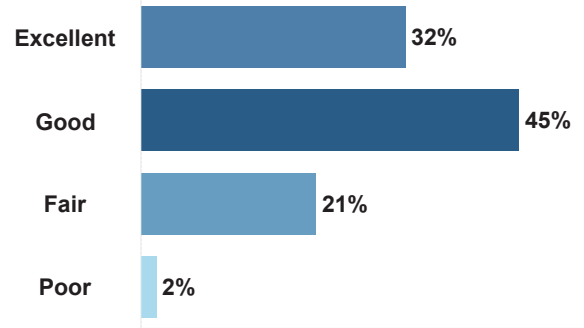
26. Comparison to the national benchmark is shown. If no comparison is available, this is left blank.

27. Comparison to the custom benchmark is shown. A description of the custom benchmark cohort can be found in the About section of the report. If no comparison is available, this is left blank.

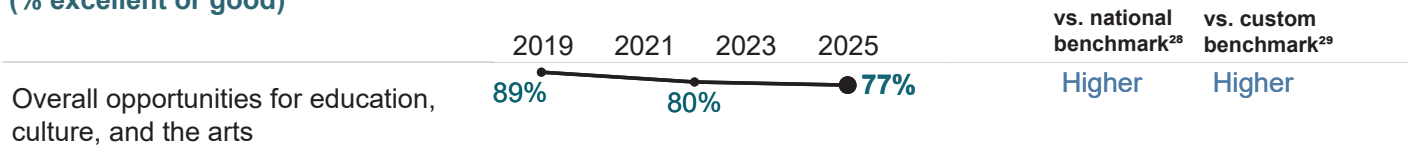
Education, Arts, and Culture

Participation in the arts, in educational opportunities, and in cultural activities is linked to increased civic engagement, greater social tolerance, and enhanced enjoyment of the local community.

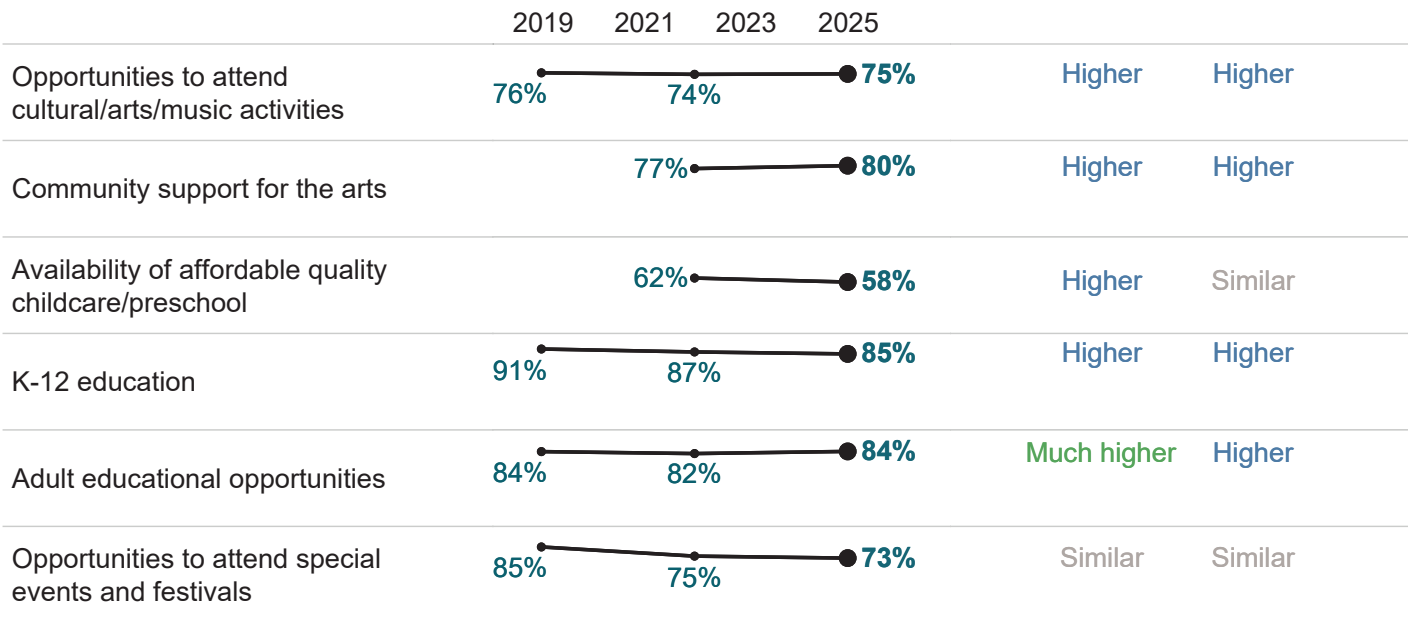
Overall opportunities for education, culture and the arts, 2025



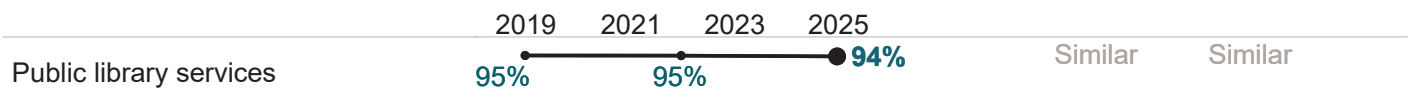
Please rate each of the following characteristics as they relate to Plymouth as a whole. (% excellent or good)



Please also rate each of the following in the Plymouth community. (% excellent or good)



Please rate the quality of each of the following services in Plymouth. (% excellent or good)



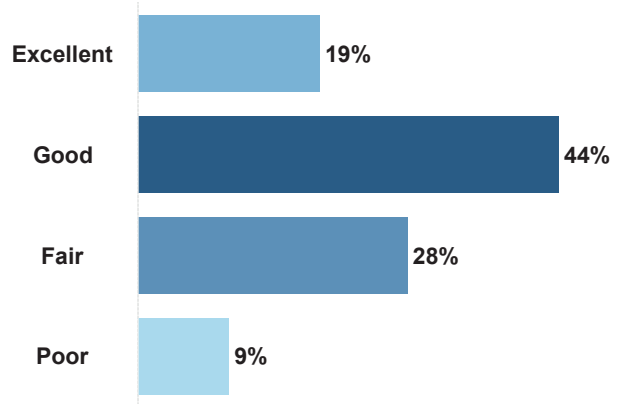
28. Comparison to the national benchmark is shown. If no comparison is available, this is left blank.

29. Comparison to the custom benchmark is shown. A description of the custom benchmark cohort can be found in the About section of the report. If no comparison is available, this is left blank.

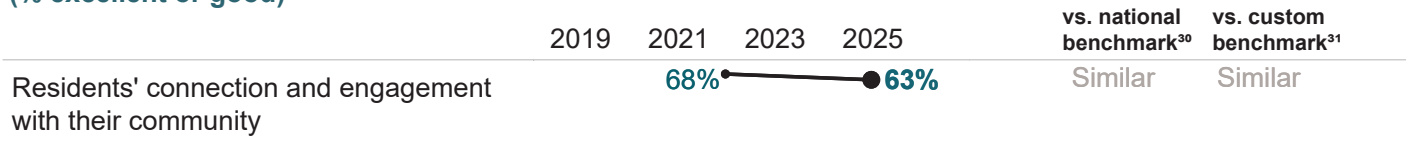
Inclusivity and Engagement

Inclusivity refers to a cultural and environmental feeling of belonging; residents who feel invited to participate within their communities feel more included, involved, and engaged than those who do not.

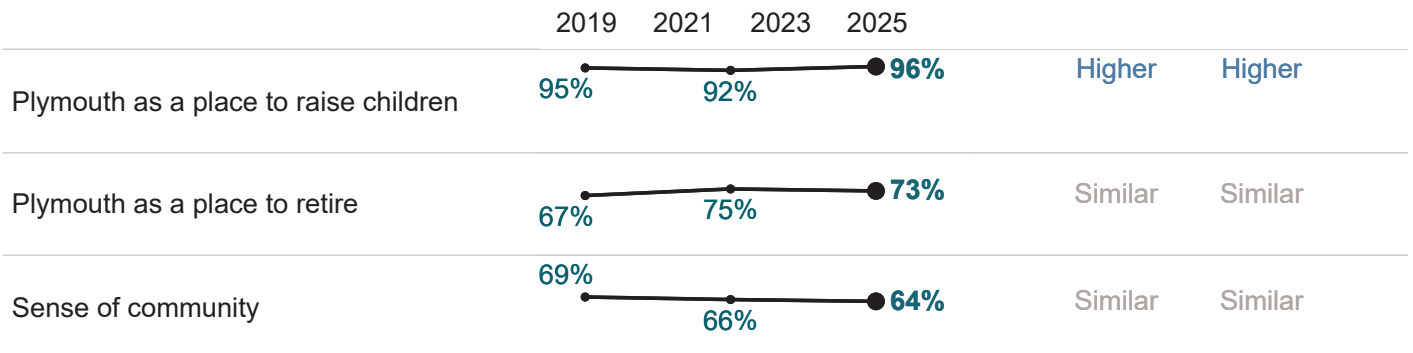
Residents' connection and engagement with their community, 2025



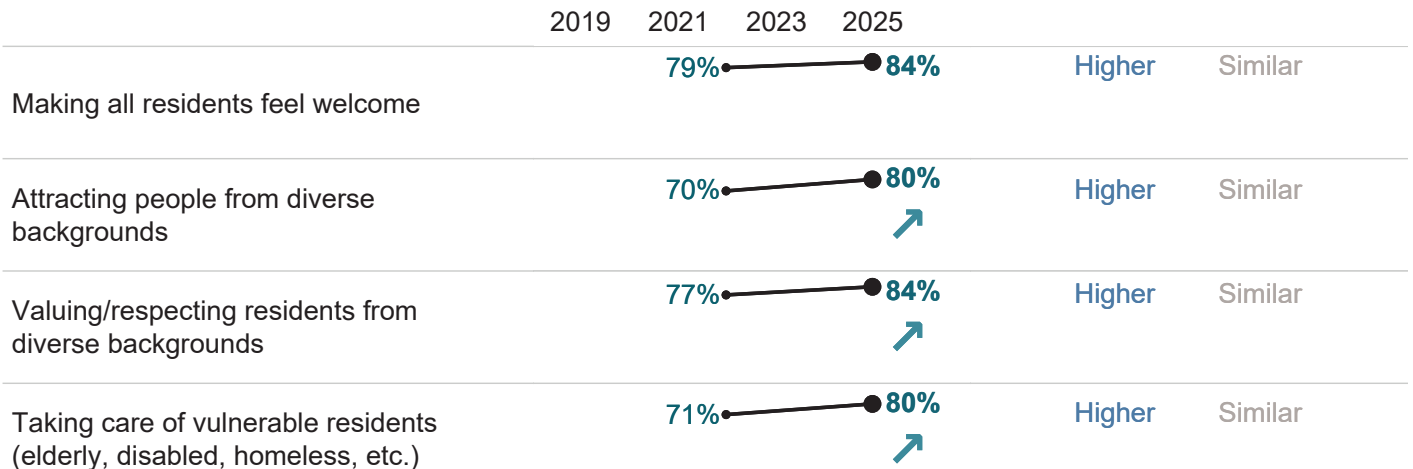
Please rate each of the following characteristics as they relate to Plymouth as a whole. (% excellent or good)



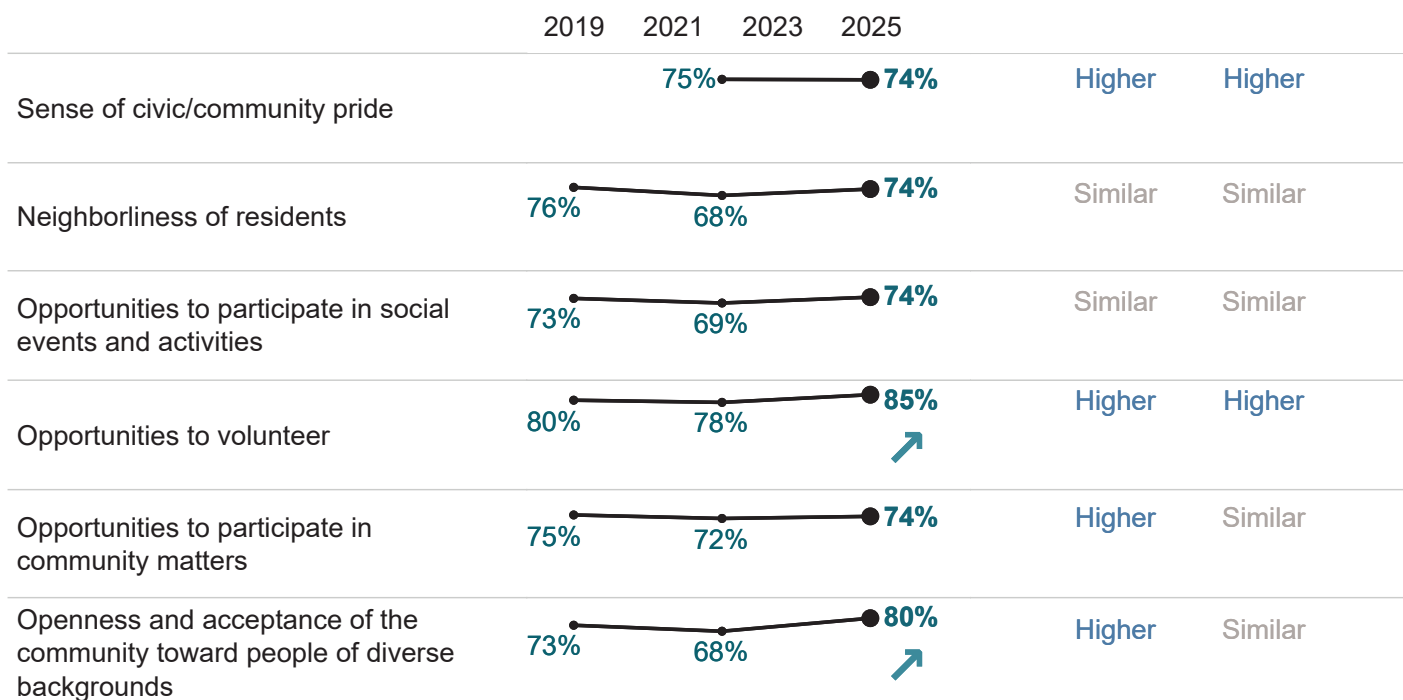
Please rate each of the following aspects of quality of life in Plymouth. (% excellent or good)



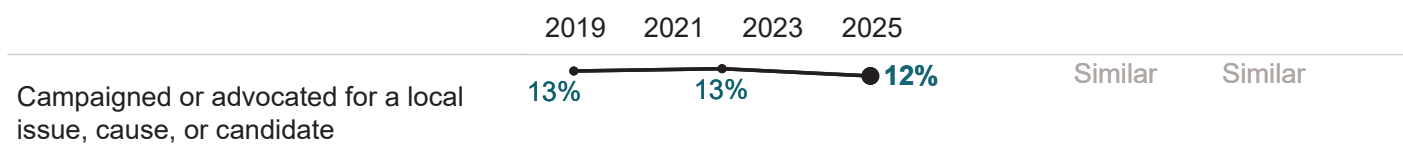
Please rate how you feel the Plymouth community does at each of the following. (% excellent or good)



Please also rate each of the following in the Plymouth community.
 (% excellent or good)



Please indicate whether or not you have done each of the following in the last 12 months.
 (% yes)























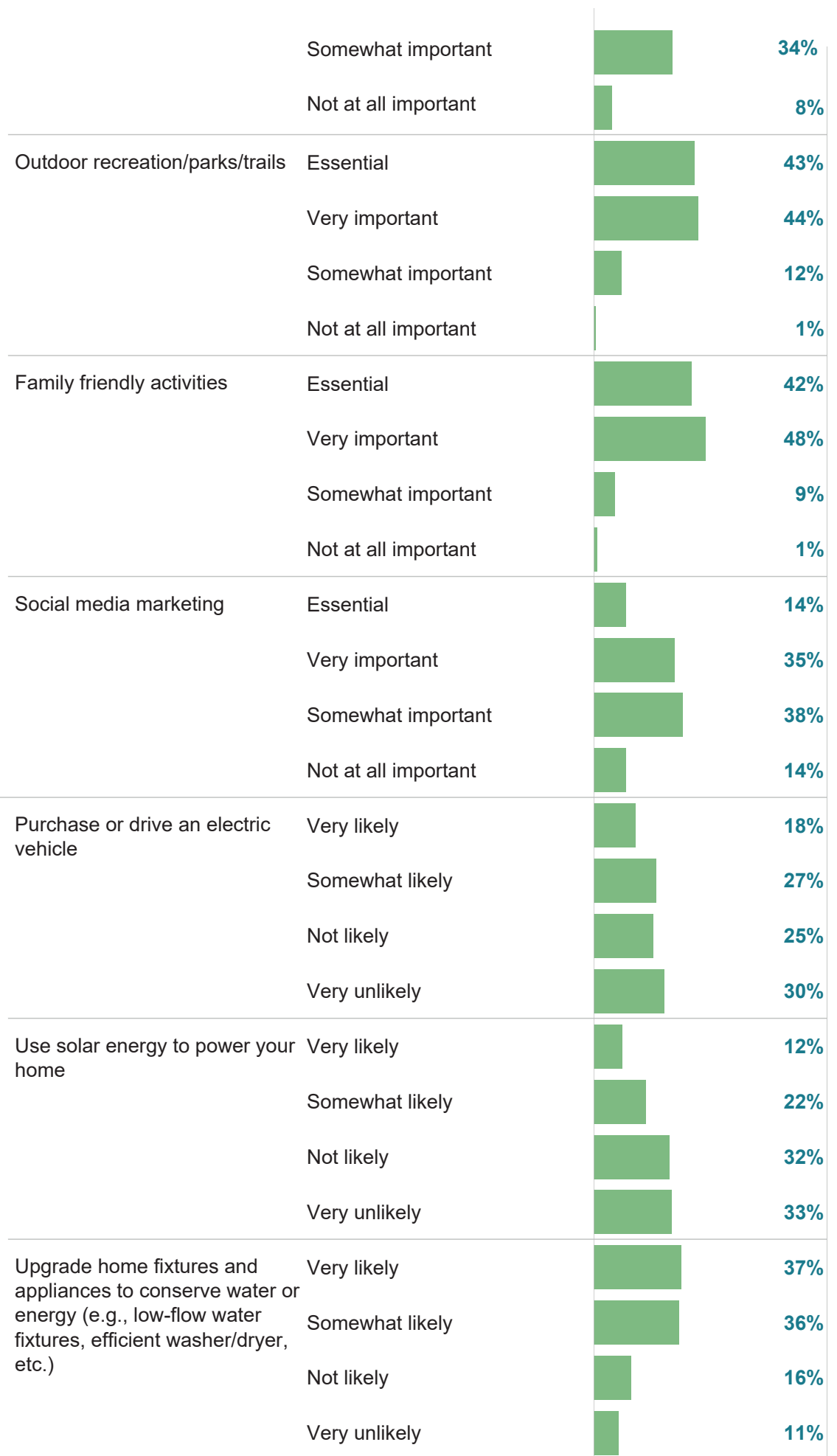
30. Comparison to the national benchmark is shown. If no comparison is available, this is left blank.

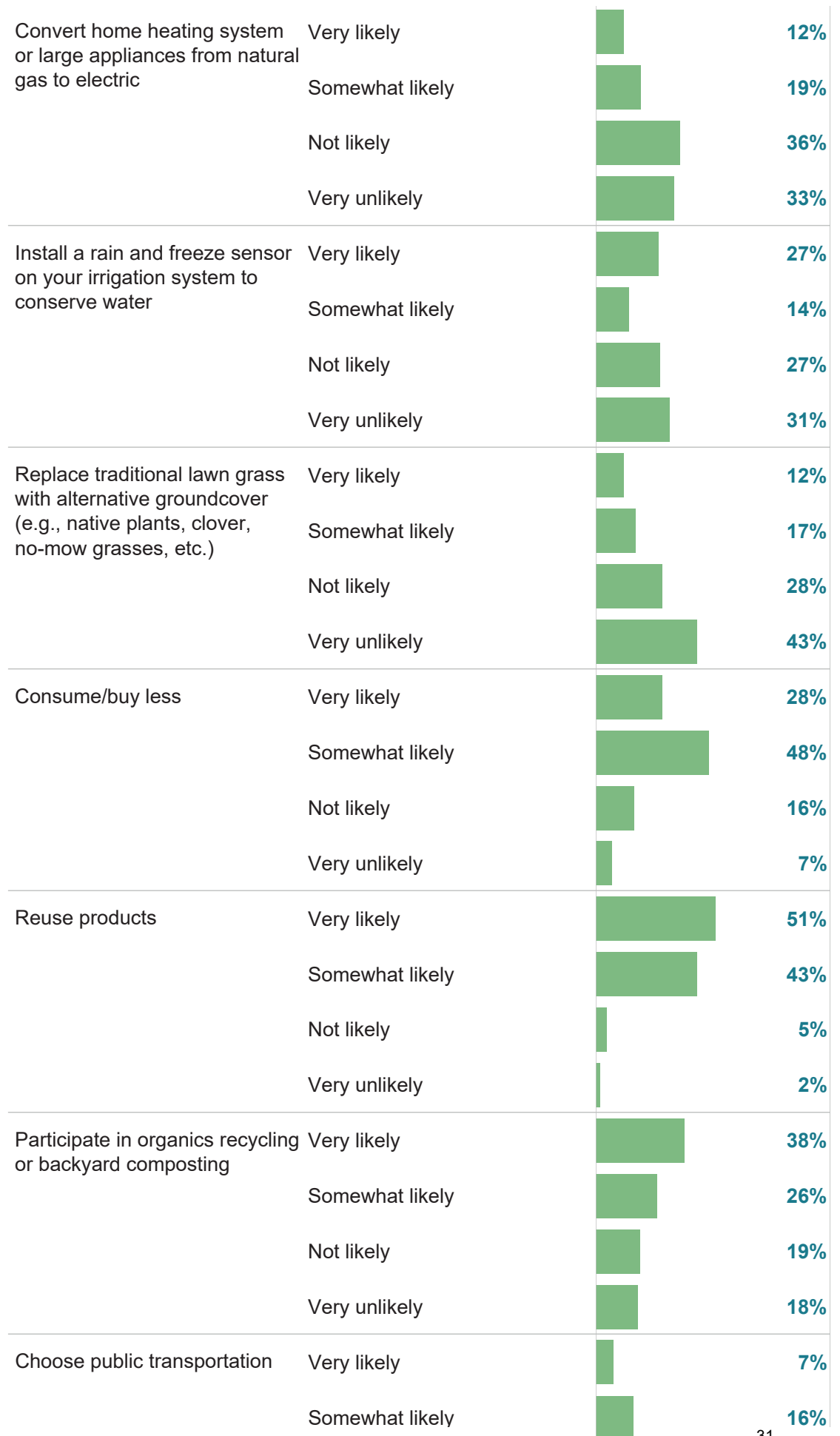
31. Comparison to the custom benchmark is shown. A description of the custom benchmark cohort can found in the About section of the report. If no comparison is available, this is left blank.


























Custom questions

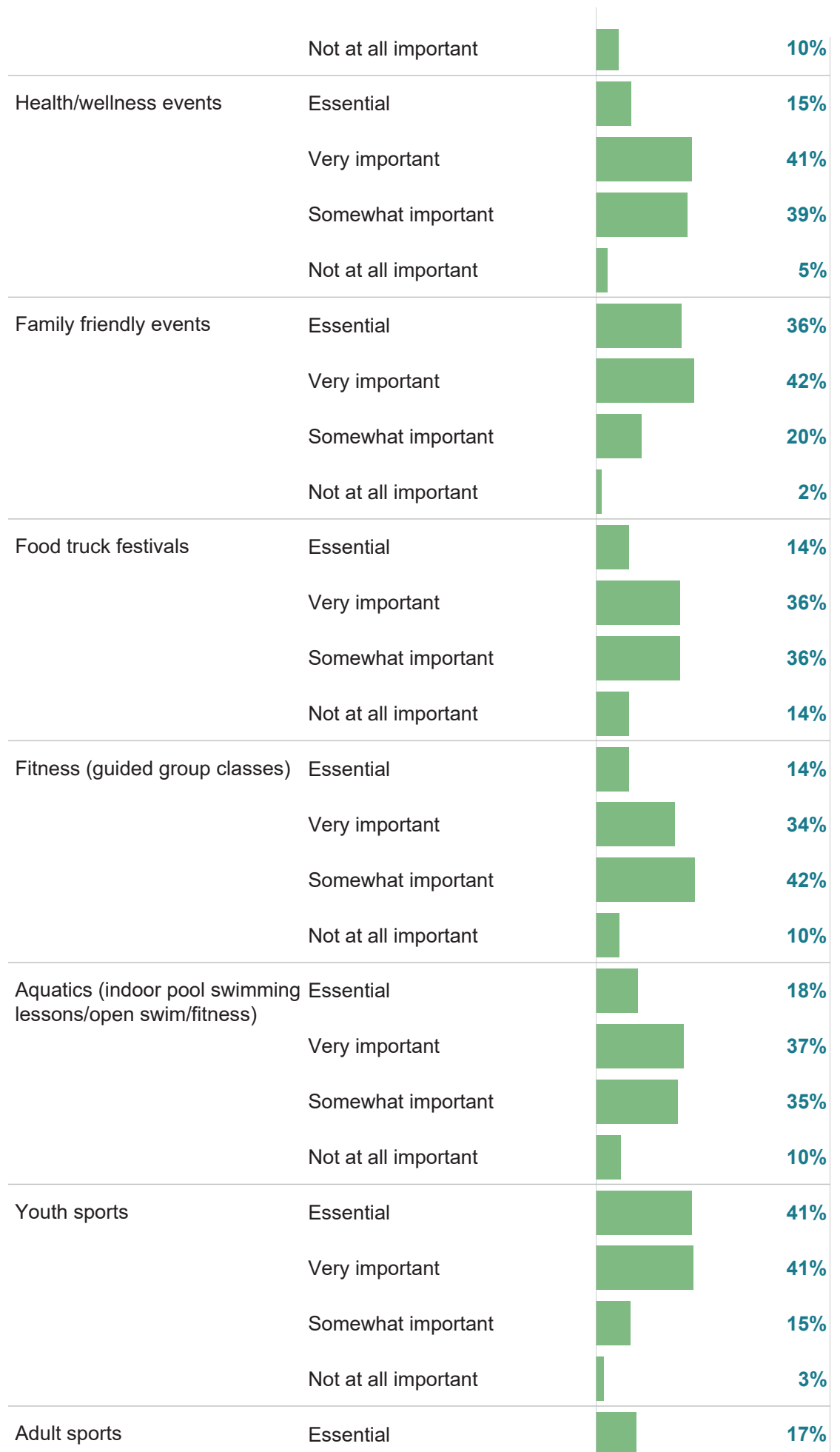
Below are the complete set of responses to each custom question on the survey. By default, “don't know” responses are excluded.



























	Are you aware of the city's destination marketing organization, Hello! Plymouth?	No		64%
		Yes		36%
Please rate how important, if at all, you think the following items are for attracting visitors to Plymouth?	Community events	Essential		21%
		Very important		47%
		Somewhat important		28%
		Not at all important		4%
Restaurants/breweries/cafes	Essential		58%	
	Very important		33%	
	Somewhat important		7%	
	Not at all important		2%	
Shopping/retail	Essential		40%	
	Very important		40%	
	Somewhat important		17%	
	Not at all important		3%	
Concerts	Essential		17%	
	Very important		33%	
	Somewhat important		41%	
	Not at all important		10%	
Sport tournaments/athletics	Essential		21%	
	Very important		38%	





		Not likely		39%
		Very unlikely		38%
Choose active transportation (e.g., bike, walk, rollerblade, etc.)		Very likely		26%
		Somewhat likely		37%
		Not likely		19%
		Very unlikely		18%
Please rate how important, if at all, you think it is to add or expand the following city recreation opportunities in Plymouth.	Adaptive/inclusive programs for persons with disabilities	Essential		26%
		Very important		41%
		Somewhat important		29%
		Not at all important		4%
Opportunities for active adults (ages 55+)	Essential		24%	
	Very important		48%	
	Somewhat important		22%	
	Not at all important		6%	
Public art/art programming	Essential		13%	
	Very important		40%	
	Somewhat important		36%	
	Not at all important		11%	
Ticketed concerts (national acts at the Hilde Performance Center)	Essential		7%	
	Very important		29%	
	Somewhat important		50%	
	Not at all important		13%	
Free concerts	Essential		18%	
	Very important		32%	
	Somewhat important		40%	



		Very important		43%
		Somewhat important		34%
		Not at all important		5%
	Outdoor recreation	Essential		42%
		Very important		41%
		Somewhat important		15%
		Not at all important		2%
<p>The City of Plymouth is evaluating potential improvements to community parks and facilities based resident input, space needs, and the condition of existing amenities. Areas under consideration include the Plymouth Ice Center, built in 1997, which experiences high demand for ice time and has aging locker rooms and shared spaces; the Community Centers fieldhouse dome, which is nearing the end of its useful life existing city playfields such as Parkers Lake and Plymouth Creek, which are heavily used and include older features; and a possible new playfield at the former Four Seasons Mall site to help meet demand for youth sports space. The city is considering a range of investments to address these needs. Please rate how important, if at all, you feel each of the following potential improvements is.</p>	Fieldhouse at the Plymouth Community Center: Replacing the inflated fieldhouse dome with a permanent year-round structure	Essential		17%
		Very important		28%
		Somewhat important		37%
		Not at all important		17%
	Plymouth Ice Center: Adding a fourth sheet of ice, interior renovations, parking ramp and road realignment	Essential		13%
		Very important		26%
		Somewhat important		39%
		Not at all important		22%
	Regional Sports Facilities: Replace and improve amenities at Plymouth Creek and Parkers Lake playfields, including a splash pad	Essential		21%
		Very important		34%
		Somewhat important		35%
		Not at all important		11%
A new playfield at the former Four Seasons Mall site, along with transit park and ride improvements	Essential		21%	
	Very important		35%	
	Somewhat important		33%	
	Not at all important		11%	
<p>To finance the improvements listed above, the city is considering a half-cent local sales tax. Research from the University of Minnesota shows that about 55% of the local sales tax money would come from people who don't live in Plymouth but visit to shop, eat, or use city facilities. Do you agree or disagree that the city should invest in these improvements using a local sales tax?</p>		Strongly agree		31%
		Somewhat agree		47%
		Somewhat disagree		10%

Strongly disagree



12%

Open-ended questions

City included one open-ended question on their survey. The verbatim responses were categorized by topic area and those topics are reported below with the percent of responses given in each category. Because some comments from residents covered more than a single topic, those verbatim responses are grouped by the first topic listed in each comment.

What do you think is the single biggest challenge facing Plymouth today?

Housing cost & availability	15%
Taxes, cost of living & fiscal stewardship	15%
Public safety & crime	14%
Growth management, density & land use balance	10%
Infrastructure maintenance & city services (incl. water quality)	9%
Amenities, dining/shopping & “downtown” identity	8%
Governance, communication & transparency	7%
Diversity/sense of community	4%
Traffic, congestion & construction	4%
Schools & education quality/capacity	2%
Walkability, sidewalks, biking & transit	2%
Parks and Recreation/conservation	1%
Other	3%
Don't know	4%

Custom Benchmark Communities

Plymouth's custom benchmark was comprised of Minnesota communities with similar characteristics. The cities included in the custom benchmark comparison are listed below.

Bloomington

Chanhassen

Cottage Grove

Eagan

Eden Prairie

Edina

Lakeville

Maple Grove

Maplewood

Oakdale

Prior Lake

Ramsey

Richfield

Savage

Shakopee

Shoreview

Woodbury

Comparison of Random Sample and Open Participation Survey

Question Number	Question Stem	Question Wording	Random Sample Percent Positive	Random Sample Comparison to National Benchmark	Open Participation Percentage Positive	Difference Between Random Sample and Open Participation Ratings
q1a	Please rate each of the following aspects of quality of life in Plymouth.	Plymouth as a place to live	96.2	Higher	97.4	1.2
q1b	Please rate each of the following aspects of quality of life in Plymouth.	Your neighborhood as a place to live	95.2	Higher	94.8	-0.4
q1c	Please rate each of the following aspects of quality of life in Plymouth.	Plymouth as a place to raise children	96.1	Higher	96.1	0
q1d	Please rate each of the following aspects of quality of life in Plymouth.	Plymouth as a place to work	85.1	Higher	83.1	-2
q1e	Please rate each of the following aspects of quality of life in Plymouth.	Plymouth as a place to visit	62.8	Similar	61.4	-1.4
q1f	Please rate each of the following aspects of quality of life in Plymouth.	Plymouth as a place to retire	72.7	Similar	71.8	-0.9
q1g	Please rate each of the following aspects of quality of life in Plymouth.	The overall quality of life	92	Higher	94.7	2.7
q1h	Please rate each of the following aspects of quality of life in Plymouth.	Sense of community	64.2	Similar	65.2	1

Question Number	Question Stem	Question Wording	Random Sample Percent Positive	Random Sample Comparison to National Benchmark	Open Participation Percentage Positive	Difference Between Random Sample and Open Participation Ratings
q2a	Please rate each of the following characteristics as they relate to Plymouth as a whole.	Overall economic health	91.3	Higher	90.9	-0.4
q2b	Please rate each of the following characteristics as they relate to Plymouth as a whole.	Overall quality of the transportation system	70	Higher	62.8	-7.2
q2c	Please rate each of the following characteristics as they relate to Plymouth as a whole.	Overall design or layout of residential and commercial areas	75.3	Higher	73.5	-1.8
q2d	Please rate each of the following characteristics as they relate to Plymouth as a whole.	Overall quality of the utility infrastructure	83.2	Higher	80.5	-2.7
q2e	Please rate each of the following characteristics as they relate to Plymouth as a whole.	Overall feeling of safety	94.1	Higher	89.1	-5
q2f	Please rate each of the following characteristics as they relate to Plymouth as a whole.	Overall quality of natural environment	91.9	Higher	89.1	-2.8
q2g	Please rate each of the following characteristics as they relate to Plymouth as a whole.	Overall quality of parks and recreation opportunities	94.6	Higher	92	-2.6

Question Number	Question Stem	Question Wording	Random Sample Percent Positive	Random Sample Comparison to National Benchmark	Open Participation Percentage Positive	Difference Between Random Sample and Open Participation Ratings
q2h	Please rate each of the following characteristics as they relate to Plymouth as a whole.	Overall health and wellness opportunities	87.1	Higher	87.2	0.1
q2i	Please rate each of the following characteristics as they relate to Plymouth as a whole.	Overall opportunities for education, culture, and the arts	77.1	Higher	75.8	-1.3
q2j	Please rate each of the following characteristics as they relate to Plymouth as a whole.	Residents' connection and engagement with their community	62.6	Similar	64.2	1.6
q3a	Please indicate how likely or unlikely you are to do each of the following.	Recommend living in Plymouth to someone who asks	95	Higher	93.2	-1.8
q3b	Please indicate how likely or unlikely you are to do each of the following.	Remain in Plymouth for the next five years	89.6	Similar	92.6	3
q4a	Please rate how safe or unsafe you feel:	In your neighborhood during the day	98.1	Similar	97.8	-0.3
q4b	Please rate how safe or unsafe you feel:	In Plymouth's downtown/commercial area during the day	96.4	Similar	95.7	-0.7
q4c	Please rate how safe or unsafe you feel:	From property crime	89.8	Higher	84.9	-4.9
q4d	Please rate how safe or unsafe you feel:	From violent crime	91.9	Similar	90.5	-1.4
q4e	Please rate how safe or unsafe you feel:	From fire, flood, or other natural disaster	93.3	Higher	90.7	-2.6

Question Number	Question Stem	Question Wording	Random Sample Percent Positive	Random Sample Comparison to National Benchmark	Open Participation Percentage Positive	Difference Between Random Sample and Open Participation Ratings
q5a	Please rate how you feel the Plymouth community does at each of the following.	Making all residents feel welcome	84.1	Higher	78.5	-5.6
q5b	Please rate how you feel the Plymouth community does at each of the following.	Attracting people from diverse backgrounds	79.6	Higher	73.3	-6.3
q5c	Please rate how you feel the Plymouth community does at each of the following.	Valuing/respecting residents from diverse backgrounds	83.9	Higher	80.5	-3.4
q5d	Please rate how you feel the Plymouth community does at each of the following.	Taking care of vulnerable residents (elderly, disabled, homeless, etc.)	79.8	Higher	66.9	-12.9
q6a	Please rate each of the following in the Plymouth community.	Overall quality of business and service establishments	78.2	Similar	77.9	-0.3
q6b	Please rate each of the following in the Plymouth community.	Variety of business and service establishments	67.3	Similar	63.7	-3.6
q6c	Please rate each of the following in the Plymouth community.	Vibrancy of downtown/commercial area	63.7	Similar	60.6	-3.1
q6d	Please rate each of the following in the Plymouth community.	Employment opportunities	68.5	Higher	64.4	-4.1
q6e	Please rate each of the following in the Plymouth community.	Shopping opportunities	60.6	Similar	59.2	-1.4

Question Number	Question Stem	Question Wording	Random Sample Percent Positive	Random Sample Comparison to National Benchmark	Open Participation Percentage Positive	Difference Between Random Sample and Open Participation Ratings
q6f	Please rate each of the following in the Plymouth community.	Cost of living	54.3	Higher	49.8	-4.5
q6g	Please rate each of the following in the Plymouth community.	Overall image or reputation	91.7	Higher	90.4	-1.3
q7a	Please also rate each of the following in the Plymouth community.	Traffic flow on major streets	72.6	Higher	63.3	-9.3
q7b	Please also rate each of the following in the Plymouth community.	Ease of public parking	85.2	Much higher	82.9	-2.3
q7c	Please also rate each of the following in the Plymouth community.	Ease of travel by car	90.2	Higher	88.8	-1.4
q7d	Please also rate each of the following in the Plymouth community.	Ease of travel by public transportation	42.7	Similar	31.2	-11.5
q7e	Please also rate each of the following in the Plymouth community.	Ease of travel by bicycle	66.8	Higher	61.4	-5.4
q7f	Please also rate each of the following in the Plymouth community.	Ease of walking	68.5	Similar	66.8	-1.7
q7g	Please also rate each of the following in the Plymouth community.	Well-planned residential growth	67.3	Higher	60.5	-6.8

Question Number	Question Stem	Question Wording	Random Sample Percent Positive	Random Sample Comparison to National Benchmark	Open Participation Percentage Positive	Difference Between Random Sample and Open Participation Ratings
q7h	Please also rate each of the following in the Plymouth community.	Well-planned commercial growth	59.4	Higher	55	-4.4
q7i	Please also rate each of the following in the Plymouth community.	Well-designed neighborhoods	78.1	Higher	70.6	-7.5
q7j	Please also rate each of the following in the Plymouth community.	Preservation of the historical or cultural character of the community	65.1	Similar	60	-5.1
q7k	Please also rate each of the following in the Plymouth community.	Public places where people want to spend time	72.5	Higher	69.2	-3.3
q7l	Please also rate each of the following in the Plymouth community.	Variety of housing options	71.2	Higher	68.6	-2.6
q7m	Please also rate each of the following in the Plymouth community.	Availability of affordable quality housing	45	Higher	37.3	-7.7
q7n	Please also rate each of the following in the Plymouth community.	Overall quality of new development	65.8	Higher	70.3	4.5
q7o	Please also rate each of the following in the Plymouth community.	Overall appearance	88.8	Higher	86.1	-2.7
q7p	Please also rate each of the following in the Plymouth community.	Cleanliness	92.8	Higher	90.9	-1.9

Question Number	Question Stem	Question Wording	Random Sample Percent Positive	Random Sample Comparison to National Benchmark	Open Participation Percentage Positive	Difference Between Random Sample and Open Participation Ratings
q7q	Please also rate each of the following in the Plymouth community.	Water resources	84.9	Higher	84.9	0
q7r	Please also rate each of the following in the Plymouth community.	Air quality	86.8	Similar	89.5	2.7
q7s	Please also rate each of the following in the Plymouth community.	Availability of paths and walking trails	89	Higher	88.1	-0.9
q7t	Please also rate each of the following in the Plymouth community.	Fitness opportunities	87.6	Higher	84.1	-3.5
q7u	Please also rate each of the following in the Plymouth community.	Recreational opportunities	86.1	Higher	86	-0.1
q7v	Please also rate each of the following in the Plymouth community.	Availability of affordable quality food	72.1	Similar	66.7	-5.4
q7w	Please also rate each of the following in the Plymouth community.	Availability of affordable quality health care	80.1	Higher	76.1	-4
q7x	Please also rate each of the following in the Plymouth community.	Availability of preventive health services	82.6	Higher	82.3	-0.3
q7y	Please also rate each of the following in the Plymouth community.	Availability of affordable quality mental health care	67.5	Much higher	60.7	-6.8

Question Number	Question Stem	Question Wording	Random Sample Percent Positive	Random Sample Comparison to National Benchmark	Open Participation Percentage Positive	Difference Between Random Sample and Open Participation Ratings
q7z	Please also rate each of the following in the Plymouth community.	Opportunities to attend cultural/arts/music activities	74.8	Higher	73.1	-1.7
q7aa	Please also rate each of the following in the Plymouth community.	Community support for the arts	80	Higher	78.6	-1.4
q7bb	Please also rate each of the following in the Plymouth community.	Availability of affordable quality childcare/preschool	57.9	Higher	47.4	-10.5
q7cc	Please also rate each of the following in the Plymouth community.	K-12 education	85.2	Higher	82.7	-2.5
q7dd	Please also rate each of the following in the Plymouth community.	Adult educational opportunities	84.1	Much higher	80.8	-3.3
q7ee	Please also rate each of the following in the Plymouth community.	Sense of civic/community pride	74.4	Higher	69.2	-5.2
q7ff	Please also rate each of the following in the Plymouth community.	Neighborliness of residents	74.2	Similar	68.8	-5.4
q7gg	Please also rate each of the following in the Plymouth community.	Opportunities to participate in social events and activities	74.4	Similar	77.5	3.1
q7hh	Please also rate each of the following in the Plymouth community.	Opportunities to attend special events and festivals	72.7	Similar	79.3	6.6

Question Number	Question Stem	Question Wording	Random Sample Percent Positive	Random Sample Comparison to National Benchmark	Open Participation Percentage Positive	Difference Between Random Sample and Open Participation Ratings
q7ii	Please also rate each of the following in the Plymouth community.	Opportunities to volunteer	85	Higher	79.2	-5.8
q7jj	Please also rate each of the following in the Plymouth community.	Opportunities to participate in community matters	73.8	Higher	75.5	1.7
q7kk	Please also rate each of the following in the Plymouth community.	Openness and acceptance of the community toward people of diverse backgrounds	79.6	Higher	75.6	-4
q8a	Please indicate whether or not you have done each of the following in the last 12 months.	Contacted the City of Plymouth for help or information	48.1	Similar	53.4	5.3
q8b	Please indicate whether or not you have done each of the following in the last 12 months.	Contacted Plymouth elected officials to express your opinion	13.5	Similar	18.2	4.7
q8c	Please indicate whether or not you have done each of the following in the last 12 months.	Attended a local public meeting	16.4	Similar	28.8	12.4
q8d	Please indicate whether or not you have done each of the following in the last 12 months.	Watched a local public meeting	16	Similar	20.1	4.1
q8e	Please indicate whether or not you have done each of the following in the last 12 months.	Volunteered your time to some group/activity	27.7	Similar	33.8	6.1

Question Number	Question Stem	Question Wording	Random Sample Percent Positive	Random Sample Comparison to National Benchmark	Open Participation Percentage Positive	Difference Between Random Sample and Open Participation Ratings
q8f	Please indicate whether or not you have done each of the following in the last 12 months.	Campaigned or advocated for a local issue, cause, or candidate	12	Similar	16.5	4.5
q8g	Please indicate whether or not you have done each of the following in the last 12 months.	Voted in your most recent local election	81.5	Similar	86.1	4.6
q8h	Please indicate whether or not you have done each of the following in the last 12 months.	Used public transportation instead of driving	15.7	Similar	13.2	-2.5
q8i	Please indicate whether or not you have done each of the following in the last 12 months.	Carpooled with other adults or children instead of driving alone	50.3	Similar	51.6	1.3
q8j	Please indicate whether or not you have done each of the following in the last 12 months.	Walked or biked instead of driving	53.5	Similar	54.2	0.7
q9a	Please rate the quality of each of the following services in Plymouth.	Public information services	85.9	Higher	85.1	-0.8
q9b	Please rate the quality of each of the following services in Plymouth.	Economic development	79.6	Higher	78.8	-0.8
q9c	Please rate the quality of each of the following services in Plymouth.	Traffic enforcement	77.7	Higher	71.3	-6.4

Question Number	Question Stem	Question Wording	Random Sample Percent Positive	Random Sample Comparison to National Benchmark	Open Participation Percentage Positive	Difference Between Random Sample and Open Participation Ratings
q9d	Please rate the quality of each of the following services in Plymouth.	Traffic signal timing	64.1	Similar	58.8	-5.3
q9e	Please rate the quality of each of the following services in Plymouth.	Street repair	66.6	Higher	64.7	-1.9
q9f	Please rate the quality of each of the following services in Plymouth.	Street cleaning	83	Higher	82.7	-0.3
q9g	Please rate the quality of each of the following services in Plymouth.	Street lighting	71.4	Similar	70.2	-1.2
q9h	Please rate the quality of each of the following services in Plymouth.	Snow removal	81.4	Higher	77.4	-4
q9i	Please rate the quality of each of the following services in Plymouth.	Sidewalk maintenance	77.7	Higher	74.1	-3.6
q9j	Please rate the quality of each of the following services in Plymouth.	Bus or transit services	54.9	Higher	48.1	-6.8
q9k	Please rate the quality of each of the following services in Plymouth.	Land use, planning and zoning	65.7	Higher	59.4	-6.3
q9l	Please rate the quality of each of the following services in Plymouth.	Code enforcement	64.5	Higher	56.1	-8.4

Question Number	Question Stem	Question Wording	Random Sample Percent Positive	Random Sample Comparison to National Benchmark	Open Participation Percentage Positive	Difference Between Random Sample and Open Participation Ratings
q9m	Please rate the quality of each of the following services in Plymouth.	Affordable high-speed internet access	62.9	Similar	63.3	0.4
q9n	Please rate the quality of each of the following services in Plymouth.	Garbage collection	87.1	Similar	82.7	-4.4
q9o	Please rate the quality of each of the following services in Plymouth.	Drinking water	68.2	Similar	71.5	3.3
q9p	Please rate the quality of each of the following services in Plymouth.	Sewer services	88.2	Similar	88.6	0.4
q9q	Please rate the quality of each of the following services in Plymouth.	Storm water management	84.4	Higher	84.9	0.5
q9r	Please rate the quality of each of the following services in Plymouth.	Power (electric and/or gas) utility	81.1	Similar	85.5	4.4
q9s	Please rate the quality of each of the following services in Plymouth.	Utility billing	76	Similar	82.3	6.3
q9t	Please rate the quality of each of the following services in Plymouth.	Police/Sheriff services	89.6	Higher	90	0.4
q9u	Please rate the quality of each of the following services in Plymouth.	Crime prevention	89.2	Higher	86	-3.2

Question Number	Question Stem	Question Wording	Random Sample Percent Positive	Random Sample Comparison to National Benchmark	Open Participation Percentage Positive	Difference Between Random Sample and Open Participation Ratings
q9v	Please rate the quality of each of the following services in Plymouth.	Animal control	80.9	Similar	84.8	3.9
q9w	Please rate the quality of each of the following services in Plymouth.	Ambulance or emergency medical services	91.2	Similar	94	2.8
q9x	Please rate the quality of each of the following services in Plymouth.	Fire services	93	Similar	97	4
q9y	Please rate the quality of each of the following services in Plymouth.	Fire prevention and education	85.1	Similar	88	2.9
q9z	Please rate the quality of each of the following services in Plymouth.	Emergency preparedness	76.2	Similar	80.7	4.5
q9aa	Please rate the quality of each of the following services in Plymouth.	Preservation of natural areas	75.5	Similar	71.2	-4.3
q9bb	Please rate the quality of each of the following services in Plymouth.	Plymouth open space	80.1	Higher	73.6	-6.5
q9cc	Please rate the quality of each of the following services in Plymouth.	Recycling	85.5	Higher	83.8	-1.7
q9dd	Please rate the quality of each of the following services in Plymouth.	Yard waste pick-up	73	Similar	70.7	-2.3

Question Number	Question Stem	Question Wording	Random Sample Percent Positive	Random Sample Comparison to National Benchmark	Open Participation Percentage Positive	Difference Between Random Sample and Open Participation Ratings
q9ee	Please rate the quality of each of the following services in Plymouth.	City parks	92.3	Higher	91.8	-0.5
q9ff	Please rate the quality of each of the following services in Plymouth.	Recreation programs or classes	89.8	Higher	89	-0.8
q9gg	Please rate the quality of each of the following services in Plymouth.	Recreation centers or facilities	93.2	Much higher	90.8	-2.4
q9hh	Please rate the quality of each of the following services in Plymouth.	Health services	86.2	Higher	86.8	0.6
q9ii	Please rate the quality of each of the following services in Plymouth.	Public library services	93.7	Similar	95.8	2.1
q9jj	Please rate the quality of each of the following services in Plymouth.	Overall customer service by Plymouth employees	93.8	Higher	89.4	-4.4
q10a	Please rate the following categories of Plymouth government performance.	The value of services for the taxes paid to Plymouth	72.3	Higher	70	-2.3
q10b	Please rate the following categories of Plymouth government performance.	The overall direction that Plymouth is taking	78.6	Higher	70.7	-7.9

Question Number	Question Stem	Question Wording	Random Sample Percent Positive	Random Sample Comparison to National Benchmark	Open Participation Percentage Positive	Difference Between Random Sample and Open Participation Ratings
q10c	Please rate the following categories of Plymouth government performance.	The job Plymouth government does at welcoming resident involvement	75.1	Higher	66.7	-8.4
q10d	Please rate the following categories of Plymouth government performance.	Overall confidence in Plymouth government	77.4	Higher	70.1	-7.3
q10e	Please rate the following categories of Plymouth government performance.	Generally acting in the best interest of the community	76.8	Higher	70.1	-6.7
q10f	Please rate the following categories of Plymouth government performance.	Being honest	81.1	Higher	71.1	-10
q10g	Please rate the following categories of Plymouth government performance.	Being open and transparent to the public	78.3	Higher	64.2	-14.1
q10h	Please rate the following categories of Plymouth government performance.	Informing residents about issues facing the community	73.6	Higher	62.8	-10.8
q10i	Please rate the following categories of Plymouth government performance.	Treating all residents fairly	84.2	Higher	70.3	-13.9

Question Number	Question Stem	Question Wording	Random Sample Percent Positive	Random Sample Comparison to National Benchmark	Open Participation Percentage Positive	Difference Between Random Sample and Open Participation Ratings
q10j	Please rate the following categories of Plymouth government performance.	Treating residents with respect	88.6	Higher	77	-11.6
q11a	Overall, how would you rate the quality of the services provided by each of the following?	The City of Plymouth	87.6	Higher	84.3	-3.3
q11b	Overall, how would you rate the quality of the services provided by each of the following?	The Federal Government	33.2	Similar	28.3	-4.9
q12a	Please rate how important, if at all, you think it is for the Plymouth community to focus on each of the following in the coming two years.	Overall economic health	90.9	Similar	90.3	-0.6
q12b	Please rate how important, if at all, you think it is for the Plymouth community to focus on each of the following in the coming two years.	Overall quality of the transportation system	78.9	Similar	68.6	-10.3
q12c	Please rate how important, if at all, you think it is for the Plymouth community to focus on each of the following in the coming two years.	Overall design or layout of residential and commercial areas	80.2	Similar	77.7	-2.5

Question Number	Question Stem	Question Wording	Random Sample Percent Positive	Random Sample Comparison to National Benchmark	Open Participation Percentage Positive	Difference Between Random Sample and Open Participation Ratings
q12d	Please rate how important, if at all, you think it is for the Plymouth community to focus on each of the following in the coming two years.	Overall quality of the utility infrastructure	93.8	Similar	87.5	-6.3
q12e	Please rate how important, if at all, you think it is for the Plymouth community to focus on each of the following in the coming two years.	Overall feeling of safety	91.9	Similar	91.9	0
q12f	Please rate how important, if at all, you think it is for the Plymouth community to focus on each of the following in the coming two years.	Overall quality of natural environment	89.1	Similar	83.9	-5.2
q12g	Please rate how important, if at all, you think it is for the Plymouth community to focus on each of the following in the coming two years.	Overall quality of parks and recreation opportunities	84.5	Similar	80.9	-3.6
q12h	Please rate how important, if at all, you think it is for the Plymouth community to focus on each of the following in the coming two years.	Overall health and wellness opportunities	73.8	Similar	67.8	-6

Question Number	Question Stem	Question Wording	Random Sample Percent Positive	Random Sample Comparison to National Benchmark	Open Participation Percentage Positive	Difference Between Random Sample and Open Participation Ratings
q12i	Please rate how important, if at all, you think it is for the Plymouth community to focus on each of the following in the coming two years.	Overall opportunities for education, culture, and the arts	72.2	Similar	65.8	-6.4
q12j	Please rate how important, if at all, you think it is for the Plymouth community to focus on each of the following in the coming two years.	Residents' connection and engagement with their community	67.4	Similar	63.8	-3.6
q13	Are you aware of the city's destination marketing organization, Hello! Plymouth?	Are you aware of the city's destination marketing organization, Hello! Plymouth?	35.7		57.1	21.4
q14a	Please rate how important, if at all, you think the following items are for attracting visitors to Plymouth?	Community events	68.4		68.4	0
q14b	Please rate how important, if at all, you think the following items are for attracting visitors to Plymouth?	Restaurants/breweries/cafes	91.1		90.8	-0.3
q14c	Please rate how important, if at all, you think the following items are for attracting visitors to Plymouth?	Shopping/retail	80.2		78.7	-1.5

Question Number	Question Stem	Question Wording	Random Sample Percent Positive	Random Sample Comparison to National Benchmark	Open Participation Percentage Positive	Difference Between Random Sample and Open Participation Ratings
q14d	Please rate how important, if at all, you think the following items are for attracting visitors to Plymouth?	Concerts	49.8		53.1	3.3
q14e	Please rate how important, if at all, you think the following items are for attracting visitors to Plymouth?	Sport tournaments/athletics	58.6		53.5	-5.1
q14f	Please rate how important, if at all, you think the following items are for attracting visitors to Plymouth?	Outdoor recreation/parks/trails	87.6		81.9	-5.7
q14g	Please rate how important, if at all, you think the following items are for attracting visitors to Plymouth?	Family friendly activities	89.6		82.9	-6.7
q14h	Please rate how important, if at all, you think the following items are for attracting visitors to Plymouth?	Social media marketing	48.4		44.3	-4.1
q15a	How likely are you to make the following environmentally focused changes to your behavior or lifestyle?	Purchase or drive an electric vehicle	44.6		44.5	-0.1

Question Number	Question Stem	Question Wording	Random Sample Percent Positive	Random Sample Comparison to National Benchmark	Open Participation Percentage Positive	Difference Between Random Sample and Open Participation Ratings
q15b	How likely are you to make the following environmentally focused changes to your behavior or lifestyle?	Use solar energy to power your home	34.8		34.8	0
q15c	How likely are you to make the following environmentally focused changes to your behavior or lifestyle?	Upgrade home fixtures and appliances to conserve water or energy (e.g., low-flow water fixtures, efficient washer/dryer, etc.)	73.4		77.6	4.2
q15d	How likely are you to make the following environmentally focused changes to your behavior or lifestyle?	Convert home heating system or large appliances from natural gas to electric	31.1		39	7.9
q15e	How likely are you to make the following environmentally focused changes to your behavior or lifestyle?	Install a rain and freeze sensor on your irrigation system to conserve water	41		46.2	5.2
q15f	How likely are you to make the following environmentally focused changes to your behavior or lifestyle?	Replace traditional lawn grass with alternative groundcover (e.g., native plants, clover, no-mow grasses, etc.)	28.6		33.9	5.3
q15g	How likely are you to make the following environmentally focused changes to your behavior or lifestyle?	Consume/buy less	76.7		74.1	-2.6

Question Number	Question Stem	Question Wording	Random Sample Percent Positive	Random Sample Comparison to National Benchmark	Open Participation Percentage Positive	Difference Between Random Sample and Open Participation Ratings
q15h	How likely are you to make the following environmentally focused changes to your behavior or lifestyle?	Reuse products	93.7		94.2	0.5
q15i	How likely are you to make the following environmentally focused changes to your behavior or lifestyle?	Participate in organics recycling or backyard composting	63.7		61.9	-1.8
q15j	How likely are you to make the following environmentally focused changes to your behavior or lifestyle?	Choose public transportation	23.1		24.5	1.4
q15k	How likely are you to make the following environmentally focused changes to your behavior or lifestyle?	Choose active transportation (e.g., bike, walk, rollerblade, etc.)	63.4		62.3	-1.1
q16a	Please rate how important, if at all, you think it is to add or expand the following city recreation opportunities in Plymouth.	Adaptive/inclusive programs for persons with disabilities	67.1		63.7	-3.4
q16b	Please rate how important, if at all, you think it is to add or expand the following city recreation opportunities in Plymouth.	Opportunities for active adults (ages 55+)	72.3		71.8	-0.5

Question Number	Question Stem	Question Wording	Random Sample Percent Positive	Random Sample Comparison to National Benchmark	Open Participation Percentage Positive	Difference Between Random Sample and Open Participation Ratings
q16c	Please rate how important, if at all, you think it is to add or expand the following city recreation opportunities in Plymouth.	Public art/art programming	52.7		51.1	-1.6
q16d	Please rate how important, if at all, you think it is to add or expand the following city recreation opportunities in Plymouth.	Ticketed concerts (national acts at the Hilde Performance Center)	36.7		36	-0.7
q16e	Please rate how important, if at all, you think it is to add or expand the following city recreation opportunities in Plymouth.	Free concerts	50.2		60.3	10.1
q16f	Please rate how important, if at all, you think it is to add or expand the following city recreation opportunities in Plymouth.	Health/wellness events	55.9		58	2.1
q16g	Please rate how important, if at all, you think it is to add or expand the following city recreation opportunities in Plymouth.	Family friendly events	78		79.8	1.8

Question Number	Question Stem	Question Wording	Random Sample Percent Positive	Random Sample Comparison to National Benchmark	Open Participation Percentage Positive	Difference Between Random Sample and Open Participation Ratings
q16h	Please rate how important, if at all, you think it is to add or expand the following city recreation opportunities in Plymouth.	Food truck festivals	50.1		46.6	-3.5
q16i	Please rate how important, if at all, you think it is to add or expand the following city recreation opportunities in Plymouth.	Fitness (guided group classes)	47.8		48.3	0.5
q16j	Please rate how important, if at all, you think it is to add or expand the following city recreation opportunities in Plymouth.	Aquatics (indoor pool swimming lessons/open swim/fitness)	54.8		54.5	-0.3
q16k	Please rate how important, if at all, you think it is to add or expand the following city recreation opportunities in Plymouth.	Youth sports	82		79.2	-2.8
q16l	Please rate how important, if at all, you think it is to add or expand the following city recreation opportunities in Plymouth.	Adult sports	60.6		54.2	-6.4

Question Number	Question Stem	Question Wording	Random Sample Percent Positive	Random Sample Comparison to National Benchmark	Open Participation Percentage Positive	Difference Between Random Sample and Open Participation Ratings
q16m	Please rate how important, if at all, you think it is to add or expand the following city recreation opportunities in Plymouth.	Outdoor recreation	83		79.8	-3.2
q17a	The City of Plymouth is evaluating potential improvements to community parks and facilities ... (see report for full question)	Fieldhouse at the Plymouth Community Center: Replacing the inflated fieldhouse dome with a permanent year-round structure	45.5		49.9	4.4
q17b	The City of Plymouth is evaluating potential improvements to community parks and facilities ... (see report for full question)	Plymouth Ice Center: Adding a fourth sheet of ice, interior renovations, parking ramp and road realignment	39.1		39.9	0.8
q17c	The City of Plymouth is evaluating potential improvements to community parks and facilities ... (see report for full question)	Regional Sports Facilities: Replace and improve amenities at Plymouth Creek and Parkers Lake playfields, including a splash pad	54.9		55.7	0.8
q17d	The City of Plymouth is evaluating potential improvements to community parks and facilities ... (see report for full question)	A new playfield at the former Four Seasons Mall site, along with transit park and ride improvements	55.8		52.8	-3

Question Number	Question Stem	Question Wording	Random Sample Percent Positive	Random Sample Comparison to National Benchmark	Open Participation Percentage Positive	Difference Between Random Sample and Open Participation Ratings
q18	To finance the improvements listed above, the city is considering a half-cent local sales tax. Research from the University of Minnesota shows that about 55% of the local sales tax money would come from people who don't live in Plymouth but visit to shop, eat, or use city facilities. Do you agree or disagree that the city should invest in these improvements using a local sales tax?	To finance the improvements listed above, the city is considering a half-cent local sales tax. Research from the University of Minnesota shows that about 55% of the local sales tax money would come from people who don't live in Plymouth but visit to shop, eat, or use city facilities. Do you agree or disagree that the city should invest in these improvements using a local sales tax?	77.7		73.6	-4.1
d1a	In general, how many times do you:	Access the internet from your home	95.7	Similar	98	2.3
d1b	In general, how many times do you:	Access the internet from your cell phone	96.3	Similar	96.5	0.2
d1c	In general, how many times do you:	Visit social media sites	75.7	Similar	83.6	7.9
d1d	In general, how many times do you:	Use or check email	98	Similar	99.5	1.5
d1e	In general, how many times do you:	Share your opinions online	22.2	Similar	26.8	4.6
d1f	In general, how many times do you:	Shop online	57.6	Similar	65.8	8.2
d2	Please rate your overall health.	Please rate your overall health.	75.8	Similar	75.4	-0.4

Question Number	Question Stem	Question Wording	Random Sample Percent Positive	Random Sample Comparison to National Benchmark	Open Participation Percentage Positive	Difference Between Random Sample and Open Participation Ratings
d3	What impact, if any, do you think the economy will have on your family income in the next 6 months? Do you think the impact will be:	What impact, if any, do you think the economy will have on your family income in the next 6 months? Do you think the impact will be:	17.1	Similar	13.4	-3.7

Verbatim Responses to Open-ended Question

What do you think is the single biggest challenge facing Plymouth today?

The following pages contain the respondents' verbatim responses and have not been edited for spelling or grammar. Responses have been organized in alphabetical order and separated into groups of Random Sample Survey and Open Participation Survey responses.

Responses from the Random Sample Survey:

- Aging population, 2.Keeping all residents informed of ongoing challenges as determine by the city.
- A LOT OF CONSTRUCTION CAUSING TRAFFIC BUT THAT IS NOT A VERY BIG ISSUE.
- A lot of housing being put in which is causing increased traffic and congestion.
- adding additional streetlights on county road 9 , enforcing some speeding and safety at public events due to shooting activities.
- Affordability and sense of community
- AFFORDABILITY FOR RESIDENTS
- Affordability, although I think the value that Plymouth provides is excellent
- AFFORDABLE HOUSING
- AFFORDABLE HOUSING
- AFFORDABLE HOUSING
- Affordable housing
- affordable housing
- Affordable housing
- Affordable housing
- Affordable housing
- Affordable housing
- Affordable housing
- Affordable housing
- Affordable housing
- affordable housing (rent and utility costs are too high)
- Affordable housing and transportation for members of our community and outside of Plymouth who are disadvantaged economically but can benefit by helping people achieve a more stable life for themselves and their families.
- affordable living
- Affordable quality housing.
- AFFORDABLE SENIOR HOUSING FOR MIDDLE CLASS. I EITHER MAKE TOO MUCH MONEY TO AFFORD LOW INCOME HOUSING AND NOT ENOUGH MONEY TO STAY IN SENIOR FACILITIES. YOU ARE BUILDING TONS OF APARTMENTS OR CONDOS THAT NOT EVERYONE CAN PURSUE
- AFFORDABLE SENIOR LIVING, HEALTH CARE SERVICES
- Affordable single family homes

- AGING DIVERSITY SCHOOLS HOUSING
- aging infrastructure - streets, etc
- Aging physical structures, maintaining vibrancy
- Aging population, Robbinsdale School, particularly Armstrong High I'm older and have a lovely home which should be valued more but the school situation is keeping price lower than I am willing to take. Would like to stay in Plymouth but haven't found an attractive town house option that doesn't look and feel like a Tickey Tacky row upon row of homes.
- ALL THE 4 WAY STOPS CHANGE THEM TO ROUND ABOUT SPECIFICALLY THE INTERSECTION OF ZACHARY CANE & SCHMIDT LAKE RD.
- All usable areas are occupied, and the overall age of all structures is getting old and in need of upgrading, from residential to commercial to industrial.
- ALLOWING NEW CONSTRUCTION PROJECT TO PASS THROUGH AND BE APPROVED BEFORE FULLY UNDERSTANDING THE CONCERNS OF SURROUNDING AREA PROPERTIES AND PROPERTY OWNERS THAT HAVE WATER-SENSITIVE LOTS.
- Allowing too many new apartments to be built, will lower the city's perceived value, lowering home values. If city continues to allow more apartments, then LOWER my property taxes!!! 2026 increase in residential property tax, but lower business tax by 10% is of great concern!!!
- ATTRACTING MORE CORPORATE AND HIGH-END RETAIL TO MAINTAIN HIGH STANDARD OF LIVING USING CURRENT RE-SOURCES MAINTAIN AND OPERATE WITHIN A REASONABLE BUDGET. BUILD RESERVES
- Balance growth with what we currently have
- BALANCING TAX INCREASE WITH SERVICE NEEDS
- Better water quality!
- Bring more jobs
- BROADER ECONOMIC PRESSURES ON FEDERAL GOVT. CHICANERY.
- BUDGET MANAGEMENT-ECONOMY OF THE CITY.
- Buying property as a single household is impossible in both cost and outbid by apartment complex corporations
- Car dependency, walkable amenities.
- Changing the comprehensive plan and eliminating city features / golf course just because the mayor has special friends or allowing Gateway to wreck our lawns and not fixing them.
- CITY COUNCIL THAT LISTENS TO THE PAID EMPLOYEES (EXPERTS IN THEIR FIELDS) WHEN MAKING DECISIONS. HIRING STRONGLY CAPABLE AND EDUCATED PEOPLE TO WORK AT CITY.
- City planners over developed housing and didn't create enough retail/restaurant/entertainment venues to attract outside residents to generate revenue in Plymouth. Plymouth residents leave the city to spend money in other cities, Maple Grove, Ridgedale-Minnetonka, Wayzata for restaurants, Excelsior for family events and concerts, etc.
- CLEANING AND SECURITY OF THE ENVIRONMENT.
- COMMERCIAL SPACE USED WE ALWAYS PROVIDED ON ATTRACTIVE TAX BASE FOR RESIDENTS. NEW WAYS TO CONTINUE WITH COMMERCIAL PROPERTIES SO TAXES CAN REMAIN IN CHECK
- COMMUNITY DIVERSITY ACCEPTANCE, AFFORDABLE LIVING & SAFETY IS ALWAYS THE HIGHEST CONCERNS.
- Commuting traffic congestion - Particularly I 494 and Hwy 55

- COMPARED TO MAPLE GROVE, PLYMOUTH'S SENIOR PROGRAMS ARE SEVERELY LACKING & MORE EXPENSIVE THIS SURVEY IS WAY TOO LONG
- Competition from other suburban outposts for new families in which education opportunities and a sense of safety interconnect with a vital sense of suburban amenities.
- concerned that the GOP will infiltrate and destroy local government by dismantling decent programs and governmental services, and politicizing human rights.
- CONSTRUCTION-BLOCKING OFF ALMOST ALL EXITS OUT. CAUSING MUCH MORE TRAFFIC ON NATHAN AVE
- Continue to keep Plymouth as a safe, affordable place to live. You did not ask, but the bike trails need serious repair, and better signage at intersections to prevent cars from not seeing bikers.
- CONTINUED EFFORT ON DIVERSITY AND WELCOMING ALL PEOPLE.
- Continued growth of the commercial businesses and their shared success for locating in Plymouth.
- Continuing the high bar Plymouth has set for itself.
- Continuing to grow a diverse and inclusive community through housing and transportation opportunities.
- CONTINUING TO MAINTAIN IMPROVE INFRASTRUCTURE ESPECIALLY ROADS KEEPING TEXAS REASONABLE
- Continuing to provide high level of service and keeping Plymouth one of the most physically attractive, and yet affordable places to live.
- CONTROLLING TRAFFIC FLOW ON HWY 55
- COST OF HOUSING
- Cost of housing
- Cost of living
- Cost of living
- Cost of living
- Cost of living for seniors.
- COST OF LIVING, LOST OF JOBS
- Creating a true Business and showing area.
- CRIME
- Crime
- Crime
- Crime
- Crime
- Crime from Minneapolis
- CRIME PREVENTION THERE IS A LOT OF CRIME IN EAST PLYMOUTH SCHOOLS NEED TO STOP PROMOTING ALLOWING OR IGNORING GENDER TRANSITIONS NOT GOOD FOR LONG TERM HEALTH
- CRIME SAFETY
- CRIME, LACK OF RETAIL AND QUALITY RESTAURANTS. NOT TO MENTION THE TAXES ARE ABSURD!
- CRIME/DRUGS

- CRIMINAL ACTIVITY ELEVATING - LIKE EVERYWHERE ELSE NEED MORE AFFORDABLE FAMILY DINING FACILITIES
- Danger in what the federal government can do to local experiences and the negative effects on our economy.
- DEMOGRAPHIC CHALLENGE
- Developing a cogent downtown area with restaurants, entertainment, parking ramps, easily walkable. Attracting visitors from outside the community as well as serving residents with free time activities deserves focus.
- Developing farm land into housing developments.
- Disability friendly activities for kids
- Disconnected residents that haven't been able to regain a sense of community since 2020.
- Disjointed community split between highway 55 and 494. Those of us east of 494 feel left out. Highway 55 continued construction is killing businesses over here and residents are tired of a road project they don't feel is necessary. Our kids cannot get to the west side of 494, perhaps a tunnel there would've been better money spent and just a bridge over 55 - why a tunnel?? And a severe lack of good sitdown restaurants.
- District 281 Schools located in parts of Plymouth
- Don't forget about Plymouth East of 494! Old Four Seasons space. Retail along Nathan Lane
- DON'T KNOW
- Don't know
- don't know
- Don't know
- DONT KNOW AT THIS TIME!
- DON'T KNOW/GOOD QUESTION...
- Don't raise taxes
- Downtown area with ample parking
- Drugs and crime
- EBIKE SAFETY. THERE ARE MANY BIKES GOING 20+ MPH ON SHARED WALKING TRAILS. UNLESS BETTER PARKING IS DONE, E-BIKES WHO WISH TO GO FAST SHOULD USE THE ROAD.
- Effective use of land no longer used for it's original purpose.
- EMERGENCY PREPAREDNESS FOR NATURAL DISASTERS OR EMERGENCY SITUATIONS
- EMERGENCY SERVICES - PUBLIC TRANSPORTATION
- Ensuring safety of residents
- Everything is getting too expensive. No one can live here if no one can afford it.
- Expensive housing
- FINANCIAL & STABILITY
- FINANCING NEEDED IMPROVEMENTS
- FINDING & IMPLEMENTING MORE CONSERVATION. MORE GOD
- Finding unique fun non- chain restaurants. We always have to go elsewhere to dine out. Also most of our medical is done no in Plymouth.
- FINDING WAYS TO CART GIVE VIOLENCE AND WAYS FOR YOUNG PEOPLE TO SELF REGULATE THEIR FEELINGS AND EMOTIONS AND COUNSELING THEIR ENERGY INTO DOING GOOD FOR THEIR FUTURE SELVES AND THE COUNTING IT TABERA VILLAGE

- Finding ways to reduce usage of fossil fuels
- FOR US AS A FAMILY IT IS THE ICE AVAILABLE AT PIC AS WE HAVE A CHILD WHO PLAYS HOCKEY
- FOR US, ITS POOR SID WICK/LIKE WAP!
- Getting residents to make changes needed to address climate change
- GETTING SOME NEW HOMES BUILT THAT ARE SMALLER & A LOT LESS EXPENSIVE.
- Great place, everything perfect don't add or change any
- GROCERY STORES- IN NEED OF WALMART- COSTCO- OR SAM'S CLUB- II COULD COVER HAMEL- CORCORAN- ORONO- WAYZATA- MEDINA
- Grow and spend well balanced.
- growing and adapting to change while maintaining clean, safe character
- GROWING CRIME
- Growing faster than services can keep up.
- Growing too fast and losing it's "small town" feel. Speeding in my neighborhood is a real problem, stop signs have been removed, they fly through. Traffic is a huge problem. Too many huge apartment buildings ! Keep taxes low please so we can afford to live here. Thank you Do only essential improvements to keep taxes low.
- GROWTH
- GROWTH
- Growth and maintaining quality new homes and homeowners that's how pride in ownership (not allowing lower, cheaper new developments to be built)
- GROWTH AND QUALITY OF PEOPLE MOVING IN
- Growth is outpacing service capability.
- Growth of communities around Plymouth but impact Plymouth infrastructure - Medina, Corcoran, Maple Grove etc/
- GUN CONTROL
- Gun violence and safety for kids in school against gun violence
- Have to go to Maple Grove to shop at Costco, Sams, Walmart. No designated shopping area in Plymouth.
- HAVING ENOUGH SCHOOLS FOR THE GROWING NORTHWEST AREA OF PLYMOUTH
- high cost of single family housing
- High housing prices.
- HIGH TAXES
- Honestly, none. It's a great place to live :)
- HOUSING AFFORDABILITY
- Housing affordability
- Housing affordability!
- Housing density
- Housing prices
- Housing, School zoning and sustainability, and public safety and crime prevention
- HOW TO A WELCOMING. INCLUSIVE COMMUNITY IN TODAY'S DIVISION WORLD
- I believe that Plymouth's current population is more than we can handle. Less than 10 years ago, I attended a Council Meeting and someone mentioned that our max population capacity is

80,000. I believe that we should not consider adding any more multi-family housing. Travel around Plymouth by car has been getting worse.

- I believe the biggest current challenge is people's shifting worldview. One's worldview impacts how they view themselves and their responsibilities to their neighbor, and how they view government and community.
- I DO NOT KNOW - THE CITY DOES NOT INFORM RESIDENTS. MUST RESIDENTS DO NOT KNOW REPRESENTATIVES
- I don't see
- I FEEL IT IS THE TRAFFIC ROAD CONSTRUCTION ON MOST ROADS. PEOPLE FRUSTRATED AND RUNNING RED LIGHTS NOT GOOD.
- I HAVE NO ISSUES. I LOVE PLYMOUTH
- I have only been living in Minnesota for 4 months, From Texas! Would love to know more of what is going on in the community as an active participant.
- I often see homeless individuals near Rockford Road around the Target area. It also seems that while there has been significant investment in trails and sidewalks in the northern part of Plymouth, the southern area with older neighborhoods—for example, around Birchview School—still lacks accessible sidewalks on all sides.
- I think Plymouth lacks unique, successful shopping and dining opportunities that draw interest from non-residents.
- I THINK TAXES ARE TOO HIGH. PLYMOUTH LACKS GOOD RESTAURANTS AND GOOD DOG PARKS
- I THINK THE 4 SEASONS MALL SITE WOULD BE PERFECT REAL ESTATE FOR SENIOR LIVING OR 55+. I DON'T THINK ANOTHER PLAYFIELD IS IMPORTANT. WE COULD DO FAR BETTER. WE ALSO NEED MORE NICE RESTAURANT OPTIONS.
- I wish people went out of their way more for a sense of community!
- If a sales tax is implemented it will be one more reason not to shop in Plymouth. Biggest challenge is traffic and crime.
- I'm curious about housing subsidies for low income families and if that number is increasing. Where does that money come from? As I look around, our Plymouth population make up seems to be changing.
- I'm honestly not sure because I'm not that well informed!
- IMPROVEMENT OF RETAIL SPACE AND ADDITION OF HIGH QUALITY RESTAURANTS.
- Increased inflation and pricing on everything is going to make it more difficult enjoy the benefits Plymouth has to offer
- INCREASING CRIME
- increasing crime/disturbances
- increasing diversity in a way that improves understanding of differences
- INCREASING FAMILY SUPPORT AND RECREATION ENSURING SAFETY OF CITY SUPPORT POLICING
- INCREASING PROPERTY TAX
- INEQUALITY - HIGH COST OF LIVING.
- INFLATIONARY INCREASE IN COST OF PROVIDING SERVICES, FACILITIES AND INFRASTRUCTURE WHICH REQUIRES SHARPLY INCREASED TAXES
- Infrastructure needs for updating
- INFRASTRUCTURE NOT SUPPORTING POPULATION GROWTH

- It is a great community. Maybe a little bland, basic but maybe that is ok. really like the parks, community center and Hilde center
- It would be great to attract more variety of local business, unique retail shopping and restaurants (bookshop, craft supplies, toy store, bike shop, sporting goods store, bakery, floral shop)
- IT'S A GOOD PLACE TO LIVE, BUT CAN BE EXPENSIVE IN SOME - SO DON'T WANT TO MAKE TI A LOT MORE EXPENSIVE.
- It's getting more crowded feeling, roads seem busier, more people, etc.
- I've lost all confidence in the current leadership after the decisions around the Megachurch built near my house. I felt all citizen concerns were minimized and that the government folded over to the threat of litigation instead of standing up for residents. The potential conflicts of interest of the Mayor were never addressed. We deserve better transparency, leadership, and advocacy.
- Just one? Uh, perhaps the impact on decent folks who enjoy good living with clean water, air, energy of the policies being formulated in DC. Saddle that with the perspective that diversity is a bad thing for USA and project 2025. (Diversity is important, necessary, i.e., how can you have viable and healthy forests, prairies, etc., without diversity?)
- Keep up with improvements as the city ages.
- KEEPING CRIME UNDER CONTROL
- KEEPING IT SAFE
- Keeping kids safe in school
- KEEPING OUR TAXES LOWER.
- Keeping out violent crime
- KEEPING PROPERTY TAXES FROM INCREASING TO FAST
- KEEPING TAXES AFFORDABLE WHILE STILL PROVIDING SERVICES!!
- Keeping taxes as low as possible, so people can stay in Plymouth. It's hard for older adults on fixed income to pay for new school improvements and higher taxes.
- KEEPING TAXES LOW
- KEEPING TAXES LOW
- KEEPING THE CITY SAFE AND AFFORDABLE FOR RESIDENTS, ESPECIALLY SENIOR RESIDENTS
- KEEPING THE CITY SAFE WITH VIOLENCE INCREASING THIS SHOULD BE NUMBER ONE CHALLENGE.
- KEEPING THE CITY SAFE!
- KEEPING THE COMMUNITY WE LOVE AND NOT DECLINING IN EXPECTATIONS OF PEOPLES HOMES AS SEEN IN NEW HOPE AND CRYSTAL. KEEPING PLYMOUTH AN UPPER SCALE PLACE TO LIVE, WATCHER LIKE MAPLE GROVE HAS DONE.
- Keeping the quality of life excellent in Plymouth while making the city an affordable place to live. The property taxes are so high!
- Keeping up school building with residential growth
- Keeping up with aging infrastructure
- Keeping up with expenses
- Keeping wide open natural spaces and a "small-town feel" (traffic control)
- Lack of a true downtown.
- LACK OF AFFORDABLE COMMERCIAL/INDUSTRIAL/WAREHOUSE/OFFICE OPTIONS FOR START UP BUSINESSES

- Lack of affordable housing
- Lack of affordable housing - simple starter homes not apartments.
- Lack of affordable housing preventing diverse community. Aging population.
- Lack of bike & pedestrian safety moving from one area to another (outside of individual neighborhoods). It's not a walkable or bike-able town. No walkable main-street area/businesses aside from city center which is basically a parking lot with surrounding businesses. The section with sidewalks along Plymouth Blvd doesn't have any storefronts(?). Also lacks nice restaurants. Great driveable suburban conveniences, but lacks community hub with walkability & dining destinations.
- Lack of community consensus building and lack of understanding of systemic bias towards minorities
- Lack of land to develop
- lack of neighborliness. No one knows their neighbors.
- Lack of public transportation choices
- LACK OF QUALITY EATING ESTABLISHMENTS.
- Lack of recreation facilities
- Lack of restaurants
- LACK OF RESTAURANTS & SHOPPING - WE NEED A DOWNTOWN SIMILAR TO THAT OF WAYZATA TO ATTRACT VISITORS. PLYMOUTH IS A GREAT PLACE TO LIVE BUT WE OFTEN HAVE TO GO TO MAPLE GROVE OR WAYZATA TO EAT/SHOP. THIS IS A MAJOR LOSS IN OPPORTUNITY FOR PLYMOUTH.
- Lack of restaurants and building to many homes Wayzata school district is busting at the seams, also all but 1 Wayzata schools are in Plymouth should be renamed Plymouth Schools
- Lack of restaurants and shopping has people going to Wayzata and Maple Grove. Would love to see a walkable downtown area.
- Lack of restaurants and shopping. No downtown/main area. We don't compete with Maple Grove.
- LACK OF SAFETY IN PLYMOUTH POLICE DEPT TOO FOCUSED ON CAUSING PROBLEMS BETWEEN NEIGHBOURS THAN POLICING CRIME AND EXCESSIVE DRIVES SPEEDING ON PLYMOUTH STREETS
- lack of shopping and restaurants
- LACK OF SIDEWALKS. WALKING ON THE SHOULDER OF THE STREET IS NOT A SAFE. CARS ARE GOING TOO FAST AND NOT PAYING ATTENTION. CHILDREN CANNOT SAFELY WALK TO THE PARKS. CARS CUT INTO THE "WALKING/BIKE PATH" WHEN COMING AROUND CURVES IN THE ROAD.
- LACK OF STREET LIGHTING AND WALKABLE AREA FROM NEIGHBOURHOODS TO NATURAL AND CITY AREAS. OVERALL, I THINK PLYMOUTH IS WONDERFUL AND DOING A GREAT JOB.
- LEFT POLITICS
- Like other cities we need to prevent crime, especially neighborhood crime. Otherwise I love Plymouth and especially the community center and walking dome.
- Local sidewalks and upkeeping them for families to enjoy their cities parks. Lack of first time homes under 200K properties
- Loud noise from cars racing around the city, cant sit in my backyard peacefully.
- LOWER TAXES

- Lowering the speed limit on streets that currently have a limit of 45 mph. Development has made traveling those roads more hazardous and people are still driving distracted (phone use).
- MAINTAINING & IMPROVING THE CITY CENTER.
- MAINTAINING A SAFE CITY
- Maintaining a safe environment
- Maintaining a strong public school system. Maintaining fiscal responsibility, both taxes and expenditures.
- MAINTAINING A STRONG VIBRANT COMMUNITY AND COUNTING TO MAINTAIN WHAT PLYMOUTH HAS NOW AND CONTINUE TO INVEST IN FUTURE FOR A STRONG ACTIVE FAMILY COMMUNITY AS WELL AS SERVICING THE RETIRED ELDERLY COMMUNITY.
- Maintaining affordability for all kinds of residents
- maintaining affordable housing
- MAINTAINING ECONOMIC HEALTH
- MAINTAINING INDUSTRIAL BASE TO HELP W/TAXES. SNOW REMOVAL
- MAINTAINING PUBLIC SAFETY AS MORE AND MORE POPULATION INCREASED SHIFT COMMUNITY. WE HAVE WITNESSED A SHIFT IN THE MIX OF PEOPLE VISITING OUR AREAS, AND HAD CRIMES IN OUR IMMEDIATE VICINITY FOR THE FIRST TIME, AFTER NO CRIMES OR MANY YEARS. WE WANT EVERYONE TO ENJOY OUR LOVELY CITY - BUT WE WANT IT TO REMAIN SAFE.
- MAINTAINING QUALITY OF LIFE & SAFETY WHILE BALANCING THE BUDGET.
- MAINTAINING QUALITY OF LIFE FOR RESIDENTS
- Maintaining quality services at a reasonable tax rate
- MAINTAINING ROADS
- Maintaining safety and sense of community
- MAINTAINING THE GENERALLY EXCELLENT QUALITY OF LIFE
- MAINTAINING WHAT WE HAVE-PARKS GRASS MOVED - AND LANDSCAPING MAINTAINED!
- Make living here more affordable.
- Making people feel safe
- Making sure the people of Plymouth are safe. Safe roads, neighborhoods and homes.
- Making the cost of living affordable; while businesses can still prosper.
- Managing as population ages by attracting younger people and families. Safety, access to retail and entertainment support and attract a younger demographic
- MANAGING GROWTH WHILE MAINTAINS FOCUS ON WELLNESS OF RESIDENTS
- MANAGING GROWTH, HOUSING & TRANSPORTATION
- MANAGING REMAINING OPEN SPACE
- Meeting the demands of the growing population and expansion of homes being built. Educational systems that can keep up with this and not having students and families feel like they are just part of a big system. Need to keep education at a personal level.
- MEXICO AREA CRIME & BACK TO SUPPORT FOR POLICE
- Modernization such as lack of electric vehicle charging infrastructure and comprehensive recycling
- MORE AFFORDABLE HOUSING
- MORE RESTAURANTS - NOT ALL CHAINS BREWERIES, VARIETY WE ALWAYS GO TO MAPLE GROVE OR WAYZATA TO EAT

- MORE RESTAURANTS. Cannot stress this enough. I don't want a chick filA. I want a nice place to eat. Vet them like nyc and only keep the actual good ones. But whatever. Get restaurants. And shopping. Please not another cheap nail salon or liquor store.
- More sidewalks to get around on foot. Especially near hwy 55.
- moving away from a car based community planning mindset
- My guess is that all the projects will go forward without general public consensus or disclosure. Somewhat akin to the unnecessary replacement of main street with roundabouts and construction for a year, Did the public have a say?
- NA
- NATIONAL ECONOMIC DISASTER
- Need more diverse and high-quality restaurants and shops.
- Need more restarants
- New housing developments straining schools, traffic, and eliminating green space
- No affordable housing for first time home buyers. The income limits for housing programs through the city are not realistic, a first time homebuyer couple making less than \$83k a year would never be approved for a loan to purchase a home.
- no central downtown. without it there isnt a sense of a real city (see wayzata, stillwater, excelsior) Create a "downtown" and people will come. also more sidewalks for walking
- NO CITY CENTER WITH SHOPPING & DINING
- No comment
- No comment
- No light rail to downtown
- NO OPINION
- No restaurants or places to eat or shop, not a lot of variety.
- No stand alone swimming/aquatic facility
- None
- Not enough affordable housing
- NOT ENOUGH LOCAL BUSINESSES. NEED MORE SHOPS AND NON CHAIN RESTAURANTS
- Not enough non chain restaurants and bars and places that families can hang out. A food hall like Malcolm Yards would be a great gathering place.
- Not enough restaurants and entertainment to attract growth.
- Not overdoing the conversion to high density housing and bike lanes like Minneapolis and St Paul.
- Not raising taxes.
- Not sure
- OUR ASKING IT AFFORDABLE FOR ALL TO LIVE DERO
- Our commercial sectors are centered around big box buildings where I'm at like Cub, Lowe's and Target. I'd like to see small local businesses occupy those places wherever possible.
- Overall Tax Burden - between property tax, sales tax, income tax and the total cost of liing essentials is very high comparatively
- PAYING FOR ALL THE SERVICES & IMPROVEMENTS THAT ARE WANTED WITHOUT RAISING TAXES. PEOPLE ARE ALREADY FEELING THE PINCH OF HIGHER FOOD, GAS, HOUSING, & CLOTHING COSTS WHILE THEIR INCOME HASN'T KEPT PACE.

- People driving while looking at their phones
- PERCEPTION A CRIME/SAFETY
- Pick where to spend , what project to choose
- Places to eat and go out
- PLANNED DEVELOPMENT AND KEEPING SOME OF THE UNDEVELOPED LAND.
- PLYMOUTH IS OVERBUILT - STOP TRYING TO DEVELOP MORE TAX - PAYING OPPORTUNITIES. THE SOUTHEAST CORNER OF HWY 494 & BASS LAKE RD WAS BEAUTIFUL WITH THE PRUDENTIAL BUILDING GROUNDS. NOW IT LOOKS HORRIBLE WITH ALL THE BUILDING BEING DONE. IT SEEMS LIKE PLYMOUTH & ALL SUBURBS ARE COMPETING WITH EACH OTHER TO HAVE THE "COOLEST" COMMUNITY. WHY IS THAT NECESSARY???
- Plymouth isn't really a destination; people drive through it to get to Maple Grove, Minnetonka, or the city, all of which have more shopping or restaurants. I live here and shop/dine elsewhere!
- Plymouth need a downtown. The stoplights on vicksburg and highway 55 need to be redone. Avoid that area as much as possible. Need some quality food options.
- Plymouth should stay a traditional island in the crazy metro/state - not cave into special interests/DEI/doing things just because other cities are. Don't let a vocal minority dictate what is done.
- PLYMOUTH'S TAP WATER HAS A STRONG TASTE OF CHLORINE.
- POPULATION GROWTH
- POPULATION GROWTH & HANDLING OF INCREASED CRIME & SAFETY
- PREPARING FOR THE WAVE OF SENIORS-HOUSING TRANSFORMABLE SHOPPING HEALTH CARE, MOBILITY-SENIOR READ PLEASES BUY AND DOWN AGE OTHERS REED THEIR HOUSED AT AFFORDABLE POLICES.
- PRESERVING PLYMOUTH JUST THE WAY IT IS-NOT LETTING IT BECOME LIKE A MAPLE GROVE TOO MUCH RETAIL WITH RESTAURANTS. TOO MUCH CONGESTION. I AVOID MAPLE GROVE IT GIVES ME THE FEELING OF EXHAUSTION. ALSO, IT'S VERY CONCERNING THAT MARY MORIARTY IS NOT PROSECUTING FELONIES FROM TRAFFIC STOPS. THAT ALONE IS ENCOURAGING CRIME IN OUR CITIES. I HAD MY HOME VANDALIZED LAST YEAR. PLYMOUTH HAS AN OPPORTUNITY TO KEEP PRESERVE THE WAY IT IS AND NOT TO KEEP LOOKING FOR WAYS TO OPENED OUR TAX MONEY
- Proliferation and concentration of low income housing, causing safety concerns in neighborhoods.
- promote local trade and it is very important to preserve and control the security environment
- Property or housing is more expensive that other cities in the Hennepin County area. Too many new mac-mansion development. Need more higher density housing development like high rise apartment or condominium for sale to the young families. All of the apartments development are for leasing only.
- protecting power sources from weather challenges
- PROTECTING THE PEOPLE FROM VIOLENCE
- PROVIDING ALL ESSENTIAL SERVICES AND KEEPING PROPERTY TAXES DOWN
- PROVIDING AND SUPPORTING MEANINGFUL ACTIVITIES AND DISTINCTIONS (PARK, SHOPPING, RESTRAINTS, PARKS, KID ACTIVITIES, ADULT FITNESS, OPEN OUTDOOR SPACES PARKS, SKATING OPPORTUNITIES) FOR THE PEOPLE WHO LIVE IN ALL THE HOUSING THAT HAS BEEN BUILT. IF PLYMOUTH IS ONLY A COMMUNITY OF HOUSE AFTER HOUSE AFTER HOUSE PEOPLE WILL LOOSE

INTEREST IN LIVING HERE! DUE TO LIMITED IS SO MANY PEOPLE HOCKEY HAS BECOME A SPORT FOR THE RICH. MORE ICE! MORE OPEN SKATE!

- Providing quality, affordable housing
- PUBLIC SAFETY
- PUBLIC SAFETY
- Public safety, strong infrastructure & economic development. NOT social justice or DEI
- Public transportation
- PUTTING UP TOO MANY HOUSING OR HOUSING PROJECTS AND NOT CONSIDERING THE ADDED TRAFFIC
- Quality of water, reduce the hardness to EPA levels.
- RACISM
- Rail transportation disturbances and because too fast running it shakes houses and damages interior ceilings and walls. Running over speed makes us so bad at night and day time because it shakes houses so badly. City needs to address this issue as soon as possible. That's the highest challenges to live in Plymouth. I hope this server will come up with this issues solution. I called Railway customer service center but didn't get any response. Thanks
- RAPID GROWTH
- Rapid growth and aging infrastructure
- REAL ESTATE TAXES
- Reduce taxes
- REDUCING AND ADJUSTING DIARIES FEES AND TAXES FOR SERVICES PROVIDED TO ALL EQUITABLE AND FAIR LEVEL FOR RESIDENTS WHO DO NOT CATERING PAID SERVICES (ORGANIC WASTE COLLECTION).
- REDUCING DIVISION'S
- REMAINING A STRONG COMMUNITY BUR DOING WITHOUT THE ADDITIONAL SALES TAX. AVOID SHOPPING IN MAPLE GROVE EDINA, BLOOMINGTON & OTHER CITIES THAT BROUGHT THEIR COMBINED SALES TX RATE ABOVE 9%
- REPLACING AGED SENIOR/WATER PIPING
- Restaurants- too many chains. Most people we know (including our own family) express that Maple Grove and Wayzata have way better options overall.
- retain its cleanliness
- RIGHT NOW NOTHING I CAN THINK OF
- RISING COST OT LIVING MOSTLY HOUSING. IT MAKES IT HARD FOR YOUNG FAMILIES TO AFFORD TO LIVE IN PLYMOUTH.
- RISING CRIME RATE SINGLE LANE TRAFFIC ON VICKSBURG - SOUTH IN MORNING
- Rising Property Taxes and disproportionate distribution of them with not enough to schools.
- ROAD CONGESTION
- ROAD CONSTRUCTION/COMES/DELAYS HAVE BEEN EXTREMELY DIFF WITH TO NAVIGATE ESPECIALLY THE HWY 55 SECTION BY MEDICINE LAKE. THIS SHOULD HAVE BEE COMPLETED WHEN CONSTRUCTION WAS COMPLETED EAST/WEST OF 55.
- Roadway changes (lower sppeds and single lanes) over past few years creating unnecessary bottlenecks that are getting worse and traffic signals that are poorly synced make navigating the

city arduous. Need to move out of the stone ages and utilize more roundabouts. Additionally woke attitude in city hall not optimizing expertise of residence.

- ROBBINSDALE SCHOOL DISTRICT AREA CAUSING YOUNG FAMILIES TO LEAVE PLYMOUTH, SOLY BECAUSE OF THE POOR RATINGS & REPUTATION OF SCHOOL DISTRICT TERRIBLY UNFORTUNATE, BECAUSE THE AREAS NEIGHBOURHOODS ARE AMAZING.
- Robbinsdale school district creating undesirability in east Plymouth.
- ROBBINSDALE SCHOOLS - JR HIGH & HIGH SCHOOL SAFETY & QUALITY OF EDUCATION.
- ROBBINSDALE SCHOOLS! POOR PERFORMANCE.
- RUNNING OUT OF SPACE FOR AFFORDABLE HOUSING
- RUNNING THE CITY LIKE A GOOD BUSINESS AND NOT WASTING MONEY ON SPECIAL INTEREST GROUPS.
- SAFETY
- Safety
- SAFETY & CRIME
- Safety and getting new quality restaurants!! With the income level of its residences, I'm shocked we don't have Wayzata-type restaurants here.
- SAFETY FOR CHILDREN AT SCHOOLS
- Safety for residence, including safety of our water, quality and public spaces
- SAFETY! in a growing and social unrest society.
- SAFETY. SPORTS FACILITIES ARE GREAT BUT WE NEED TO MAINTAIN EXCELLENT POLICE AND FIRE.
- SAFTY
- Same challenge everywhere political insanity on the left and right, atomization and isolation
- SCHOOL SAFETY FOR STUDENTS AND FAMILY
- Schools and community have been the negative part about Plymouth. Non a fan of raising little kids in the schools district that has been having so many issues with crime and losing money.
- Sense of community, unity
- Shopping and business development... We need a Wal-Mart!!!
- Shopping and decent food options are extremely limited. Losing the last golf course was unfortunate.
- Smaller families and ageing population resulting in shrinking tax base and fewer workers
- SMART GROWTH SAFETY
- Smart growth, what is your goal? More people? Better quality of life for existing residents? The bike trails around here are a serious hazard. The suburban ethos around biking is still a free-for-all on the streets and sidewalks and no helmets, which it would be good to change. the E bikes being ridden by 19-year-old boys are incredibly dangerous and a nuisance. The bike trail going from 55 to Parker's lake is in very poor condition. Winter bathrooms at the playgrounds would really encourage more exercise. More ways for people to safely get across 55 would be awesome. The downtown project with the roundabouts has been great though there's definitely a learning curve for a lot of people on it yet ha halt's easy to complain on a form, I'm happy to help!
- spending hard earned tax dollars wisely.
- Stop making this town feel so isolated. Restaurants are of low quality.

- Stopping over development. You've pushed development of every square inch of open land to get more tax dollars. Stop futzing with the Plymouth City Center and expensive redesign projects that don't yield material benefit. Keep things up but stop over improving things. The dome is just fine. Field can be open air in warm months. Don't burden residents to pay for a 4th sheet at PIC. Don't over improve. That is a huge issue. Mayor is not trustworthy after taking donations from Hollydale development. Don't trust him one bit.
- street lighting on side street.
- street maintenance
- STREETS-BEING LARGE ENOUGH FOR THE CITY.
- TAX
- Tax increases
- TAXES
- TAXES FOR CITY, SCHOOL AND MOSTLY COUNTY
- THAT IT IS VERY CAR CENTRIC AND THAT THERE ISN'T A CARE AREA WHERE YOU CAN PARK AND WALK AROUND TO SHOP, EAT, PLAY
- THE CHANGE IN TODAYS VIEW & TREMBLED YOUNG PEOPLE. THE VALVES - IN STILLED IN FAMILIES IN THE 50'S,60'S,70'S - HAVE TO BE BROUGHT BACK. IF - FAMILIES, DON'T DO IT. THE SCHOOL SUSTAINS MUST - ADDRESS IT, AND CHURCH TEACHINGS. WE NEED THE VALUE OF LIFE BROUGHT BACK!
- The city has expanded so quickly, in particular in the West/North West area. The rapid expansion is bringing thousands and thousands of new people. We must ensure our capacity to enforce the law and ensure safety keeps up with this expansion. Compared with my feeling of safety in Plymouth 10 years ago, I would rate it much lower today. We cannot lose site of the criticality of safety and consequences for crime.
- The city infrastructure. Instead of making it easier to get from point A to point B, you've made it harder. See Schmitt lake road and Vicksburg lane for example.
- The city is doing a poor job of finding a tenant for the Four Seasons Mall area and the Cornerstone lot. A playfield at 4 Seasons Mall does not match with the lower Robbinsdale School District enrollment numbers, and we don't need to supply playfields for Wayzata/west Plymouth in east Plymouth, since many of the services already favor west Plymouth. Similarly, there should be more equality in the servicing of road repair and timeliness of snow removal between E and W Plymouth. East Plymouth seems to be lowest priority for road repair (personal observation) and for snow removal (observed on the snowplow website)
- The creeping hard left agenda of the metro area DFL spreading throughout Hennepin County. I am thankful that we still have a city that supports our Police Officers doing their jobs and taking criminals off the street, even if the County Attorney doesn't do her job in prosecuting them. On our side of town the eyesore area of the old 4 Seasons mall is the largest issue. We feel that quality commercial development in that location would be best for the area. The idea of play fields and a park-and-ride there is not a solution. Frankly at present we spend most of our "going out" money in Maple Grove, New Hope, or Crystal due to the lack of options in the northeast quadrant of the city. Overall we find the services from the City of Plymouth to be very good, with a possible exception being snow removal on our specific street. We see several times each winter that our road is not plowed when all other neighborhood roads have been done. Lastly, I know this isn't a city specific issue, but the recent levy by the Osseo-Maple Grove school district

passed in 2023 was offensive. It should be illegal for the district to hold that referendum in an off year with nothing else on the ballot. They knew full well that they could get it crammed through because almost no one knew about it when it came up for vote in 2023.

- The disparity in school districts between Wayzata, Robbinsdale, and Osseo/MG
- THE DRINKING WATER ITS TERRIBLE
- THE FEDERAL GOVERNMENT
- The Federal Government
- The lack of an identity or town core. Plymouth Blvd has the opportunity to be like Hopkins Mainstreet and could be in a league of its own
- The lack of restaurants and bar gathering spaces for adults on the East side of Plymouth. Traffic! The lights in Plymouth are horribly timed on Rockford Rd and cause unnecessary traffic flow issues.
- The largest challenge I see is housing demand in Plymouth and the lack of supply in single family homes. We have a vacant foreclosed VC owned home on our street. It is overgrown and mail spilling out on the street weekly. The VC doesn't care nor address the citations on the door. The home is completely abandoned and which can easily provide for a school aged family with children.
- The overall social and political climate trending away from being welcoming to people of all backgrounds and ethnicities
- The quality of water our water smells like chlorine all the time, and the city adds Fluoride, Which we now know lowers test scores in our children and other alternatives that are much better for our health, don't need to be in the water
- The recent re-painting of Vicksburg and Schmidt Lake Rd. reducing two lanes down to one. It makes for unbearable traffic and does not increase safety. Re-paint as two lanes each way.
- The Robbinsdale School District is abysmal--I wouldn't send my kids there. I discourage young families from moving to the east side of Plymouth because of that.
- THE SCHOOL DISTRICT HAS REALLY GONE DOWNHILL SINCE WE HAVE MOVED IN.
- The stretch of 101 between Highway 6 and Highway 12 which is four lanes without turning lane and sidewalks right next to the road and utility poles in the middle of the sidewalks. Tons of rear-end accidents and not safe for pedestrians, Relatedly, the intersection of 101 and 6 right by Oakwood Elementary is not safe. Finally the electrical poles should be put underground to avoid unnecessary outages and ugliness.
- THE ZONING DECISIONS THAT HAVE ELIMINATED GREEN AREAS IN ORDER TO MAKE WAY FOR AN INCREASING NUMBER OF RESIDENTIAL AREAS.
- There is no variety here to bring in people. Everything in Plymouth is also located somewhere else.
- There is not a centralized downtown. We need something that people come to shop/eat/visit. Similar to downtown Maple Grove, or Stillwater. Maybe the area by the lifetime and the roundabouts would be a perfect stretch for open door businesses and restaurants to open. Allowing people to walk up and down the street. Plus those streets have plenty of parking for visitors. We want to attract high spending individuals, and near the hilde and the hockey rink will help with that as well. Love everything else about plymouth, it is just missing that downtown shop and eat vibe of other cities. It would highly increase the money and people coming in to the city.

- THEY ONLY DO STUFF TO THE PARKS BY THE CITY CENTER THEY WANT US TO WALK BUT DON'T EVEN SHOVEL SIDEWALKS OR TRIM NEEDS. GET AWAY FROM THE CITY HALL AND LOOK AROUND THE TRAIL THROUGH SOUTH BEACH PARK IS SO BAD I SA AN OLD MAN WITH A WALKER A COUPLE YEARS AGO HE HAD TO TURN AROUND. THE TRAIL IS SO BROKEN BUT EVERYTHING IS STATE OF THE ART UP BY HILDE
- Thoughtful design and planning
- Thriving high density residential coupled with high density restaurants and shopping centres.
- TIRED OF 4 LANE ROADS TURNED INTO 2 LANE AND TIRED OF ROUNDABOUTS
- To do more with less.
- TO MANAGE THE CITY WITHOUT RACING TAXES-DO THE CHANGES & IMPROVEMENTS SLOWLY & WITHIN THE BUDGET. LET PEOPLE KNOW PRESENT & FUTURE IMPROVEMENTS
- TO REMAIN AT THE TOPIC TOUGH ACT. CONTINUE TO BE FAMILY AND YOUTH ORIENTED. A GREAT PLACE TO LIVE
- TONS OF HOUSING BUT PEOPLE TEND TO GO TO MAPLE GROVE OR MINNETONKA FOR FOOD, BARS, ETC.
- Too many apartment complexes (both existing and planned) and not enough single family.
- Too many old people, and not enough affordable housing to replace them with younger people and families when they die.
- TOO MANY PEOPLE
- Too much growth and developments that are taking away our green spaces.
- Too much housing is being developed where the space should be green space/parks/walking trails. Example - Hollydale Golf Course. Before we know it, there will be a tax increase because a new high school needs to be built. Additionally, the expense was incurred to have boulevards created (very nice); however, the maintenance of them has not been up to par. They should be kept up year round.
- TOO MUCH LOW INCOME HOUSING BRINGING IN UNDESIRABLE RESIDENTS
- Too much mass housing developments. Need larger yards & home lots. Before all available space is housing.
- TOO MUCH ROAD CONSTRUCTION AND RECONSTRUCTION OF ROADS
- Too much section 8 housing.
- toxic focus on diversity and left leaning politics
- TRAFFIC
- Traffic congestion
- TRAFFIC FLOW
- TRAFFIC FROM OVER BUILDING HOUSING
- Traffic growth
- Traffic, water quality
- Traffic. Stop catering to cyclists and make traffic patterns better
- Transitioning from a growth mindset to a fully platted landscape. When new construction wanes, will we be able to offset needs with existing residents?
- Transparency and a lack of guiding principles about what to fund. The last newsletter released strategic priorities, but did not give greater transparency around decision making about investments - one example - roundabouts near the city center - that change added marginal

value, cost a substantial amount and put the main street out of commission for about a year or more. What was the process of deciding to spend money on that? Where was the input and how was the project positioned? I'd like to see either/or funding options placed in front of the residents who pay taxes. It just looks like you are wasting money on unnecessary things and then proposing an additional sales tax. The way these beautification or safety'/street improvements are decided on and implemented looks frivolous and out of touch.

- Trump and his allies
- UNCERTAINLY ABOUT THE FEDERAL GOVERNMENT.
- Uncertainty
- Underage electric bicycle use on city streets
- Unmonitored traffic - lack of patrol cars, especially at major intersections (Rockford and northwest, etc.). Keeping 'affordable housing' at a minimum.
- Unsure at this time.
- Upkeep and maintenance of current infrastructure. Berms and curb lines along with weed control are poorly managed. Perfect example: median along County road 9 from Vicksburg to 36th AV and median westbound from Vicksburg along 36th St. Other cities, namely Woodbury and Edina have much more attractive public avenues, showing they care about how they are viewed by guests to their cities.
- Urban sprawl, need to drive most places
- Usable green space. Lack of golf facility
- Utilizing the remaining space efficiently and for the best benefit to residents.
- Variety of restaurants and shops
- Very high property taxes pushing people out of their homes since they cannot afford to pay more and more each year
- VERY POOR DRINKING WATER WITH FLUORIDE CITY ELECTED OFFICIALS MAIN FOCUS IS HOW TO BE ELECTED OR RE-ELECTED & THEY ALL BECOME BUREAUCRATS AND DONT KEEP THINGS/LIFE SIMPLE.
- Vicksburg traffic. It's cumbersome to try to get out of residential neighborhoods and onto Vicksburg due to the heavy flow of traffic, especially at peak hours.
- Walkability
- Waste of tax payer money on City improvements. Poorly designed common areas and streets
- Water quality
- we are facing a possible recession
- WE DON'T THINKS WE HAVE ONE.
- We have limited restaurants or breweries to enjoy in Plymouth
- We need a central shopping, dining and entertainment area for a sense of community as well as to attract more visitors and encourage those who come for youth sports to stay and spend money.
- we need more affordable housing and we need more street lights
- We need more character in Plymouth. There is no real good layout of a city center with great shopping and local restaurants where families can walk and hang. The parks are very old. Fields are old (baseball, soccer, hockey, and tennis/pickleball). We need more updated facilities to

match the amount of population, especially population that all use these facilities freq. Raise taxes to get us better facilities.

- We need more trees to shield houses from busy streets. A busy street is behind my house and it is noisy whenever I'm out on my deck.
- WE SHOULD CHECK SOME OF THE PEOPLE CLOSER THEN WE DON MOTIVES WOULD YOU LET ANYONE INTO YOUR HOME? NOT IN TODAYS WORLD. WE MUST BE SMARTER. WE BELIEVE IN DIVERSITY UNFORTUNATELY IT A DIFFERENT DAY. WE BELIEVE IN LEAD GOV.
- We tend to use Maple Grove more for concerts, shopping and community activites
- Wish we had a main street with cafes, shops, etc.
- With the significant development underway at the old Prudential site, many nearby residents are increasingly concerned about the dramatic rise in traffic—particularly along Northwest Blvd and Pineview Lane. It's essential that a clear plan be put in place to preserve the quality of life for neighborhoods surrounding the area. Beyond traffic congestion, conversations with neighbors have also raised concerns about a potential increase in crime, as well as declining air quality from the higher volume of vehicle exhaust.
- Working within their budget.
- Year round/All day street parking, lack of local events, have more family friendly events/activities, don't charge admission fees to Plymouth residents for entering facilities that our tax dollars paid for (i.e. Kube), and add high-end food establishments. Sorry for the list...:)
- Your overall planning doesn't bring people in. There are a ton of fast food places but no good restaurants. Teens go to wayzata or maple grove to hang out bc there are better food options and things to do. Plymouth has nothing for them to do except hang out at cubs. Ur downtown area is all random businesses that I would never go to. If I want to go to lunch or go meet a friend, it wont be in plymouth.
- Youth baseball and softball facilities nand maintenance are an embarrassment compared with surrounding communities.

Responses from the Open Participation Survey:

- #1 Tourism - Need more 4/5 star restaurants (way too many fast food restaurants) and different attractions. (Find out what draws people to top rated tourist cities?) #2 Traffic - Signal lights need to be checked weekly to enhance traffic flow - Sitting at lights, especially cross over streets, have been too long.
- 55 & Rockford. Panhandling. Keeping shopping areas clean; maintaining medians so weeds don't overgrow; maintaining parking lot in the abandoned car dealer lot.
- A car is required to do anything.
- A cohesive community identity.
- Ability to attract and keep unique, independent stores to bring people to Plymouth. We have lots of chain stores and restaurants, but very few Plymouth-only vendors like northeast or uptown do. Things like vintage stores, vegan restaurants (Francis Burger Joint), and art collectives are popular on instagram, and would be great ways to bring other people from around Minnesota.
- Above ground power lines. With the changes to the climate storms are more powerful and continue to grow in intensity. Preventing fire and power loss by burying the power lines would be expensive short term but would have long term pay off.

- Accessibility and affordable housing, especially for the disabled and the aging populations
- Accountability
- Adapting to an increasingly diverse population. Looking to the future to determine where people are coming from and what they may need.
- Adapting to extreme weather
- Adding apartment buildings is a terrible idea... will turn us into Burnsville
- Adequately maintaining resources to keep up with population growth. Ice arena improvements are desperately needed to meet demand.
- Affordability
- Affordability
- Affordability
- Affordability for families
- Affordable family housing, homes, apartments, townhomes.....
- affordable housing
- Affordable housing
- Affordable housing
- Affordable housing
- affordable housing
- affordable housing
- Affordable Housing
- Affordable housing
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- Affordable housing
- Affordable housing
- affordable housing and expanded transportation
- Affordable housing and lack of support from the federal government.
- Affordable housing and living
- Affordable housing and living expenses
- Affordable housing and more rental for senior citizens
- Affordable housing and taxes. Taxes are insane in my zone. Homes are just not affordable here.
- Affordable housing especially for seniors.
- Affordable housing. Keeping property taxes low.
- Affordable housing/ inflation...need an exercise facility that doesn't cost \$\$\$\$. The community center should have a gym. Not everyone can afford Lifetime
- Affordable living
- Affordable Single Family housing

- Affordable single family housing. I have family who would love to move to Plymouth but lacking opportunities for starter homes. Most housing is townhomes or expensive homes.
- Affordable, higher quality housing that young families can buy to be able to stay in the area
- Aging
- Aging infrastructure as well as aging population. The older generation has no affordable housing options which means they stay in their existing housing leaving no room for new families.
- Aging / updating building and homes
- Aging facilities
- Aging infrastructure in the older neighborhoods
- AGING PLAYGROUNDS, MORE CASUAL RESTAURANTS
- Aging population
- Aging Population, declining workforce and family size.
- Aging population, with the rest of us working.
- All chain restaurants, youth sports busting at the seams with current, outdated facilities, drinking water is terrible, very suburban and not super interesting.
- All street lights are not LED. City of Minnetonka, Maple Grove and Eden Prairie have changed all street lights to LED 10 years ago. Your city engineer does not have interest to do it or listen the suggestion of resident. If you are interested please reply to my email.
- Attracting better restaurants and shopping to make it a destination
- Attracting businesses
- Attracting good restaurants.
- Attracting restaurants and retail
- attracting retail including restaurants
- Attracting younger families to Plymouth and making it financially viable for them to live here.
- Avoiding multi-culturalism - forging a unified culture without ethnic enclaves like Minneapolis.
- Balancing demands for growth and progress with keeping the small town feel of connectedness
- Balancing desired growth while maintaining open greenspace
- Balancing growth with keeping open spaces
- Balancing the current quality of life against traffic improvements, expansions, etc
- Balancing the needs of all residents/citizens with outside pressures. Allowing Eagle Creek to build their church comes to mind. One of the single worst decisions the city has made in my memory. Also reducing Vicksburg to 1 lane has made driving on that road so much worse. More traffic during heavily trafficked times as well as longer waits at lights and lack of right hand turn lanes into all neighborhoods. Two terrible recent decisions. I am also worried about who Wayzata picks as its next superintendent because of the way politics has seeped into public education. If they choose someone who brings too much politics into the role I will have to consider leaving.
- Becoming more diverse.
- Being able to merge the existing infrastructure of roadways with the increasing traffic volume due to expansion both residentially and commercially. The phrase "land of stop lights" is synonymous with the Plymouth roadways.
- being fiscally responsible

- Being part of Hennepin county.
- better grocery stores
- Better options for shopping and dining surrounding us in Maple Grove, Minnetonka, and Wayzata. Plymouth is nice but feels very "cookie cutter" with mid options as far as shopping and dining go. Would love to see more unique stores, dining, a real "center" area with plenty of parking and activities including theater, music, green space. Picture something like Centennial Lakes in Edina but with the shopping/dining options of Wayzata or Arbor Lakes. More places that could be a destination to spend time and explore/hang out/go out.
- Better surfaces for existing bicycle/pedestrian paths
- Blending the older and newer areas of Plymouth. How do you make Plymouth attractive to retirees as majority of housing is larger single family homes that aren't conducive to aging in place.
- Bringing community together and government transparency.
- Bringing in people / events to Plymouth, in return builds the local economy. Having nice places to eat shop and nice recreation facilities with in Plymouth. Keeping a high level of public safety and retaining police and fire fighters
- Bringing our police force to full capacity with quality recruits for the safety and protection of it's residents
- Brining balance to our community while still affordable.
- Budget and retaining high quality public education
- Budgeting for all services
- Building a truly inclusive community
- Building too many houses!! Not enough good restaurants or green spaces
- Businesses that go out of business, but the land/lot/building sits vacant for years. Burger King, Four seasons mall and former car dealership on 494 and Rockford RD for example. Really an eyesore for the residents.
- Bussing in kids from Mpls to attend Plymouth schools to increase enrollment, often labelling as special needs to get more funding for them. Need to close schools and consolidate school buildings.
- cant make everyone happy
- Caring for our needy. We should NOT have folks begging at intersections.
- Cars consistently running red lights in the city. Very dangerous... especially on Rockford Rd.
- Catering to family needs and the aging population.
- Changing restrictions on residential street speeds from 30 to 20 mph. Also enforcement of electric bikes on streets.
- Choosing just ONE garbage pickup vendor for Plymouth, saving everyone money including property owners who won't have to have their streets repaved for a couple of decades or more.
- City government waste, such as the Plymouth boulevard roundabouts.
- City is headed in a direction that does not align with my values. We are planning to move soon.
- City planning that doesn't inflict high-density development on residential areas.
- City planning. Too much focus on developing more areas or increasing density in previously developed areas. Stop trying to fit more!

- city rules and regulations not being enforced, noise issues, pets off leash in public, building without permit, neighbor harassment not taken seriously - "its a civil issue" not a police problem
- City staff poor attitude. They act like residents are idiots and always find ways to not provide good customer service.
- City walking is hard, walking paths are disjointed or nonexistent in many areas. There were no questions on this survey about city ordinance enforcement, which has been very poor the 7 years I've lived in Plymouth. The City does a poor job in inspecting vendor services, but residents are charged the fees.
- Climate alarmism: has the potential to destroy everything we hold dear!!! It is making our infrastructure unreliable and expensive. Behind that DEI and wokeness are insane. The city needs to terminate their DEI office and not focus on this foolishness. The city council needs to stop focusing on these liberal causes and get back to making this the cheapest and best place in the state to live.
- Climate change
- Climate change. Please invest in clean city vehicles, encourage and help residents convert lawn to no-mow, continue rebates for electric mowers and other lawn equipment, insist that new buildings have solar panels, improve walking and biking opportunities, implement meatless Mondays at schools, etc.
- Cohesiveness.
- Combating the current federal government and its policies.
- Commercial development and the obvious lack of a citywide plan.
- Community engagement
- Community identity
- communicating with residents
- Compared to playfields of our border communities ours are in poor condition and tight for space. I coach youth sports and to keep open keep association play (access for all) vs club which not all can afford. School district hasn't maintained theirs. Also concerned with large employers closing/not renewing leases like Medtronic. This is a loss of sales tax revenue
- Concerned that city management highly value law enforcement including better pay to improve retention.
- Congested roads and drivers routinely driving 20+ mph over the limit on the roads which aren't congested
- Congestion and traffic getting places
- Congestion. Wasting money on nonessentials
- Connecting commercial areas with residential developments
- Connecting neighborhoods to business/commercial to allow for alternative modes of transport (walking, biking, scooters)
- Constant road construction without actually improving anything
- Construction
- containing growth and maintaining existing safety and affordability.
- Continuously improving the aging city and crime control
- Continue efforts to keep residents safe from crime and violence and disruptive protests.
- Continue growth and tax money not coming in fast enough to address city needs.

- Continued high density development making Plymouth less of a unique city and more "any town USA".
- Continued infrastructure improvements
- Continued safety and reduction of taxes, managing growth of population
- Continuing to keep taxes low
- Continuing to provide high quality services by city government while dealing with aging infrastructure and a rising cost of living.
- Continuing to support our heroes (Police, Fire and Other First Responders) The people who protect us.
- Continuing to welcome diversity and shelter/safety to vulnerable populations in this federal culture
- Control of crime
- Control your spending. Stop investing in pet projects.
- COST INCREASES
- Cost of housing
- Cost of housing
- Cost of housing, supply and demand
- Cost of living
- Cost of living
- Cost of living
- Cost of living and tax allocation. Why didn't my taxes cover road repairs in my neighborhood? That seems crazy.
- Cost of living, inflation, taxes make it hard to get ahead with a family.
- Cost of living, people dumping furniture, trees not replaced after accidents
- Cost of living, safety, quality of family life and opportunities for kids-parks, sidewalks to help protect from bad drivers, sport amenities. No more hi density housing congestion
- Cost of living. We don't need a sales tax!
- Creating a community where everyone experiences belonging, purpose and connection
- Creating a destination town, fine dining and shopping opportunities.
- Creating a place that welcomes diversity.
- Creating an eating n shopping downtownmt
- Crime
- Crime
- Crime
- Crime
- Crime and gun control.
- Crime and safety
- Crime and violence in District 281 schools and in the parks with lack of transparency to nearby residents.
- Crime coming from outside of Plymouth
- Crime encroachment from other cities; Hennepin County not prosecuting crime.
- Crime prevention; attracting local businesses; developing a true city center feel
- Crime, influx of non-english speaking people, beggars on corners, old retail infrastructure

- Crowding, Affordable Housing
- Current mayor's priorities are not aligned with the community.
- Cuts in federal funding.
- Dealing with growth as potential residential space is used up
- Dealing with the failure of the current Federal Government resulting In distrust of all levels of government
- Decay of societal values
- Decent roads
- Declining education k-12 students
- Declining public school funding and the overall quality of the K-12 education due to large class size and short of high quality teachers
- Decreasing our road capacity by changing four lane roads to two lane roads such as Vicksburg
- DEI
- Deporting illegals
- Deterioration of Robinsdale schools/district
- Develop a vibrant gourmet dining, cafe environment
- Developing and maintaining tools and techniques to build and sustain civil engagement across the political/ideological spectrum
- Development of Four Seasons and protecting our natural resources
- Disparity in the quality of the four school districts, which separate our kids and community.
- Distracted drivers causing congestion. Why are we not enforcing this?
- District 281, lack of concern regarding environment in neighborhoods. (Maintenance of blvd trees in yards, interruption of water flow through yards, barking dogs)
- Diversity
- Diversity and making sure that these neighbors maintain their properties.
- Donald Trump
- Don't know
- Don't know
- Don't know
- Don't know
- Don't know
- Don't know. Can't say.
- Don't need a perm dome
- Drinking water and traffic
- Driving distance to shopping and lack of high quality shopping and dining options. Plymouth used to have more local shopping and restaurant options like Wayzata, but has become more like Maple Grove with dependence almost exclusively on national chains. This has left a city with little character and options available anywhere. Allowing Chick Fill A to locate at the site of a long time local restaurant is a vivid illustration of the issue. No reason to live here except for the schools.
- Eating up the remaining green space with more McMansions
- Economic issues. ..high cost of taxes, and services and crime
- Economics and the Trump administration

- Economics, funding education
- Economics, inflation, and taxes
- Education opportunities - a large portion of Plymouth residents are in the troubled Robbinsdale School District which is seeing declining enrollment and financial instability. This will result in lower property values and less demand for housing and will cause a portion of Plymouth to be undesirable. Please look for opportunities to influence a path forward. Perhaps all of Plymouth should be in ONE school district?
- Effective and planned growth balancing residential needs and increasing non-residential tax base while controlling cost.
- Effective consistent and updated Communication. I had to answer "Don't know" to too many questions.
- Elementary class size & After-school care for elementary kids. There isn't enough space in the programs - the youngest grades, such as pre-k, kindergarten, and 1st graders, should be guaranteed spots as they can't be left alone at home.
- Encouraging non residents to visit. We have nothing that makes Plymouth a "destination point" unlike Hopkins, Maple Grove, Excelsior, Wayzata that have great restaurants to choose from, cute shopping areas, or large areas with diverse shops (Arbor Lakes). There is no "downtown", which was a huge error in city planning. I don't see any way to rectify this immense oversight. It would be nice to tear down Lifetime and recreate a more modern facility. Lastly, why are there no pickleball courts on the west side of the city? Perhaps you could reconstruct the unused tennis courts at Parkers into real pb courts.
- Ensuring a vibrant community
- Ensuring affordable housing and transportation for those impacted
- Ensuring crime remains low
- Ensuring high quality public schools as population is growing rapidly.. Wayzata needs a new Middle school immediately!
- Ensuring that our public spaces are maintained and safe to be enjoyed by all
- Ensuring that Plymouth is a safe place to live. Effective law enforcement is essential. Increasing tax paying businesses is very important. Maple Grove seems to get more than its fair share of business growth.
- Environment
- Environmental priorities in the face of climate change: clean water in our lakes, streams, healthy air quality, elimination of fossil fuels. Second runner up: purchasing healthy, affordable food in Plymouth. I currently buy 95% of our groceries in maple grove (Costco) and Minnetonka (Trader Joe's).
- Environmental stewardship and expanding outdoor recreation sites.
- Equity and Inclusion, true community - examples: anti-Black, anti-Muslim, anti-Trans/Homophobia abound in all communities in Plymouth, HOA decisions, and there is no apparent/visible/tangible effort by the City to work toward creating the conditions that would lead to greater equity and inclusion (especially for non-Indian people of color). Decisions and actions appear to be guided by the loudest voices, whereas true inclusion would mean that in every decision, the City makes an active, purposeful proactive effort to ensure BIPOC, LGBTQ, Disabled etc. communities are ACTIVELY, REGULARLY sought out to not just "sit at the table", but to be a part of creating/building that table. There are many ways this work can be done, and

many people that would gladly join IF the opportunities were given. I am not sure to what extent walkability or ease of access to more local meeting spots would do exactly, but that too could help.

- Establish good restaurants--not chains
- Establishing central core areas of retail and business that make Plymouth feel more like a community within walking distance of residential. We're close to this around Vicksburg/Hwy 55, but it still feels like impersonal suburbia.
- Excess of franchise restaurants and mediocre entertainment scene
- Expanding services for our aging population
- Extremely high property taxes that don't seem to stop double digit increasing. The city government giving in to DEI/woke public (or internal) pressure to conform to their ideology. Snow plow drivers who don't yield to multiple orange property markers and tear up large swaths of lawn.
- Family affordable dining, Like Denny's or Country Kitchen
- Fascists and conservatives.
- Federal Government
- Federal Government Uncertainty
- Figure out crime and your budget.
- Figuring out how to improve despite the current federal situation. We need to focus on improving our environmental impact and not only having green spaces and calling that enough. Focus on the green steps program
- Finances
- Financial management so the city can make needed repairs/improvements without raising property taxes.
- Financing all projects that are deemed necessary
- Finding balance of growth while maintaining the feel of high quality family experience. With large new developments, they add traffic and congestion which is not what most residents wanted when moving west and out of urban, higher density cities.
- Finding buildable space for new housing.
- Finishing the roads so we can get around Plymouth
- First class restaurants
- First of all the questions presented seem to me are biased with the underlying theme to spend more taxpayer money on junk projects. The challenge I see facing Plymouth is to creatively cut the cost of government and therefore the business and home owners tax burden.
- Focusing on too many initiatives, and thereby possibly losing focus on the most important priorities (public safety, infrastructure, quality of life, education)
- Funding the improvements planned and wished for.
- Getting busier = More traffic. We moved here because there wasn't as much traffic before, but just means Plymouth is a great place that attracts people so we understand. Just want to ensure we maintain/preserve our natural areas.
- Getting four-seasons mall area back to a commercial tax-paying state!!!!!!
- Getting good people to get involved

- Giving land to a church that already has 12 other sites in the metro area is baffling. We also need to do more about the environment.
- Good restaurants - not fast food - brings peoples in
- Good restaurants.
- Growth
- Growing and sustaining an outstanding quality of life in Plymouth for the next generation challenges ahead in environment, education, commerce, government support, etc. How do we preserve and expand this good life and make it available to many?
- Growing so fast that there is not enough space for recreational/sports
- Growing too big. Too many high end houses and losing green space.
- Growing too fast
- Growth
- Growth - so any new housing developments and more people, need to ensure the infrastructure to support is in place.
- Growth affecting Wayzata schools
- growth and traffic (Bass Lake Road)
- Growth rate and housing. Don't want to lose green spaces and natural environment
- Gun violence
- Hard to bike around with all of the large roads like 55 or 694 in the way. Would like to be able to easily connect to the Luce Line Trail and other trails safely.
- Having affordable single family homes for young families. They are getting pushed out to the outer suburbs like Dayton, Otsego, Rogers
- Having one school district
- Having some sort of "main street" that has entertainment, shops, bars that is walkable to bring in growth.
- Heavy, heavy taxes and I think a lot of the money goes to things that aren't all that important to me, so I appreciate the opportunity to weight in. I am also concerned about the density of development and the trend towards smaller and smaller lots.
- Helping the young and old who suffer from mental health issues.
- High cost living and High Taxes
- High Property tax. High energy bills. Cost of living
- High property taxes
- High Taxes
- High taxes
- High taxes and money over people motives of the city.
- Highway 55 and overall traffic has increased since building out the NW area as well as growing western cities.
- Highway 55 construction. The state needs to be better at planning these upgrades.
- highway 55 traffic
- Highway maintenance, traffic control
- home ownership opportunities for older adults looking to downsize, retire such as one level townhomes
- Homeless people and affordable housing.

- Homeowner taxes, making living here very expensive
- Honestly I think Plymouth is an awesome place to live. I think the biggest thing to focus on is limiting climate change impacts and animal /plant habitat destruction. We should be focusing on rewilding what we can to preserve nature for future generations. I think incentives for planting native landscapes is one of the most important things we can do moving forward. We need to move on from cut and manicured lawns that are sterile and waste water, basically our most valuable resource. All city/government spaces should be covered in native plants - even if it is just starting from seeds and take a while to get established that is fine. Seeds are very cheap. Along all roads, just plant native prairie seed mixes - minimal mowing/care needed and instant habitat for birds and bugs. Provide incentives for industry in the city to do more than just scraggly grass lawns in front of their businesses. Can they get a plaque/recognition if they maintain a pocket prairie or plant oak trees and a native flower bed? That wouldn't cost much and would provide a lot of help in our suburban area. Maybe run a fun campaign for residents to rewild their lawns or plant pocket prairies and get them discounted seeds/plants/plugs?
- Housing costs
- Housing costs.
- housing for all economic levels
- Housing growth and needs including public education.
- Housing growth and Wayzata public school district capacity ...getting too big
- Housing. I live alone in a 3 bedroom/2bath single home on 1/2 acre. I have 7 other neighbors with similar living conditions. I am open to alternative living (prefer not to leave Plymouth) solutions but cost and joy of living are crucial. I see ads for 55+ living communities that are individual homes but still have community. I guess like a small town for old people, within the city of Plymouth. Easy walking to eateries, parks etc. Doesn't that sound wonderful? I don't EVER see myself living in an apt or the like.
- How to keep the city livable while being affordable.
- How to transition to maintaining stability once Plymouth is fully developed vs. the significant growth seen in the past few years
- I am frustrated that my tax dollars are spent on projects & a few years later the city decides to redo the project again. Vicksburg Ln is an example of this. Now the road is a mess, seams and strips all over. Its rough to drive now that its retro fitted. Its seems the planning commission has too much power. Im concerned about the amount of spending on the sculptures going up around town.
- I don't feel that the entire City of Plymouth is about equal treatment of the residential environment. This means that it appears that an excessive amount of money has been recently spent in the "Downtown" area of the City of Plymouth. Even the Millennium Gardens; they are nice, but for what reason is there to have an imbalanced beauty and upkeep for ALL of Plymouth? Yes, there are more expensive homes and a higher financial strata in the western side of Plymouth. However, we have lived in our house (44 years old) for 34 years. Kids graduated from AHS. I was employed by CHS in New Hope. We attended church in New Hope, but now in Crystal. The degree of old, unkempt environment is noticeable in our area (quadrant #4 specifically the area encompassed by Nathan Lane North, Schmitt Lake Road, Zachary Lane North, and 42nd Ave N.) How about using the money, that is used to glitz the COP "Downtown" area, instead, to improve the area of #4 quadrant in which we live? Numerous trees and bushes

were planted on Zachary Lane north of 42nd several years ago (near ZLE school); they are dead, dying, unkempt, and ugly. New asphalt pathway was laid in fall of 2024 in the Rolling Hills Park, but the edges and grass was not cared for professionally. Maple Grove's street islands are full of beautifully cared for trees, bushes, and plants. Our snow plowing has improved, but it seems to take forever for our area to be completed. Zachary Lane south of Rockford Road is terrible. I guess there is scheduled road work there in the future. Thank you for taking time to read this!

- I don't have an answer to this but you should have a category for NOT APPLICABLE. Example - I live in a Condo and have no control over putting in something other than grass.
- I don't know
- I enjoy my life here in plymouth.
- I hear about how young families are unable to find affordable housing in Plymouth. Affordable housing is challenging because if we add more, there are issues that come along with it. Typically, lower income housing means less tax dollars to pay for all of the beautiful activities planned for the city. Affordable housing is also very often apartment-style which means more people in a smaller area which can result in increased crime. There are also typically more school-aged children which can put a strain on the already overloaded schools. I like the open spaces and yards rather than adding a four story apartment building down the street. I am all for affordable housing but truthfully, not in my backyard. <-that stinks because I feel I am not being a good neighbor by thinking that way.
- I live in the old part of Plymouth and we're disconnected from the rest of Plymouth. Secondly we need more restaurants and shopping.
- I think Plymouth is a bedroom community and will never become a city center or a destination for people outside of the areas. Focus should be more on providing options and services and alternatives for the actual Plymouth residents
- I think the biggest draw to Plymouth is the part that is in the Wayzata school district. I think there was collective poor planning on development of the NW corridor leading to a graduating class of nearly 1000 kids and growing as there is still development. I don't want a tax hike or or additional levy for upgraded rec. We are still paying for the Creek Center. I also think public safety needs to get in order as the rank and file seem to have issues with the new chief. I think the city has a lot less control of the stuff on this survey than they would like to think
- I think we are going over the top to spend money to get the best things and having the community pay for them vs those that use the things and activities pay for them.
- I'd imagine it's mostly budget concerns - we need to focus our investments into education and our children (activities) and not non-essential services for our highly capable residents.
- I'm concerned about traffic and green space as Plymouth is built out.
- I'm not sure
- I'm not sure
- I'm not sure. Personally I would love to do all of the environmental actions but my HOA won't allow them!
- Image for a vibrant and safe city.
- Immigrant communities and lack of cultural assimilation
- Improve the drinking water from the tap. Manage crime.
- improved housing options for townhouses and condos

- Improving public transit systems that are very efficient, convenient, rapid, and safe. Improve public transit access through entire Plymouth area.
- Improving public transportation
- Improving walkable and bikeable areas - Plymouth is very car-dependent and spread out without a traditional "downtown" area
- In general, I think it is the same as the rest of our country, uncertain economics and rising prices is causing lots of problems for families and small businesses that affects local communities
- Inability or lack of willingness of those in charge to prevent large unwanted commercial projects that do not generate any actual tax revenue, nor positively contribute to the community at large, and were clearly and very strongly not wanted by the community.
- inclusion and affordable housing
- Inclusion, respect for all, a downtown where community members can gather socialize connect and shop. Transparency in our youth sports programs. A kinder healthier living environment that makes new residence feel welcome.
- Inclusiveness
- Inclusiveness and safety
- Increase crime
- Increase in car theft, breaking into cars, scamming in neighborhoods and in shopping areas
- Increase in property crime.
- Increased need for essential services as the city grows.
- Increased traffic, drivers not following laws, shortage of police officers
- Increased traffic, Providence Academy traffic, Providence doesn't pay taxes and their population is parking and driving fast through our neighborhood affecting our safety (events, school days, U turns)
- increasing affordable housing and allowing accessory dwellings
- Increasing cultural diversity and adding an Aldi's
- Increasing the number of sit-down restaurants to bring more people into the city on a regular basis.
- increasing Utility and infrastructure costs for residents. That includes Electric and heating costs.
- Inflation
- Infrastructure development and maintenance costs.
- internet speeds
- Involvement
- Isolation, loneliness, competing with online world, lack of connectedness to one another, knowing our neighbors, political division.
- It's a good idea for the city to create funds from the above noted half-cent local sales tax - the concern is whether what you're advising the amount 55% will come from people who don't live in Plymouth is real. Saying this because, the city believed the developer of the Hollydale golf course area, and I believe said they had their own research done as well, on the amount of additional traffic that Holly Lane would receive as 'No Increase' when adding over 100 homes. Made the homeowners in the area feel like you think we're total idiots - everyone on the Counsel knew that was hogwash. The additional of all those homes has impacted traffic one-hundred-fold / after that it's hard to believe what we're being told. It's wonderful to improve on

old things that need upgrading - figuring out how to do it in a fair way is the hard part. Should people who don't have children in school have to contribute to school levy's (?) It would be nice if seniors could be exempt from those expenses that they don't benefit from. Appreciate the opportunity to share these concerns.

- It's not very walkable in many areas; lacking sidewalks
- It's size, is a very large community
- It's very difficult to buy a home here. My husband and I are looking to move out of our apartment and buy our first home. We LOVE Plymouth and have truly enjoyed living here for the past eight years; it definitely feels like a home to us. However, due to high housing costs, we will likely have to move to a different area in the metro.
- Keep aliens OUT OUT OUT of the city.
- Keep being responsive and strategic. Don't lose touch with constituents as Plymouth grows and ages.
- Keep maintaining a sense of safety. Keep roads in good repair.
- Keeping businesses open and parks at a high quality.
- Keeping the community safe
- Keeping all constituents happy - lots and lots of issues facing us all. The biggest issue is keeping our kids happy, occupied and safe. #1 priority should be the kids.
- keeping costs of government from increasing beyond the already unreasonably high level it is at.
- keeping crime under contro;
- Keeping green spaces green. Keeping crime down.
- Keeping green spaces.
- Keeping high quality services in a community that is growing rapidly.
- Keeping our beautiful city affordable.
- Keeping our city open for all, and bringing in people to shop and use our businesses.
- Keeping our lakes healthy and clean
- Keeping our teen active and productive. Providing opportunities for teens to be out in the community that don't cost a lot of money.
- Keeping Plymouth safe
- Keeping Property Taxes as Low as Possible..
- Keeping property taxes low enough but accepting the challenges of updating the city
- Keeping seniors in Plymouth
- Keeping small businesses. Too many big box stores.
- Keeping taxes down
- Keeping taxes down yet still providing essential services to the community. Adding a half-cent sales tax is not the answer. The public is already facing economic challenges and are resentful of any additional taxes.
- Keeping taxes low and affordable to live here
- Keeping taxes low.
- KEEPING THE CITY AFFORDABLE. COSTS CONTINUE TO RISE IS THE CURRENT ENVIRONMENT AND WE MUST WORK TO MAINTAIN THE AFFORDABILITY OF THE COMMUNITY. MAINTENANCE IS EXPENSIVE AND SO WE MUST BUILD CAREFULLY SO AS NOT TO OVERWHELM THE COMMUNITY WITH COST AND INCREASED TAXES. PLYMOUTH IS ALMOST COMPLETELY BUILT

OUT SO WE WILL NEED TO GET MORE FROM LESS IN THE FUTURE. HARD WORK AND TOUGH CHALLENGE FOR THE LEADERSHIP OF PLYMOUTH.

- Keeping the city competitive with surrounding suburbs for amenities and as a destination not just a "drive though" city.
- Keeping the infrastructure in good shape, roads, sports venues
- keeping the taxes down. no sales tax. Property insurance and property taxes are going through the roof and forcing Plymouth residents out of their homes. Also, keeping crime down. PS our police & fire depts are the best!
- Keeping trails safely updated/maintained while use and population increase. Pedestrian and bike safety crossing highway 55 at both Vicksburg and Rockford road.
- Keeping up major road arteries to meet expanding residential growth.
- Keeping up the current infrastructure including bike and walking paths due to the increased population and usage.
- keeping up with all the needs of the residents while maintaining and improving and keeping things affordable
- Keeping up with standards residents have for quality of life in the city
- Keeping up with the amount of housing allowed
- Keeping up with the growth - there are so many young, active families in this area. It would be nice to be able to stay in Plymouth more often for sports and even going out to eat rather than going to nearby cities that have better restaurants and better/more fields/ice availability.
- Keeping up with the infrastructure to meet the demands of the growing population. For example, the expansion of safe trails and lighting.
- KEEPING WATER QUALITY EXCELLENT FOR ALL LAKES IN PLYMOUTH NOT JUST FOCUSING ON THE LARGER LAKE IN PLYMOUTH
- Lack of "Downtown" feel, no community identity other than suburbia.
- Lack of a "city center" with local restaurants, shops and walkable, inviting streets. Plymouth compared to Wayzata, Excelsior and Edina (50th & France) is abysmal. Plymouth feels "soulless". We are too car dependent in Plymouth. We lack areas that are mixed-use for walking, shopping, and connecting with neighbors. For instance, Rockford Road has a sidewalk but it is very unpleasant to walk on it right next to busy traffic. The area by Lifetime/Cub foods has some sidewalks but they are mainly in front of offices that you would never walk to. There are too many large parking lots that make walking or biking dangerous and unenjoyable. The way our city is designed does not encourage walking or cycling and contributes to sedentary lifestyles and social isolation—affecting both children's and adults health and well-being. Car-dependent environments restrict children's ability to explore their neighborhoods independently, hindering their development and sense of autonomy and weakening community ties. We should build areas that prioritize pedestrians and cyclists and reduce reliance on cars.
- Lack of a downtown area. 30+ years and no downtown
- Lack of a focused "downtown" which would be a destination with shops, restaurants, etc.
- Lack of a functional and walkable core downtown with shopping, events, and restaurants.
- Lack of affordable housing
- Lack of affordable housing
- Lack of affordable housing for low income households.

- Lack of affordable housing for senior homeowners who want to stay in Plymouth when they sell their family home.
- Lack of affordable housing options
- Lack of affordable housing. The city waited too long to develop open space, and now the cost of building is too high. Million dollar homes aren't affordable for most people.
- Lack of after-school care for school-age children. Wayzata Kids is over capacity every year and no other alternatives. Why not offer something with buses at Community Center?
- Lack of central community due to 494 split, school districting and traffic and crime. Easier access is available in Wayzata not Plymouth
- Lack of cohesive city community when split between school districts and economic areas
- Lack of community engagement and activities. No feel of connection. No more parade, etc. All surrounding suburbs offer more for families.
- Lack of community engagement with and understanding of their government and community. Most do not know the name of the mayor or their city council member, let alone their state and federal reps.
- Lack of community/connection
- Lack of connection between wards and neighborhoods to the City of Plymouth (physical, social, cultural)
- Lack of decent restaurants
- Lack of destination shopping and higher end dine in restaurants. Too many low end casual quick restaurants.
- Lack of diverse affordable housing: single family homes, duplexes, townhomes
- Lack of downtown shopping and restaurant area similar to Wayzata or downtown Hopkins.
- Lack of economic and racial diversity.
- Lack of family and upscale restaurants
- Lack of good restaurants (variety, availability, reasonable prices). Also, how to balance growth with expanded need of education and public services - how big is big enough?
- Lack of good restaurants.
- Lack of high speed Internet
- Lack of interest from younger generations
- Lack of local/non-chain restaurants and breweries
- Lack of midscale restaurants
- Lack of neighborhood communities. Overconsumption.
- Lack of open space.
- Lack of options for shopping and dining - we go to maple grove for this
- Lack of public transport, everything is so far away
- Lack of quality restaurants
- Lack of restaurants and shopping
- Lack of restaurants, overcrowded schools and classrooms with an unending growth in community population, roads that can efficiently accommodate the amount of traffic that continues to multiply
- Lack of restaurants, poorly planned commercial areas,

- Lack of safe biking/walk paths or sidewalks next to busy roads makes it hard to walk or bike to destinations as a mode of transportation. Too unsafe due to fast -moving traffic and distracted drivers.
- lack of shopping mall
- Lack of splash pad
- Lack of support for public safety services.
- Lack of unique shops & restaurants. Just not many options in Plymouth
- lack of urban density / shopping
- Lack of vision for what we want or community to be, and commitment to execute in that vision despite developer pressure.
- Land use for former four seasons mall area
- Land use; don't crowd so many apartment buildings in a residential area. Leave room for green/open space.
- Limited sit-down restaurants and lack of affordable youth activities
- Limited walkability for some neighborhoods, especially in the north, but really excited for the new development at the old prudential site!!!! Community is more driven by school district and less by Plymouth as a whole
- Little walkability to the community amenities, no "downtown"
- Living costs lower
- loosing our culture cater to others only
- Losing focus on what city government is supposed to do. It is not intended to be an additional layer of government that duplicates services already provided by other agencies. Affordable housing as one example. There are multiple agencies working on that issue.
- Losing quality dining restaurants to fast food restaurants.
- Loss of any federal or state funds
- Loss of green space
- Loss of open spaces/environmental degradation
- Low cost housing, a splash pad for kids, feeling welcome at Lifetime fitness to use the pool, adding a program to reduce pool admission costs, ensuring our community has it's fair share of supportive housing for mentally ill or disabled community members.
- Low income housing in nice neighborhoods, not feeling safe in a parking lot.
- Low income housing. Over crowding of schools bc of constant development of housing in farm land areas. Lack of decent public pool or splash pad. No real Retail shopping
- Lowering taxes.
- MAINTAIN EXISTING INFRASTRUCTURE QUALITY--EXAMPLE--THE WALKING TRAIL IN ZACHARY PARK ARE NOW OF POOR PAVEMENT QUALITY--WHEELED TRAFFIC--AGING AND RUTTING CONTRIBUTED TO CREATION OF RUTTED UNEVEN SURFACES--NEEDS COMPLETE REPACEMENT AND 1 PLUS FOOT WIDENING TO HELP ACCOMMODATE VEHICLES--I AM NOT CONVINCED THAT THE CITY CENTER PLAN REQUIRES HIGH DENSITY HOUSING IN FRONT OF LIFETIME FITNESS--IT IS A WELCOMING OPEN SPACE NOW.--THANK YOU FOR THIS SURVEY INITIATIVE
- Maintain public safety.
- Maintain that residents are accustomed to in order to keep people here and
- Maintaining a safe and affordable place to live and raise a family.

- Maintaining a safe and healthy environment for our residents.
- Maintaining and growing our businesses, stores and restaurants to draw people to Plymouth.
- Maintaining and improving our assets with limited financial resources.
- Maintaining and improving the infrastructure with the lowest impact on taxes.
- Maintaining city services in an environment of rising costs.
- Maintaining economic excellence.**Increasing safety in our community, supporting our police.*Over the road walking bridges crossing highway 55 at Vicksburg and Peony Lane to improve safety and increase foot traffic.*I wish we had a large area, like a downtown area, to eat, shop, and enjoy the outdoors.
- Maintaining equity of quality amenities and infrastructure in east and central Plymouth with areas of new development.
- Maintaining everything I rated as excellent in this survey.
- Maintaining financial strength while meeting increased demand in areas of public safety, infrastructure and the environment.
- maintaining fiscal responsibility, which plymouth is already very good at
- Maintaining good & affordable quality of life
- Maintaining or slightly improving
- Maintaining our reputation as an excellent place to live given the economic requirements to do so.
- Maintaining Plymouth's quality of life. I've lived here almost 28 years and feel it's one of the best places to live in the metro.
- Maintaining quality of services and infrastructure while maintaining affordability
- Maintaining quality schools and places where people can go to gather socially.
- Maintaining quality services while keeping property tax increases reasonable.
- Maintaining safety and security, which is good now and needs to remain so in the future.
- Maintaining security levels
- Maintaining tax base.
- Maintaining tax revenue as available area for commercial and residential expansion is becoming more limited.
- Maintaining the high quality of its infrastructure, neighborhoods, and resident safety.
- Maintaining the historical practical, pragmatic approach to City Governance without adopting external pressures and special interests.
- Maintaining the quality of life Plymouth has created for its citizens.
- Maintaining trails and streets.
- Maintaining wooded areas
- Maintenance and upkeep.
- Maintenance of aging city wide wall/ trails system. Miles and miles of trails are falling apart and are unsafe for bicycle use. There appears to be no plan to replace them.
- Maintenance of our housing
- Make competition for target. Like put in walmart.More bar&,grills.
- Making Plymouth a place to stay for culture and entertainment instead of driving to downtown Mpls. Secondly (no other place to state this) — time to repair many of the bike paths. I bike a

lot and many paths are in TOUGH shape, with jarring cracks and potholes. Newer paths are great!

- Making sure our schools are top quality and teaching non woke principles
- Making sure Plymouth Schools are the best in the nation. People are only willing to pay higher housing price for the quality of the schools.
- Making sure that residents can get everything they need here in Plymouth (education, healthcare, utilities, recreation, entertainment)
- Making sure we stay fiscally conservative.
- Making the city streets more attractive. Weeds and unkept medians are very unattractive and trashy looking.
- Managing aging infrastructure and moving into the phase of redevelopment.
- Managing all the growth
- Managing Growth
- Managing growth
- Managing growth in a sensible and sustainable way.
- Managing growth in a thoughtful, long term way.
- Managing growth strategically
- Managing redevelopment cost effectively
- Managing rising costs of virtually everything without raising property taxes.
- Managing services and growth
- Managing to budget without constantly raising taxes
- Managing what is left of the open land and forested areas.
- Maple Grove. The roads, stores, restaurants, and other amenities are better. In fact, we spend 80% of our dollars on these categories in Maple Grove, not Plymouth.
- Mayor and City council are dishonest. \$50 m for the Community center without a city vote. Were against the development of Hollydale at the start but once threatened with a lawsuit they changed their tune and voted for it. I don't trust them.
- Medicine Lake is an absolute disaster. The entire south shore, east shore and portions of west shore are covered in awful algae every year all year and it's getting worse! It's become thicker and thicker with each passing year and we need your help to clean this up.
- Mega churches
- More good dining restaurants
- More local department stores and shopping geared for men. Shopping needs to be improved.
- More concert opportunities.
- more local restaurants and shopping areas
- More open spaces
- More walkable areas to shopping and for exercise
- Mostly chain fast food for dining options which is a turnoff. If you encouraged non- chain restaurants, cafes, wine bars, wellness studios, coffee/bookstores, gift shops, artist and open office parks along the business corridor running parallel to the Hilde Performance park it would thrive! Move out the orthodontists offices fern fixes, wealth management and other businesses that generate no foot traffic in a highly desirable public gathering corridor. I like how you held the farmers market there recently, that was wise.

- Motorized bikes
- Moving from classic suburbia to having interesting restaurants/shops
- n/a
- national economics
- Need a 4th sheet of ice at PIC.
- Need a splash pad!
- Need better restaurants. Less chains, more unique places.
- Need more restaurants and better traffic control on Vicksburg ... if shouldn't have gone down to one lane
- Need to invest in indoor & outdoor recreation facilities, indoor entertainment facilities, and attract better dining options. Maple Grove and Wayzata are drawing more people out of Plymouth.
- Needs to feel like a town, like wayzata or excelsior
- Neighborhood planning
- Neighboring communities have much more to offer in regard to recreation, shopping and restaurants. As Plymouth residents, most of our dollars are spent in Maple Grove.
- New boardwalk across lake Camelot
- New housing developments adding more automobiles and increasing traffic. This is also adding way too many kids to our schools.
- New housing options and traffic issues on Hwy 55
- No affordable housing also, don't approve any more mega churches
- No clearly stated vision for the city and not enough investment in public schools.
- No commercial vibrancy. Stores and restaurants are limited with not center of mass. Way too many offices. Cancel the Hello Plymouth spin campaign and create vibrant shopping/dining areas.
- No dedicated "city center" - very spread out. I understand we have the area near Hilde / Lifetime but there is no 'down town' area that's walkable with shops, restaurants, bars, etc.
- no real city center and bad planning. Maple Grove has done a much better job
- No sales tax. The biggest challenge is the endless construction and rerouting of traffic here and in surrounding areas. Enough orange barrels already!!
- No sense of identity
- Noise pollution...the Plymouth Police Dept must begin enforcing noise regulations on vehicles.
- Non contiguous sidewalks, sky high property taxes.
- None
- None currently. I think the biggest upcoming challenge will be people ageing out of their homes. They will need someplace else to live and the younger generations cannot afford the homes that the older generations will be selling. As a couple in our 30s, making \$200k+ together, we barely could afford the 1950s rambler that we bought off-market. I'm worried that there won't be enough young people to buy the older generation's homes because they won't have the income to do so.
- Not all neighborhoods have underground power lines
- Not allowing the shitbirds in the federal government to ruin our city.
- Not becoming Minneapolis.

- Not enough affordable housing, and then ***** housing when it is affordable. Gap between haves and have nots is widening and the attitudes of the "haves" affect the decisions made by the local state and national governments. Hard to get into doctors.
- Not enough attractions. Too many chain restaurants, nothing unique to Plymouth.
- Not enough bars/nightlife offerings. I leave Plymouth every time I want to "go out"
- Not enough being done for diversity
- not enough commercial areas like Maple Grove. I do all my shopping in Maple Grove, most of the restaurants I go to are in Maple Grove. My gym is in Maple Grove (Crunch Fitness) which is reasonably priced. I live in Plymouth but spend money in Maple Grove.
- not enough decent restaurants that would compete with Excelsior or Wayzata
- Not enough diversity
- Not enough ice rinks
- Not enough non-chain restaurants
- Not enough quality shopping and eating facilities. Too much fast, cheap, ethnic and sports bar food places. Not enough places similar to a Three squares, a Redstone or someplace to eat for \$\$ or \$\$\$ price range.
- Not enough restaurants and bars (non chain) / not social large spaces for food and beverage indoor/outdoor for families.
- Not keeping services affordable
- not sure
- not sure
- not sure
- Not sure
- not sure
- Not sure what to say about that. We're generally quite happy with most things.
- Not taxing retired people out of their homes
- not the biggest challenge but more restaurants would be great
- Not the biggest, but to me the most important would be maintaining the natural environment in its wild form. One of the things that I loved about Plymouth when I decided to move here was how much wild meadow and forest land there was interspersed in the community. It was always just a short walk from my home to be able to hike on natural trails through peaceful woods and see deer, turkeys, possum, otters and so much other wildlife. But just in the two years I've been here, I've seen so much clear-cutting of woods, destruction of meadows and huge fields of gorgeous sumac completely destroyed, pointless mowing of natural grasslands, ponds poisoned with herbicides to "clean them up". The city of Plymouth seems determined to dredge every bit of wetland and reduce all the wild green spaces to paved trails and flat mowed lawns.
- Only chain restaurants. Residents go to Minnetonka or maple Grove to eat and shop.
- Only chain restaurants... in the area. No downtown shopping area. We drive to Maple Grove or Ridgedale for shopping. Should have Costco in area west of 494. Hwy 55 needs to be 3-4 lanes one way. Road's congested with all new construction of new homes
- Open enrollment for the Wayzata school district and the negative impact of rezoning districts on the youth
- Organic recycling buy-in from residents

- Our horrid public education. Our school district isn't just a joke, it's embarrassing. The school board has completely failed the public and our children. It's made it impossible to recommend Plymouth for families with school-aged children. It's to the point the mayor and city needs to get involved. The mess is embarrassing and has made the news. If we can't serve our kids and families, then what's the point of any family living in Plymouth?
- Over building
- Over crowded elementary, middle, and high school. Accessible pre-k program for all that desire to attend.
- Over population. Stop building new homes. The schools a packed as it is. The people that are moving in are not the best community residents. Most are escaping a worse situation and bringing non traditional Plymouth values. Just spend 20 minutes with the high school staff and you will learn all you need to know.
- Over population. We cannot continue to build more and more houses. Our schools are over populated and we need to stop expanding and focus on stabilizing and enhancing the amazing community we already have.
- Over saturation of dense housing, too many apartment buildings. I don't feel the long term viability of Plymouth is being served with so much multi family housing.
- overall cost increase
- Overall economic challenges at the National level
- Overcrowding due to many new housing communities and Overcrowding in school without support.
- Overgrowth
- Overgrowth of new housing
- Overloading the schools and transportation with housing developments / residential expansion
- Overpaid police officers who don't know how to conduct a proper investigation.
- Parker's Lake that is unusable
- Parking
- Parking lots have a terrible design
- Parks and open space safety is important.
- Paying for City Services WITHOUT raising taxes.
- Plymouth "downtown" is a joke. Terrible parking and retail is too spread out.
- Plymouth city council has become too "woke" and is now trying to force their socialist agenda on the residents. They are the opposite of inclusive since they don't want to hear from those of us that think in terms of economic and property value and individual freedom from government encroachment.
- Plymouth drinking water quality is worse than horrible. I think the abysmal drinking water is the primary reason people don't like living in Plymouth or visiting. Please note I am not a full-time resident. My primary residence is in another state. I have a vacation home in Plymouth.
- Plymouth has seemed to make the commercial area around and near the City Hall walkable and has dumped a lot of money into that area. To what end? Other than getting walking exercise and for Hilde Center, the bulk of the area is service oriented. There is nothing to stroll for or shop for with a movie theater, a grocery store, and medical services. This isn't Arbor Lakes!! The area

where Lowe's is at is called "The Shoppes of something?" Implying a shopping stroll. There are only destination businesses. Plymouth won't be another Maple Grove.

- Plymouth is destroying what made I great by removing green space and small retail areas and building unaffordable houses, apartment buildings and medical buildings when houses are not selling. We moved her because of the balance Plymouth offered and now I hate to say that it is becoming too commercial, sterile and has lists it's charm. The greedy city government cares only about getting money from taxes on million. Dollar homes and commercial buildings than maintaining a city that values the environment and maintaining open spaces for future generations to enjoy
- Plymouth needs more side walks on neighborhood streets. People drive way too fast on neighborhood dtreets
- Polarization
- Police do not patrol most neighborhoods at night. On street parking is completely uninformed which shows that they don't patrol overnight.
- Political and economic uncertainty
- political distrust & violence
- Political diversity and getting people to get along
- Political divide
- Political divisiveness
- Politics
- polluted lakes
- Poor parenting for unruly children in close neighborhoods.
- Poorly planned development. Approving too many developments placed on every tiny patch of green space that exists. This makes Plymouth lose any aesthetic appeal it had. Although I like living in Plymouth, to be honest, the only aesthetic appeal here is a decent amount of natural area. We don't have interesting old buildings or a cute downtown area like some other cities. We need to keep the natural appeal of having a lot of trees, a lot of beautiful nature — we are losing that because developers want to overdevelop every single green space and the city council always lets them no matter how strongly Plymouth residents disagree or how many valid reasons Plymouth residents give to not approve. All a developer has to do is threatened to sue and the Plymouth city council lets them do whatever they want. The city council doesn't listen to residents. This has been the biggest negative of living in Plymouth. We need a city council that puts the residence of Plymouth first and truly listens to them instead of always being dominated by the wishes of developers who don't have the best interest of Plymouth in mind. They just want to make money and they'll be gone. the past few years. The city Council has reversed itself on decisions where they initially listened to and then reversed and let the developer do what they wanted. I understand some development is necessary, but we should at least keep green zone buffers, especially in these new housing developments, where all the houses are just crammed together and look the same. At a bare minimum there should be a firm requirement (which should be followed up on because developers are often dishonest about this kind of thing) where developers must leave a buffer of trees and nature around and throughout the development.
- Population density, need more parks etc.
- Population growth is out pacing our youth services and schools.

- Possibility of crime entering Plymouth
- preserving unused space as green space is needed; reducing new building structures and promoting remodeling existing; require unused parking lots to be eco-friendly and multi-purpose use
- Preserving the beautiful green spaces we have, and ensuring that people have access for recreation and activities in nature.
- preserving the natural environment
- pressure from the far right and the far left
- Pressuring the Robbinsdale school district to get it's act together. Not all of Plymouth is in the Wayzata District. Property values will suffer if people will not buy property in the Robbinsdale district because of the disarray with its schools.
- Programming and activities for youth
- Progressive viewpoints
- Protecting our community (all churches, schools, and diverse community gatherings) from violent crime and federal government troop deployments.
- protecting our residents and our environment (air, water, land)
- Providence Academy traffic and lack of parking
- Providing a safe environment and opportunities for families to interact and recreate.
- Providing all kinds of housing- affordable apartments, townhomes, single family and 55+
- Providing clean good tasting drinking water!! Plymouth drinking water is awful!
- Providing economical services to residents when residential and commercial tax base is no longer expanding
- providing for immigrant population needs and low-income residents
- Providing governmental services while keeping tax increases in line with inflation
- Providing services to residents at an affordable cost
- Providing services to the lower income population who have moved into the city.
- Public Safety
- Public Safety
- Public safety and law enforcement
- Public safety. Ever since the Henn Co Sheriff dispatch went to encrypted radio channels, I have no idea what's going on in the city, although I hear police sirens all of the time. There was also a cryptic email sent to us from the city last winter about receipt of a letter from public safety employees expressing lack of confidence in the police chief. I never saw the original letter nor what has come of this to this day. Transparency and openness needs to be much better. When you hide things, it usually means you're up to no good.
- Public school budget
- Public swimming parking Lifetime fitness needs to close, we need the space
- Public transport
- Public transportation
- Putting time and money into trails in the parks and the walkways throughout the city. There are many walking hazards on the trails on the east side of town that haven't been improved for years. Working with the 281 school district to improve education on the east side of Plymouth.

- Quality of our public schools and safety for kids at those schools. Having a wide variety of restaurants and retail available. Expediting road construction to make commuting less challenging. Investing in high demand recreational spaces like the fourth sheet of ice at PIC
- Quality restaurants...current restaurants average to below average. An actual downtown area with restaurants and cool bars. We have lived in Plymouth since 1985 and these two issues remain a disappointment.
- raising prices
- Rate of growth
- RDALE schools
- redeveloping older areas of the city
- Redevelopment issues.
- Redevelopment of blighted or underutilized properties.
- Regional Lawlessness supported by Hennepin county da, Bloody Mary
- Reputation of our schools and education has diminished
- residential OVER development
- Residents being REQUIRED to pay for a food waste bin collection whether you want it or not. Quite evident on collection day how few homes are using it. Where is all that extra money going???? Also don't agree with raising taxes every time to make improvements. Work within the budget.
- resist "liberal" causes
- Restaurant and service industry
- Revival of lakes like the Turtle Lake. It would be great if the wetland can be improved to a proper lake.
- ridiculous city program funded by tax dollars
- Rift between the city government and residents
- Rising costs & taxes
- Rising costs to live
- Rising taxes, decreased enrollment in schools, decreased funding in schools
- Road construction! This is a short-term problem for better roads and fabulous sidewalks and bike lanes.
- road maintenance, regulating traffic speeds and kind of traffic on residential roads ,what the road is zoned for commercial or residential. I have lived here for 36 years and traffic on Dunkirk is Horrible.
- Roads
- Roadways like 55 that make it very difficult for people south of 55 to access amenities to the north. Roadways like Vicksburg where people don't follow the speedlimit and left turns are very dangerous for nearly getting rear-ended. Vicksburg and Dunkirk are not very bike friendly. Consider safe bike lanes. The hardwater auses huge plumbing issues including pin hole leaks!!
- Robbinsdale Area Schools - poor budget management and school board disfunction. If this isn't improved, people will continue to move out of this part of the city into more desirable school districts and home values will drop (decreasing property taxes, etc).
- Robbinsdale public schools

- Robbinsdale school district and their budget deficit. We are currently looking at properties outside of Plymouth because we are in the Rdale district and the west side of Plymouth is considerably more expensive for housing.
- Robbinsdale school district problems- wish we were part of Wayzata, and that Wayzata had a second high school so that our students could have more opportunities. Could you buy the 4? schools west of 169 and re-district them to Wayzata? Robbinsdale could use the money and Wayzata could definitely use the space! We are like an island of smart kids with engaged parents stuck in a dysfunctional district.
- robbinsdale school district; elected board members who do NOT represent the constituents or communal sediment of deception
- Running out of room.
- Safe City
- Safe elder housing
- Safe sidewalks, especially along busy County roads
- Safety
- Safety
- Safety
- Safety - Cost of Taxes –
- Safety - lack of police and fire resources including the vote of no confidence in the Chief
- safety and crime
- Safety in our schools and facilities.
- safety in traffic patterns
- Seems we get a lot of the same developments.All pretty bland. We're a drive through city for the most part. Luce Line Brewery and Rock Elm are exceptions that should be protected. There is also a huge gap between old Plymouth and new. Those of us who have been loyal residents for a long time feel like the majority of funds and attention is going to the Northwest west greenway etc. Many of my answers to survey relate to that. Yes, parks trails etc are good in Plymouth if you live in the Northwest.
- Self interest of elected officials instead of public service, wasting money on unnecessary projects that don't serve public objectives.
- Sense of community and low income, housing opportunities
- Shopping/ restaurants
- Short term rentals (aka VRBO, AirBNB). Operating a hotel/meeting center in a residential neighborhood if totally inappropriate. It hurts our local hotels and restaurants. I reduces the value of our homes. And it brings noise and nuisance into our neighborhoods. Many surrounding communities have already banned short rentals. Plymouth needs to join the trend.
- So much residential growth and not enough resources/services for everyone adding to population
- social media's influence and cell phone usage of our younger generations
- Sorry, not sure. In our world it just seems to be people working together - no one side of thinking should just get THEIR way.
- Space

- Spaces and events for families and kids; there are some but not many. And there are tons of young families in Plymouth.
- Speeding in residential neighborhoods
- Speeding on Residential Streets. Too many people on their phones while driving. Not enough quality non-chain restaurants. We don't need anymore fast food places.
- Split education districts. Wayzata is too large. Plymouth needs its own school district.
- Staying alive!
- Staying fiscally responsible.
- Stop all of these young kids on e-bikes and mini motorcycles that are riding them illegally. It is time for our Police to start citing these children and parents. They are being hazards and will seriously injure someone. We need enforcement from the city.
- Streets improvements with companies that don't always strive to do a great job
- Stuff for families/ kids to do. We need splash pads and a city pool. Lifetime Fitness prices are not sustainable for an average family. We need better shopping and restaurants. Enough with the fast food and chain restaurants. We're so over built, the population is so high. All the stoplights on Hwy 55 are a disaster. Overpasses need to be installed to help with the flow of traffic. I dread having to travel to other areas of Plymouth because it takes forever to get there.
- Support for Plymouth based small businesses. A co-working space for us to gather and support each other.
- Supporting aging residents
- Surveys that are way too long -- like this one! I just quit answering questions. There are questions in the survey about the quality of services that the city does not provide and does not have any control over -- what is the point of those questions?
- Surviving the next three years without losing each bit of freedom piece by piece.
- Sustainable energy and environmental stewardship.
- Taking care of roads and lighting areas.
- tax spending
- Taxes
- Taxes
- Taxes
- Taxes and fees and ***** Robbinsdale School Dist is the worst. If you live in Plymouth, should have open enrollment to Wayzata School Dist.
- taxes are too high in Minnesota
- Taxes! We can hardly afford to live here at all anymore. Property taxes are outrageous. Also very, very sick of woke policies being shoved down my throat, even in this survey. Do us all a favor and follow Trump's lead.
- tax's
- Tearing up the land for huge churches, parking lots.
- The agenda from the city council and board seems to be spend spend, spend. I believe we have run out of other people's money to fund the projects. one example - City of Plymouth has spend outrageous amounts of money and time re-doing the medians with new trees and plantings every 2 or 3 years on the 36th Ave North, between Vicksburg and Plymouth Blvd. This also includes the extensive changes on the Plymouth Blvd stretch as well. Please see the trees

planted on corner of 36th and Vicksburg across from Library. It is clear there is not adequate space for those 2 trees to reach maturity. One or both will die due to space limitations or road salt. Let's make LONG TERM decisions, not ones that look good just today without long term consequences taken into consideration.

- The amount of taxpayer money spent on maintaining the plants, flowers, shrubbery, lighting and trees in the street medians. It seem like the millions of dollars spent on these never ending seasonal projects could be better spent..
- The balance of affordable housing, maintaining our infrastructure due to this increased growth, especially our schools and roads and maintaining the outdoor spaces that make Plymouth so livable.
- The biggest single challenge facing Plymouth today is continuing to attract young families, not just to the new developments but also to the established neighborhoods. By continuing to attract young families, our schools will continue to be strong, which is one of the biggest attractions to the area. This is also why investing in the parks and other recreation areas is crucial.
- The change to one lane on Vicksburg was a terrible decision that impedes traffic flow during high traffic times.
- The city is spending far too much money on unnecessary things. Making "improvements" that aren't necessary. Also not listening to existing residents when making decisions.
- The conflict between diverse political opinions of people who live in Plymouth.
- The cost of living here it seems the cost is increasing all of the time
- The current federal administration
- The current setup of City Center is lacking quality restaurants, breweries, etc. preventing it from being the hub it could be with the Hilde (which is fantastic), Lifetime and the PIC.
- The disenfranchisement of the residents east of Northwest Blvd/494 and south of Bass Lake Road. Slow and secondary redevelopment, economic and aesthetically, feels like we are the back door to Plymouth, not a gateway. If you don't reside in the "new" (after 1980) parts of Plymouth or on former ranch/farmland, are you really a Plymouth resident?
- The dismantling of democracy at the federal level which will have devastating effects for our country and local community. Plymouth will face new and unforeseen challenges for public health, law enforcement, and school funding thanks to indiscriminate cuts at the federal level. We also need to have a clear policy about how Plymouth police will cooperate with ICE, which is poised to become the biggest and best funded secret police force on the planet with very little public accountability. Will Plymouth police participate in actions that brutalize citizens and immigrants alike?
- The diversity of elected city government positions - lots of wealthy white folks getting elected
- The economy & education cuts under Donald Trump.
- The effects of climate change and the cuts being made in the federal government
- The federal government
- The federal government
- The high taxes in MN without visible value is driving high earners out of the state. Having minimal increase in local tax to pay for local infrastructure is critical to retaining residents.
- The image that only rich white people are welcome

- The improvement of the Robbinsdale School District, based on the budget shortfall and poor planning.
- The inconvenience caused by construction that takes forever.
- The lack of a downtown and community gathering place. Wayzata has the lake walk and all the restaurants and shops on one walking strip. There is nothing like that in Plymouth. The main shops on 55 and Vicksburg are all so spread out and the "downtown" is just a long road with dental offices and no outdoor dining or shopping between lifetime and the police station. Renovating that whole strip to face Plymouth Blvd with dining and shopping would make a huge difference.
- The lack of diversity and the way residents are hostile and racist towards diverse residents.
- The large population.
- The large Wayzata School District and the ability to accommodate all the students.
- The mayor doesn't care about residents
- The perception of good government
- The police do nothing about crime!
- The quality and safety of the public schools. Robbinsdale School District schools have really gone down in both. My granddaughter attends Plymouth Middle School and there are too many discipline issues and not enough high quality classes and teaching. Maybe it's because the demographics have changed so much since my kids were in the district. Very disappointed with the \$20 million budgetary mistake. If we could afford it, we would send our grandkids to private schools.
- The radical left policy and corruption in the state of MN. Crime, voter fraud, immigration fraud etc.
- The restaurant and shopping scene is brutal for the size of the city. Nothing unique, only chain options. It's extremely disappointing and doesn't provide any reason for people to come to the city from the surrounding areas.
- The Robbinsdale school district is going through a lot of dysfunction and its biggest financial challenge ever right now. This is a huge negative for property values in east plymouth. Zachary Lane elementary is excellent and well loved but maintenance and our needs are ignored by the district. PMS and Armstrong are fair but in need of a lot of help and lose a lot of Plymouth residents to other districts. This is a perfect opportunity for the city to step in and use their power to help. I wish that Plymouth could all be under one school district to stop the brain drain and help unite the city more. This is something you could lobby for. Robbinsdale financially needs to divest a high school, a middle school and multiple elementary schools so this would be a generational opportunity to unite the city under one district and alleviate crowding at Wayzata as well as help property values and keep our smart students local! Barring that at least step in and help with maintenance concerns like the crossing at Zachary lane that the district ignores despite numerous requests
- The roundabouts on Plymouth Boulevard!
- The same challenges that are facing the rest of the country- lack of accurate information, division and intolerance
- The split between the east and west sides: maintaining a sense of equality in park expenditures/grounds upkeep, trail upkeep, in addition to school quality and reputation
- The uncertainty of federal government programs and funding.

- The water quality is horrible...turns everyone's sinks and toilets brown. Some people's cats may have died from drinking the tap water in our apartments
- There are areas where there are no sidewalks, and it is dangerous for people walking on the street especially when there are teens racing down the street.
- There is no clear Plymouth City Center except by name. The area is not walkable and parking is scarce. I live south of Highway 55 and will take almost any measure to avoid trying to cross this road. As a pedestrian Hwy 55 is impassable. I am appreciative of actions by past residents who took measures to prevent traffic from moving through Mapledell east and west between Vicksburg and Dunkirk. I understand the implications of this since I am sure vehicle drivers would take the opportunity to avoid 55 if they could by these means. Highway 55 is an arterial conundrum that is not easily solved but needs to be addressed.
- There is no single challenge. We need community gathering opportunities for adults as our country is becoming so divided. We only work well together if we get to know each other. Need to bring back Plymouth on Parade and invest in middle aged adults who are not yet retired with more feasible hours for activities on weekends. We need to get our internet broadband upgraded asap and promote better transit options for commuting. Plymouth seems very focused on family activities instead of empty nesters or single people.
- There is not enough space for kids activities. Kids are practicing before 5pm and very late at night because there are not enough facilities and space. Get your act together. You welcome the residents, please get ahead of the infrastructure requirements.
- There is way too many subdivisions which were poorly planned and designed. The sprawl is unsightly and all of the houses look nearly identical. If I wanted that I would move to maple grove or hamel
- There isn't enough affordable housing for first time home buyers.
- They don't know what they want to be.
- Thinking you need to add a sales tax to expand services when you should be working to attract high value businesses whose taxes can fund these wants.
- This is a "positive" challenge - large events are inundated with attendance, which causes difficulty parking, after-event traffic, etc. We're glad Plymouth provides free events, but they're so popular that it discourages us from going because they're hard to get to, get home from, etc.
- This questionnaire assumes someone living in a single family home. That kind of attitude is the biggest issue with Plymouth.
- Threats from the current administration (federal funding cuts/freezes, economic challenges related to tariffs/federal worker firings/health care policies, indifference to need for gun control, Congressional dysfunction/federal government shutdown, etc.)
- Threats from the federal government structure impacting our community from the outside. Cost of living.
- Timely communication with residents about upcoming construction proposals.
- To have a sense of safety, a joy of living, and truly outstanding schools.
- To survive and flourish in this federal political environment
- Too many apartment buildings going up. Too much high density housing causing impact to traffic, utilities and attracting non-permanent transient residents.
- Too many big chains (stores, restaurants), and not enough small locally-owned unique places to visit. Allowing Chick Fil A to open in that location was such a missed opportunity

- Too many chain restaurants and food venues and the vulnerability of too much low-income housing. We need to define the character of the city through interesting, locally own businesses and restaurants.
- Too many diverse people which causes unfriendly neighbors
- Too many kids that our schools cannot handle - stop building more homes. Add better restaurants - Like Borrow Victoria!!...where parents and kids can all eat and be entertained with adult beverages. Highschool needs to split. 4th sheet of ice is needed! Tax cuts - the arena should pay for itself - add more clinic/power skating options to make more money on the off season.
- Too many people and not having community events where you get to know your neighbors
- Too much construction and poor road maintenance and lack of good public transport. Only few buses available to go to downtown. Nothing towards Bloomington side.
- Too much focus on having the lowest taxes, I'd like us to focus on best quality of life. Roads in new developments are too narrow and too many trees are cut down and not replaced. The fines the city imposes for cutting down trees and not replacing them at the rate noted in city code is terrible. Fine should be much higher or simply hold developers to the code.
- Too much focus on public assisted housing or other Met-Counsel policy that brings crime to Plymouth.
- Too much growth
- Too much growth too fast — we are losing our identity in pursuit of competition with other suburbs. Can we be a great place to live for HOMEOWNERS rather than trying to attract non-residents to events and a bunch of renters and landlords to dominate our affordable residences? Too many of the potential entry-level homes are owned by investors making money off of the great place the RESIDENT OWNERS have funded and built. Consider a substantive surcharge for landlords or other ways to reclaim Plymouth for owner-occupants. The difference in property tax for homestead v non-homestead is minimal and not sufficient to protect homeownership for young families who will be long-term members of our community.
- Too much growth. No more variances for more housing. We can't keep adding more housing developments/apartments to an already overcrowded area.
- Too much housing development and not enough preservation of natural spaces
- Too much housing sprawl. bring some commercial businesses and retail centers to the area. Similar to maple grove which has a bustling commerce area.
- Too much multi family development. Stop appealing to a lower end demographic. We don't need the crime.
- Too much new housing such as Hollydale. Traffic is non stop on Old Rockford and Dunkirk. Need more open space not housing
- too much time effort emphasis on diversity, "inclusion" nad politicalloy correct language. seriously?? latinX?? its not even a word hispanics use!
- Total road closures. They a hurting businesses. They are making it difficult anywhere.
- Traffic
- Traffic
- Traffic and road conditions
- Traffic and road construction

- Traffic enforcement- aggressive driving, high speeds and people running red lights.
- Traffic enforcement. Get people to actually stop at stop signs. Not run red lights at high speed. I was almost hit today. Rockford and Zachary. This survey is WAY TOO long. Also provide some space for general feedback. This is the only space.
- Traffic flow - Hwy 55 needs alternative access to 494 - possibly new ramps at Schmidt Lake Rd?
- Traffic flow and speed, especially on Hwys 6 and 55. Traffic lights have cars idling too long going north and south.
- Traffic flow at rush hour
- Traffic flow to match the rapid growth, construction on major roadways
- Traffic flow, it is worse than a couple years ago
- Traffic flow, stop lights
- Traffic law enforcement and providing options for mass transit, plus making Plymouth safer for those who bike.
- traffic light enforcement, decreasing speeders
- Traffic on Vicksburg early morning and rush hour
- Traffic patterns. The city is constantly approving more housing developments without making the road improvements necessary to handle the increased traffic.
- Traffic to and from Minneapolis and the Bloomington area has become unbearable
- Trails are great but disconnected and don't have any destination. would like to walk to shops, food, events.
- transportation for people who cannot drive or who don't have access to a vehicle
- Transportation Infrastructure, for a community with 80k+ residents, 2-lane main arterial roads are unacceptable. See Woodbury for how to set up north / south, east / west roads while minimizing conflict points with roundabouts
- Tree maintenance. Maintaining parks and buildings. Overdevelopment.
- Trump and his MAGA followers
- Trump.
- Trumpism
- try to do too DEI
- Trying to do too much too quickly and spending too much money. You can't be everything to everybody..
- Turning all the apartments into private ownership condos. Refusing to build any more apartments or senior apartments. Refusing to allow single family homes to become rental units. Give people ownership of their home. And lower property taxes. No more rentals. Housing justice!
- Two things, first televise all council and commission meetings. The City Council work sessions should be televised to stream or put on website within 12 hours so public can see the planning stages. Second, a more updated indoor aquatic center with amenities which meet lessons, senior lazy river walking (New Hope version) and exercise.
- Unaffordable housings.. poor school outcomes at Robbinsdale
- Unifying and paying some attention to east side
- Uninspired leadership from the mayor
- Unknown

- Unknown
- Unknown
- Updating/ beautifying the older parts of the city's infrastructure, consolidating schooling options to make for a better opportunities for ALL students in plymouth both of these would attract younger families as the population gets older and housing costs get higher.
- Using our resources wisely. We are wasteful with community funds. We are too concerned with appearance and not how things actually are.
- Variety of housing options.
- Very poor planning in regard to the aesthetic of the city. "Downtown" Plymouth is full of old ugly brown box buildings. Please visit Downtown Wayzata, Arbor Lakes or many other suburbs (like Woodbury) to see what nice suburbs look like. NO MORE APARTMENT BUILDINGS.
- Violent crime. Fraud. Needless spending. Immigration. Protests.
- Walkability; lack of a town center;
- Wasting tax dollars on public transit solutions and similar
- Water issues
- Water Quality
- Water quality
- Water quality of its lakes. If the lakes' water quality drops too low, lake activities will cease and eventually people will move.
- We are a fractured group of people living next to each other without a shared sense of ownership or commitment to the community. This is partly because of the increase in rental properties. Also, several members of the city council (especially the mayor) are aloof and are not respectful to citizens.
- We are still very vehicle-dominant. It would be great to have better public transportation, bike lanes, sidewalks in neighborhoods, safe crossings, etc.
- We don't have independent restaurants or a downtown/Main Street that encourages residents and visitors to dine in Plymouth.
- We don't have many non chain restaurants, just lots of fast food and no good water feature places in plymouth for families. I feel like other cities do a much better job with both of those things and get more people to their city.
- We don't have much draw to stay in Plymouth when we want to go to eat, shop, grab coffee, etc (social gatherings). We prefer non-chain places. As such, while we "live" in Plymouth, we go outside of it a lot for more specialty things.
- We have lost the ability to manager developers to build single family homes with very little space in between them. I understand it's all about money, but the development at Hollydale is so unappealing.
- We have no land left for development opportunities.
- We need a golf course
- We need more small local businesses, not more chains
- We need our money we spend to stay local instead of going to Wayzata or maple grove for eating, parks, splash pads , shopping, baseball tournaments. Let's spend our money in Plymouth. Need anchor shopping stores and sit down dining.Let's work on traffic flow. Getting people in and out without constant construction and stop/ go traffic lights.

- We need to invest in renewable energy and help local businesses/orgs do the same. We need to continue to build a sense of belonging for everyone in Plymouth and ensure we're as inclusive as possible.
- We would like to have better, unique restaurants - not so many chain restaurants. Also - would love to have a variety of clothing shopping opportunities, etc. Maple Grove is a good example.
- Welcoming diverse communities diverse communities and young families and young families and young families
- welcoming diverse residents. downtown also not walking/restaurant friendly
- Welcoming diversity
- What can we do to address climate change?
- What does Plymouth aspire to be?
- While the city center is coming together nicely, it still feels disconnected and, besides the grocery stores (which I appreciate), there aren't a lot of interesting shops or non-chain restaurants to make it feel like a place you want to go eat and walk around. We need more independent (non-chain) restaurants and some nice shops (not offices) so that it draws people...basically a real downtown, not a hodge podge of "pods" of stores that you have to drive to. And then you have to cross the 55 to get to some and that is a real pain!
- Wise development, business, public & private. Maintaining existing levels (ie safety, health care capability, utility service et al. The Boulevard development.
- worrying too much about inclusion and diversity. rising property taxes. so much new construction on expensive homes which should relieve property tax increases to long time residents, but you keep asking for more!
- You are trying to create the sense of a town/community/city center after the fact. You want more funds to do more. The annual property tax rates/valuations you've imposed in my 25+ years as a homeowner have extremely little to show for them. The rest of the metro has NO opinion of Plymouth. It is a "non-place."
- You have to pay a significant amount of money to swim at Lifetime. This is a for-profit business targetting wealthy individuals rather than a community center that is open to all residents regardless of financial status (like our neighboring cities provide).
- Zoning and vacant buildings and land, including but not limited to the Four Seasons lot. I mean a baseball field and park and ride? That will surely generate a lot of revenue, not. Problems yes, revenue no.
- Zoning multi family housing proximal to single family housing, ie 95 apartment units at 6 and 101. Bad for quality of life and traffic.

To: Dave Callister, City Manager

Prepared by: Jodi Gallup, City Clerk

Reviewed by: Amanda Kaufman, Deputy City Manager

Item: **Adopt proposed minutes**

1. Action Requested:

Adopt proposed minutes.

2. Background:

Not applicable.

3. Budget Impact:

Not applicable.

4. Attachments:

1. December 9 Special
2. December 9 Regular

Proposed Minutes Special Council Meeting December 9, 2025

Mayor Wosje called a Special Meeting of the Plymouth City Council to order at 5:06 p.m. at Plymouth City Hall, 3400 Plymouth Boulevard, on December 9, 2025.

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

COUNCIL ABSENT: Councilmember Pointner.

STAFF PRESENT: City Manager Callister, Public Works Director Thompson, Public Safety Director Fadden, Community and Economic Development Director Fernelius, Parks and Recreation Director Tomlinson, Finance Director Rich, Human Resources Director Timpone, Assistant Public Works Director/City Engineer Payne, Engineering Services Manager McKenzie, Assistant Finance Director Vadnais, Communications Manager Kastner, City Attorney Mattick and City Clerk/Administrative Coordinator Gallup.

Mayor Wosje reordered the agenda items.

Discuss 2026 appointments

Council discussed 2026 appointments for deputy mayor, council coordinating representatives and other agencies and directed staff to prepare the resolution for adoption at the January 13, 2026 meeting.

Set future study sessions

Council scheduled the following meetings:

- Discuss 2026 council workshop planning during the January 13 study session
- Discuss housing policy topics and tobacco licensing ordinance on January 27 at 5 p.m.
- Attend North Metro Regional Training Facility event on February 5 at 5 p.m.

Broadband franchising discussion

Northwest Suburbs Cable Communications Commission (NWSCCC)/CCX Media Executive Director Shannon Slatton and Attorney Mike Bradley discussed municipal broadband franchising with the council.

Braver Angels workshop discussion

Jeff Thiemann with the Braver Angels organization shared information with the council on potential workshop options he could offer to either the council and/or community.

Adjournment

Mayor Wosje adjourned the meeting at 6:45 p.m.

Jodi M. Gallup, City Clerk/Administrative Coordinator

Proposed Minutes

Regular City Council Meeting

December 9, 2025

Mayor Wosje called a Regular Meeting of the Plymouth City Council to order at 7:00 p.m. in the Council Chambers of City Hall, 3400 Plymouth Boulevard, on December 9, 2025.

COUNCIL PRESENT: Mayor Wosje, Councilmembers Peterson, Gregor, Pointner, Aldrich, Nelson, and Spoonheim. Councilmember Pointner participated via interactive technology due to being unable to attend in-person pursuant to State Statute 13D.02.

COUNCIL ABSENT: None.

STAFF PRESENT: City Manager Callister, Public Works Director Thompson, Public Safety Director Fadden, Community and Economic Development Director Fernelius, Parks and Recreation Director Tomlinson, Finance Director Rich, Human Resources Director Timpone, Assistant Fire Chief Evenson, Assistant Public Works Director/City Engineer Payne, Engineering Services Manager McKenzie, Assistant Finance Director Vadnais, City Attorney Mattick and City Clerk/Administrative Coordinator Gallup.

Plymouth Forum

Scott Johnson, resident, expressed the importance of bridges as traffic continues to expand.

Mike Snee, Minnesota Wild, recommended support of a covered, refrigerated outdoor rink. He described the cost difference compared to indoor ice, increases family and community relations, and the use of it during the off-season.

John Perry, resident, expressed his support for the investment in the covered, refrigerated outdoor rink and encouraged the addition of another rink on the east side of the city to increase access and balance.

Presentations and Public Information Announcements

(4.1) Recognize Public Safety Citizen's Academy graduates

Public Safety Director Fadden presented the 2025 Public Safety Citizens' Academy graduates with a small plaque. Mayor Wosje and Councilmembers congratulated the graduates.

(4.2) Recognize Growth through Opportunity interns

Mayor Wosje stated this item will be moved to the January 13, 2026 city council meeting due to the weather.

Approval of Agenda

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

Consent Agenda

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

- (6.1) Council minutes from special meeting and regular meeting of November 25, 2025, and special meeting minutes of December 2, 2025.
- (6.2) Resolution approving disbursements ending November 28, 2025 (Res2025-299).
- (6.3) Resolution approving 2026 social services and community funding (Res2025-300).
- (6.4) Resolution approving 2026 tobacco licenses (Res2025-301).
- (6.5) Resolution approving 2026 target and trap shooting license for Plymouth Gun Club (Res2025-302).
- (6.6) Resolution approving 2026 municipal solid waste collection licenses (Res2025-303).
- (6.7) Resolution approving regular city council meeting schedule for 2026 (Res2025-304).
- (6.8) Resolution approving final closeout for the 2024 Birchwood Estates street reconstruction (ST249001) (Res2025-305).
- (6.9) Resolution approving conditional use permit for KidsUnited to allow a sports and fitness use in an industrial district, for property located at 2605 Fernbrook Lane North (2025067) (Res2025-306).
- (6.10) Resolution approving execution of an amended joint powers agreement for the utilization by the City of Medicine Lake of City of Plymouth rental inspections personnel (Res2025-307).
- (6.11) Resolution approving final plat and development contract for "Fox Meadows 3rd Addition" to be addressed 3130 Harbor Lane (2025069) (Res2025-308).
- (6.12) Resolution approving labor agreement between the City of Plymouth and American Federation of State, County and Municipal Employees (AFSCME), Local 3445 representing maintenance employees (Res2025-309).
- (6.13) Resolution approving a variance for Mark Wassink, Town & Country Fence for property located at 1200 Nathan Lane and 1005 State Highway 169 (2025064) (Res2025-310).
- (6.14) Resolution accepting donations and sponsorships for City of Plymouth (Res2025-311).

(6.15) Resolution authorizing repairs to ladder 31 and approving expenditures (Res2025-312).

(6.16) Resolution awarding contract for the Zachary Water Treatment Plant High Service Pump 1 and 2 Maintenance Project (WA259003) (Res2025-313).

With all members voting in favor by roll call vote, the motion carried.

Public Hearings

(7.1) Public Hearing on the on-sale intoxicating liquor license applications with Sunday sales of Sri Saravana2 LLC d/b/a Nala's Kitchen, 16605 County Road 24, Suite 205

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

Mayor Wosje opened the public hearing.

Mayor Wosje closed the public hearing.

Motion was made by Councilmember Gregor, and seconded by Councilmember Peterson, to adopt Resolution approving on-sale intoxicating liquor license applications with Sunday sales of Sri Saravana2 LLC d/b/a Nala's Kitchen, 16605 County Road 24, Suite 205 (Res2025-314). With all members voting in favor by roll call vote, the motion carried.

(7.2) Public hearing on vacation of easement areas of Lots 1 and 2, Block 2, Fox Meadows First Addition

Engineering Services Manager McKenzie presented this item, stated that utility companies have been notified, and staff recommended approval.

Mayor Wosje opened the public hearing.

Mayor Wosje closed the public hearing.

Motion was made by Councilmember Peterson, and seconded by Councilmember Gregor, to adopt Resolution approving the vacation of easements of lots 1 and 2, block 2, Fox Meadows First Addition (Res2025-315). With all members voting in favor by roll call vote, the motion carried.

(7.3) Public hearing and adoption of 2026 fees

Assistant Finance Director Vadnais presented this item and discussed the 2026 proposed rate changes. He clarified that the two additional positions in the Public Works Department are included as part of the resolution.

Mayor Wosje opened the public hearing.

Mayor Wosje closed the public hearing.

Motion was made by Councilmember Gregor, and seconded by Councilmember Nelson, to adopt Ordinance amending rates and fees (Ord2025-14), Resolution approving summary publication of Ordinance No. 2025-14 (Res2025-316). With all members voting in favor by roll call vote, the motion carried.

(7.4) Public hearing on 2026 Budget; Property Tax Levies; and 2026 Classification and Compensation Plan

Finance Director Rich presented this item, reviewed the final levy process, and noted the importance of the operating budget for 2026. She also reviewed the council's strategic priorities, budget goals, continuation of high-quality services, and the city's long-term planning.

Finance Director Rich reviewed the general fund's expenditures and revenues and how they affect the property tax levy. She discussed the budget changes from 2025 to 2026 that increase operational excellence, economic stability, and vitality. She summarized the proposed tax levy increase as 7.1%. She described how the market value affects property taxes. She explained the effect the proposed levy would have on a median value home on a yearly and monthly basis.

City Council expressed its thanks for the hard work of the Finance Department, and some expressed concern about the proposed additional positions in the Public Works Department. Concerns were also raised regarding the long-range affordability and resident cost of the additional positions.

Public Works Director Thompson expressed the need for the additional positions due to expanded infrastructure and the increasing workload put on his staff. He stated that the work on a potential new Project Manager, if not hired, would have to be hired out to a consulting company.

Mayor Wosje opened the public hearing.

Kevin Peterson, a resident, expressed his concern about the fraud occurring at the state level. He inquired about the process of proper checks and balances in the system and formally requested a data request on whether the city has funded or provided funding to any non-profits or NGO's. He also suggested looking into how much of the proposed levy is due to the mandated Family and Medical Leave Act.

Mayor Wosje clarified the Family and Medical Leave Act language, stating that City Clerk/Administrative Gallup will follow up with him on his other questions.

Mayor Wosje closed the public hearing.

Motion was made by Councilmember Pointner, and seconded by Councilmember Peterson, to adopt Resolution adopting the 2026 budgets (Res2025-317), Resolution to authorize the 2026 HRA levy (Res2025-318), Resolution adopting tax levies for taxes payable 2026 (Res2025-319), Resolution approving a general increase to wages and contributions to benefits plans for non-represented employees and setting the city manager's compensation for 2026 (Res2025-320). With members Peterson, Gregor, Pointner, Nelson, and Spoonheim voting in favor, and members Wosje and Aldrich voting against, the motion carried 5-2.

Motion was made by Councilmember Pointner, and seconded by Councilmember Gregor, to adopt Ordinance amending Plymouth city code section 1185 concerning lodging tax (Ord2025-15), Resolution approving summary publication of Ordinance No. 2025-15 (Res2025-321). With all members voting in favor by roll call vote, the motion carried.

General Business

(8.1) Discuss and approve 2026 Legislative Priorities

City Manager Callister presented this item, briefly described the simplified 2026 legislative priorities. He stated affiliations and organizations keep the needs of Plymouth a top priority.

City Council discussed the bus rapid transit system as it relates to the legislative priorities.

Motion was made by Councilmember Gregor, and seconded by Councilmember Peterson, to adopt the 2026 legislative priorities. With all members voting in favor by roll call vote, the motion carried.

Reports and Staff Recommendations

(9.1) Summary of City Manager Dave Callister's performance evaluation

Mayor Wosje stated on November 25, 2025, the City Council met in a closed session to conduct a performance evaluation of City Manager Callister. Mayor Wosje provided a summary of the council's evaluation. City Council praised him for his continued work on behalf of the City of Plymouth.

Adjournment

Mayor Wosje announced at 8:27 p.m. that the meeting would be recessed to Lucky's 13 for a social gathering, which adjourned at 9:45 p.m.

Jodi Gallup, City Clerk/Administrative Coordinator



To: Dave Callister, City Manager

Prepared by: Tammy Geurkink, Accounting Specialist

Reviewed by: Andrea Rich, Finance Director

Item: **Approve disbursements**

1. Action Requested:

Adopt resolution approving disbursements.

2. Background:

Attached are lists of city fund disbursements for the period ending 1/2/26.

3. Budget Impact:

Not applicable.

4. Attachments:

1. Invoice Expense Distribution
2. City Council Resolution 2026-001

Invoice Expense Distribution for Period Ended 1/2/26 Council Meeting 1/13/26

FUND	100	General Fund	1,380,182.48
	200	Recreation Fund	211,303.53
	210	Parker's Lake Cemetery Maint	0.00
	215	Destination Marketing Org Fund	24,836.15
	220	Transit System Fund	920,113.78
	234	Economic Development Fund	0.00
	240	Lawful Gambling	0.00
	250	Comm Dev Block Grant Fund	0.00
	254	HRA Section 8 Fund	330.00
	254	HAP Check Summary	349,738.67
	258	HRA General Fund	2,538.82
	280	Opioid Settlement Fund	0.00
	308	2005A TIF #1-1	0.00
	310	2009A TIF #7-5A Refund 1998A	0.00
	312	2010A GO Open Space	0.00
	314	2012A GO Refunding 2004A	0.00
	315	2015A GO Open Space	0.00
	316	Plymouth Creek Center Bonds	0.00
	400	General Capital Projects Fund	957,413.60
	401	Minnesota State Aid Fund	0.00
	404	Community Improvement	0.00
	405	Park Replacement Fund	50,593.75
	406	Street Reconstruction Fund	149.40
	407	Project Administration Fund	0.00
	408	Park Construction	0.00
	409	Capital Improvement Fund	0.00
	412	Water Sewer Replace	0.00
	413	Improvement Project Construction	3,944,472.36
	417	Project Warranty Repairs	0.00
	418	Utility Trunk System Expansion	436.53
	420	Water Sewer Construction	0.00
	421	ENT-Water Resources Constrctn	0.00
	422	TIF 7-4 PTP Construction	0.00
	423	TIF 7-5 Rottlund (Const)	0.00
	424	TIF 7-6 Berkshire	0.00
	425	TIF Housing Assistance Program	0.00
	426	TIF 7-7 Stonecreek	0.00
	427	TIF 1-1 Shops at Plymth Crk	0.00
	428	TIF 1-2 Vicksburg Commons	0.00
	429	TIF HRA 1-3 Crossroads Station	0.00
	432	TIF 7-8 Quest	0.00
	433	TIF 7-9 Four Seasons	0.00
	434	TIF 7-10 Sands	0.00
	435	Plymouth Creek Center Expansion	0.00
	436	Doran Bassett Creek	996.25
	437	CON - Fire Stations	0.00
	438	TIF 7-12-Prudential/Blvd	400.00
	500	Water Fund	1,170,758.18
	510	Water Resources Fund	223,186.67
	520	Sewer Fund	866,234.07
	530	Solid Waste Management Fund	258,927.60
	540	Ice Center Fund	258,936.51
	550	Field House Fund	6,283.90
	600	Central Equipment Fund	371,658.44
	610	Public Facilities Fund	292,655.98
	620	Information Technology Fund	576,046.19
	630	Risk Management Fund	105,938.76
	640	Employee Benefits Fund	144,422.53
	660	Resource Planning	0.00
	700	Parkers's Lake Cemetery	0.00
	800	Investment Trust Fund	3,166.58
	850	Plymouth Town Square	0.00
	851	Vicksburg Crossing	0.00

Total Invoice Expense Distribution:

12,121,720.73

CITY OF PLYMOUTH

RESOLUTION No. 2026-001

RESOLUTION APPROVING DISBURSEMENTS ENDING JANUARY 2, 2026

WHEREAS, a list of disbursements for the period ending January 2, 2026 was presented to the City Council for approval.

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

US Bank – Check Register

General & Special Revenue	\$ 2,536,435.94
Construction & Debt Service	\$ 4,954,461.89
Enterprise & Internal Service	\$ 4,278,215.41
Housing Redevelopment	<u>\$ 2,868.82</u>
Check Register Total	\$ 11,771,982.06

US Bank – Housing Assistance Payments

Housing & Redevelopment Authority	<u>\$ 349,738.67</u>
	\$ 349,738.67
GRAND TOTAL FOR ALL FUNDS	\$12,121,720.73

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

EFT	1,945,801.03
Check (#180298-181130)	9,826,181.03
Total	\$11,771,982.06

APPROVED by the City Council on this 13th day of January, 2026.

To: Dave Callister, City Manager

Prepared by: Natalie Dorcy, Office Support Specialist

Reviewed by: Jodi Gallup, City Clerk

Item: **Approve liquor license renewals for 2026**

1. Action Requested:

Adopt attached resolution approving liquor license renewals for 2026.

2. Background:

The city has received and reviewed applications for all liquor license categories, and those establishments are listed in the attached resolution. All approvals and issuance of licenses are contingent upon the city receiving all license fees, completed applications, taxes being current and passing criminal background investigations completed by the Police Department.

The Place of Last Drink (POLD) Report identifies the location where a person last consumed alcohol when they are involved in an alcohol-related incident (DUI, assaults, and other offenses). Information collected by the investigating officer is entered into a database and used to identify patterns and to address problematic locations and serving practices. Attached is the 2025 POLD Report containing Plymouth alcohol serving retailers. There was a total of 19 POLD violations for Plymouth retailers in 2025, which was lower than the 29 total violations in 2024.

3. Budget Impact:

License revenue received is contained in the 2026 budget.

4. Attachments:

1. 2025 POLD Report
2. City Council Resolution 2026-002



MEMO

PLYMOUTH POLICE DEPARTMENT

3400 PLYMOUTH BOULEVARD, PLYMOUTH, MN 554457

DATE: January 7, 2026
TO: Jodi Gallop, City Clerk
FROM: Erik Fadden, Public Safety Director
SUBJECT: 2025 Place of Last Drink (POLD) Report

Plymouth Alcohol Serving Retailers Listed as the Place of Last Drink (POLD) and frequency in 2025:

Cowboy Jack's – 11
Lucky's 13 – 2
Sunshine Factory – 2
Crown Plaza– 1
Luce Line Brewing – 1
Mann Plymouth Grand 15 Theater - 1
Imagine Willow Creek Theater - 1

Cowboy Jacks:

In 2025, Plymouth Officers arrested 11 individuals for DWI in which the drivers stated they were coming from Cowboy Jacks. The dates of arrests are listed below.

Dates:

06/25/2025 @ 11:37pm	06/28/2025 @ 1:07am
07/08/2025 @ 9:50pm	08/10/2025 @ 1:03am
09/02/2025 @ 10:50pm	09/28/2025 @ 11:51pm
10/01/2025 @ 12:11am	10/07/2025 @ 11:58pm
10/25/2025 @ 12:49am	12/14/2025 @ 1:13am
12/23/2025 @ 11:08pm	

Lucky's 13

Date: 4/22/2025 Time: 7:48 p.m. BAC: .40

Customer fell and injured themselves due to intoxication

Date: 11/15/2025 Time: 8:36pm BAC: Refused

Driver was arrested for DWI after a traffic stop. Driver had juvenile child in the car with them and submitted a preliminary breath test of .126 but refused the DMT Breath Test

Sunshine Factory

Date: 09/08/2025 Time: 10:45 p.m. BAC: N/A

Intoxicated male walking in the road from the listed business. Was given a ride home.

Date: 11/20/2025 Time: 11:47pm BAC: .08

Driver was arrested for DWI after observed driving the wrong way on the road.

Crown Plaza

Date: 02/15/2025 Time: 8:58 p.m. BAC: .19

Officers responded to a two-vehicle crash. One of the drivers was found to be intoxicated.

Luce Line Brewing

Date: 02/21/2025 Time: 10:02 p.m. BAC: .19

Driver was arrested for DWI

Mann Plymouth Grand 15 Theater

Date: 03/14/2025 Time: 09:02pm BAC: .18

Officer arrested a driver for DWI after observed driving the wrong way on the road.

Emagine Willow Creek Theater

Date: 08/16/2025 Time: 8:08 p.m. BAC: .20

Driver was arrested for DWI after causing a disturbance in the theater and 911 callers reported seeing them leave in a vehicle.

CITY OF PLYMOUTH

RESOLUTION No. 2026-002

RESOLUTION APPROVING RENEWAL OF LIQUOR LICENSES FOR 2026

NOW, THEREFORE, BE IT HEREBY RESOLVED BY THE CITY COUNCIL OF THE CITY OF PLYMOUTH, MINNESOTA that the following licenses are approved for issuance for the license periods noted below:

Licenses issued for license period February 1, 2026 through January 31, 2027.

Combination Wine & 3.2 On-Sale

Licensee

4 Community Theatre
Brew Park Plymouth, LLC
The Buttered Tin Plymouth
Clay Oven Plymouth Inc
Davanni's, Inc.
ElMars NY Pizza LLC
M & W INC
Mulligan's Indoor Golf LLC
Oyama MN Inc.
Pinedas Tacos 4 L.L.C.
CSM Lodging Services Inc.
TAKARA SUSHI INC
Tea House Plymouth Inc.
Lotus Group LLC
Eezy Experience, LLC

Venue

4 Community Theatre
Brew Park
The Buttered Tin Plymouth
Clay Oven
Davanni's Pizza & Hot Hoagies
ElMar's NY Pizza
Kyuramen
Mulligan's Indoor Golf
Oyama
Pinedas Tacos 4 LLC
Residence Inn by Marriott – Ply.
Takara Sushi
Tea House Chinese Restaurant
Thai Table
Urban Air Plymouth

Address

2705 Annapolis Ln. N.
2605 Fernbrook Ln. N., Suite J
6130 Sycamore Ln. N., Suite 300
187 Cheshire Ln. N., Suite 100
3015 Harbor Ln. N.
15725 37th Ave. N, Suite 5
4345 Nathan Ln. N., Suite O
3905 Annapolis Ln. N., Suite 155
4130 Berkshire Ln. N., Unit D
64 Nathan Ln. N.
2750 Annapolis Circle N.
3505 Vicksburg Ln. N., Suite 100
88 Nathan Ln. N.
10100 6th Ave. N., Units 114 & 115
3580 Holly Ln. N.

Off-Sale Intoxicating Liquor

Licensee

Coborn's Incorporated
SUPERVALU INC.
Lake Ventures, LLC
Haskell's, Inc.
Hy-Vee, Inc.
Plymouth Jim's Liquor INC.
Kelli and Gray, LLC
Lund Beverages, LLC
Shree Ganesh Inc
Ragma Inc.
JD Christensen Liquors, Inc.
Target Corporation
Yayin Gadol, LLC
ABS Associates LLC
Vinifera Wines and Ales, Inc.
Green X LLC

Venue

Coborn's Wine & Spirits
Cub Discount Liquor
Fresh Thyme Liquor
Haskell's
Hy-Vee Wine & Spirits
Jim's Liquor
The Liquor Cabinet
Lunds & Byerlys Wines & Spirits
MGM Wine & Spirits Plymouth
Paradise Liquor
Plymouth Liquor Barrel
Target Store T-0664
Top Ten Liquors
Vicksburg Liquor
Vinifera Wines & Ales
Wandering Spirits

Address

6130 Sycamore Ln. N., Suite 200
4445 Nathan Ln. N.
15760 32nd Ave. N., Suite B
4130 Berkshire Ln. N., Suite G
16605 Co. Rd. 24 #201
15705 35th Ave. N.
10200 6th Avenue N. #101
3455 Vicksburg Ln. N.
3900 Vinewood Ln. N. #1
12 Nathan Ln. N.
11000 Hwy 55
4175 Vinewood Ln. N.
4190 Vinewood Ln. N., Unit 122-124
1115 Vicksburg Ln. N., Suite 5
1400 Co. Rd. 101 N., Suite K5
3435 Hwy 169 N. #B

3.2 Off-Sale

Licensee

Coborn’s Incorporated
 Jerry's Enterprises, Inc.
 Plymouth 1998 L.L.C.
 SUPERVALU INC.
 CAPL Retail LLC
 Lake Ventures, LLC
 Holiday Stationstores, LLC
 Holiday Stationstores, LLC
 Holiday Stationstores, LLC
 Holiday Stationstores, LLC
 Holiday Stationstores, LLC
 Holiday Stationstores, LLC
 Kwik Trip, Inc.
 Northern Tier Retail LLC
 Northern Tier Retail LLC
 Northern Tier Retail LLC

Venue

Coborn’s Market & Table
 Cub Foods
 Cub Foods #1633
 Cub Foods #1650
 Express Lane
 Fresh Thyme Farmers Market
 Holiday Stationstore #2746107
 Holiday Stationstore #2746140
 Holiday Stationstore #2746303
 Holiday Stationstore #2746317
 Holiday Stationstore #2746473
 Holiday Stationstore #2746523
 Kwik Trip #411
 Speedway #3351
 Speedway #4153
 Speedway #4341

Address

6130 Sycamore Ln. N., Suite 100
 10200 6th Ave. N.
 4445 Nathan Ln. N.
 3550 Vicksburg Ln. N.
 4140 Berkshire Ln. N.
 15760 32nd Ave. N., Suite A
 3020 Fernbrook Ln. N.
 189 Cheshire Ln. #140
 9700 Betty Crocker Dr.
 2725 Campus Dr.
 12650 County Road 10
 4075 Vinewood Ln. N.
 1605 Annapolis Ln. N.
 4325 Peony Ln. N.
 15805 61st Ave. N.
 5750 Nathan Ln. N.

On-Sale Intoxicating & Sunday Liquor

Licensee

Apple Minnesota LLC
 BPK Foods LLC
 Flippin Dough, LLC
 Blazin Wings, Inc.
 Angelea's Kitchen LLC
 Brinker Restaurant Corporation
 The After Midnight Group III LLC
 Regency Midwest Ventures Limited Partnership
 Northwoods Entertainment LLC
 The Fox and Pantry LLC
 Fuego Mexican Restaurant LLC
 KOBE JIJI LLC
 Lago Plymouth LLC
 10ate20 LLC
 Eclectic Culinary Concepts, Inc.
 Sri Saravana2 LLC
 MAHESHWARI FOODS LLC
 Norish Enterprises, LLC
 Mann Theaters, Inc.
 Red Robin International, Inc.
 Samarkand Restaurant L.L.C.
 Rosengren & Associates, Inc.
 Trillium Woods LLC

Venue

Applebee’s Neighborhood Grill & Bar
 Bombay Pizza Kitchen
 Broadway Pizza Plymouth
 Buffalo Wild Wings Grill & Bar
 Charcuterie Bar
 Chili’s Grill & Bar
 Cowboy Jacks
 Crowne Plaza Minneapolis West
 Emagine Willow Creek
 The Fox and Pantry LLC
 Fuego Mexican Restaurant
 Kobe Japanese Restaurant
 Lago Tacos
 Latuff’s Pizzeria
 Lucky’s 13 Pub
 Nala’s Kitchen
 Nawabi Hyderabad House Biryani Place
 Northern Taphouse
 Plymouth Grand 15
 Red Robin America’s Gourmet Burgers & Spirits
 Samarkand Restaurant
 Sunshine Factory Bar & Grill
 Trillium Woods

Address

3500 Vicksburg Ln. N., Suite 100
 2705 Annapolis Ln. N., Suite A
 13705 27th Ave. N.
 3505 Vicksburg Ln. N., Suite 100
 10100 6th Ave. N., Unit #122
 4000 Vinewood Ln. N.
 4120 Berkshire Ln. N.
 3131 Campus Dr. N.
 9900 Shelard Parkway
 15725 37th Ave. N., Unit 7
 10100 6th Ave. N. #102
 15555 34th Ave. N.
 3500 Vicksburg Ln. N. #500
 10820 State Highway 55
 3000 Harbor Ln. N.
 16605 Co. Rd. 24, Suite 205
 3195 Vicksburg Ln. N., Suite D
 220 Carlson Parkway N.
 3400 Vicksburg Ln. N.
 2669 Campus Dr.
 16 Nathan Ln. N.
 4100 Vinewood Ln. N.
 5855 Cheshire Pkwy

Club & Sunday Liquor

Licensee

Heinzen-Ditter Post No. 5903,
Veterans of Foreign Wars of the
United States, Incorporated

Venue

Heinzen-Ditter Post VFW 5903

Address

19020 Hamel Rd.

Brewer Taproom On and Off-Sale

Licensee

Luce Line Brewing Company LLC

Venue

Luce Line Brewing

Address

12901 16th Ave. N., Suite 101

Permits issued for license period April 1, 2026 through March 31, 2027.

Consumption and Display

Licensee

4 Community Theatre

Venue

4 Community Theatre

Address

2705 Annapolis Ln. N.

BE IT FURTHER RESOLVED that approvals and issuance of licenses are contingent upon the city receiving all license fees, completed applications including requested documents, all taxes being paid, and criminal background investigations completed by the Police Department.

APPROVED by the City Council on this 13th day of January, 2026.

To: Dave Callister, City Manager

Prepared by: Jodi Gallup, City Clerk

Reviewed by: Amanda Kaufman, Deputy City Manager

Item: **Approve appointments to volunteer advisory boards**

1. Action Requested:

Approve attached resolution appointing individuals to fill vacant terms on various volunteer advisory boards.

2. Background:

The council conducted advisory board interviews on December 2 and directed staff to make the appointments on the attached resolution.

3. Budget Impact:

Not applicable.

4. Attachments:

1. City Council Resolution 2026-003

CITY OF PLYMOUTH

RESOLUTION No. 2026-003

RESOLUTION APPOINTING INDIVIDUALS TO FILL VACANT TERMS ON VARIOUS VOLUNTEER ADVISORY BOARDS

BE IT RESOLVED by the City Council of the City of Plymouth, Minnesota, that the following individuals are appointed to Plymouth volunteer advisory boards effective February 1, 2026, or sooner upon resignation of a member:

<u>Name</u>	<u>Commission</u>	<u>Seat</u>	<u>Term Expires</u>
Neha Markanda	Planning Commission	Ward 1	January 31, 2029
Michael Boo	Planning Commission	Ward 2	January 31, 2029
Greg Hansen	Planning Commission	Ward 3	January 31, 2029
Ed Matthiesen	Environmental Quality Comm.	Ward 3	January 31, 2029
Nick Beecher	Park & Rec. Advisory Comm.	Ward 3	January 31, 2029
John McCulloch	Park & Rec. Advisory Comm.	At Large	January 31, 2029
Kim Joles	DMO Advisory Board	-	January 31, 2028

BE IT FURTHER RESOLVED that the City Council confirms the following appointments made by Mayor Wosje to the Housing and Redevelopment Authority:

James Williams	Housing & Redevelopment Authority	Ward 4	January 31, 2031
Tony Kuechle	Housing & Redevelopment Authority	At Large	January 31, 2031

APPROVED by the City Council on this 13th day of January, 2026.

To: Dave Callister, City Manager

Prepared by: Jodi Gallup, City Clerk

Reviewed by: Amanda Kaufman, Deputy City Manager

Item: **Appoint Deputy Mayor, Council Coordinating Representatives and other agency appointments for 2026**

1. Action Requested:

Adopt attached resolution appointing Deputy Mayor, Council Coordinating Representatives and other agency appointments for 2026.

This item requires a 4/7 vote for approval.

2. Background:

Council discussed and selected a Deputy Mayor, individuals for the Council Coordinating Representatives and other agency appointments for 2026 at the December 9 Special Council Meeting.

3. Budget Impact:

Not applicable.

4. Attachments:

1. Role of Council Coordinating Representative
2. City Council Resolution 2026-004

Role of Council Coordinating Representative

The City of Plymouth is a home rule charter city operating under the Council-Manager form of government. Under this plan the City Council is the policy-establishing legislative body. To assist in obtaining information required to make policy decisions, the City Council is advised by voluntary advisory commissions. To be well informed, the Council must also maintain a close liaison between itself and other organizations, agencies and governmental bodies serving City residents. Consequently, the Council has deemed it appropriate to establish Council Coordinating Representatives (CCR's). Each Councilmember is assigned as a CCR to one or more bodies annually, generally in January.

The singular, essential function of a CCR is to assure two-way communication between the City Council and the body to which the Council member serves as CCR. In performing this function, the CCR must be both a listener and communicator. To keep the Council appropriately advised of that body's activities, the Council member must be aware of issues which have or will be facing the body, the objectives of the organization, its resources and other matters which might influence the organization's ability, desire, or capacity to accomplish its day-to-day ends. With this information, the CCR is able to both provide the Council with information and actions taken by the body, as well as an appreciation for why or how those actions took place, and what may be expected in the future.

The CCR must also be a good listener to advise the Council of the impact of its actions, positions, plans or lack of action upon that respective body. This is essentially a matter of maintaining a high degree of trust and cooperation.

A CCR is also responsible for advising the body of the City Council's positions on various issues, and the impact that the body's action may have on the City.

To be an effective CCR, the Council member should periodically expect to provide other Councilmembers with a short verbal report to keep them advised of the actions or conditions affecting the body or agency they represent.

CITY OF PLYMOUTH

RESOLUTION No. 2026-004

RESOLUTION APPROVING APPOINTMENTS FOR DEPUTY MAYOR, COUNCIL COORDINATING REPRESENTATIVES AND REPRESENTATIVES TO OTHER AGENCIES

BE IT RESOLVED by the Plymouth City Council that the following appointments are made for 2026:

Board/Commission/Agency	2025 Appointments	2026 Appointments
Deputy Mayor	Peterson	Gregor
Planning Commission	Pointner	Pointner
Park & Recreation Advisory Commission	Nelson	Nelson
Environmental Quality Committee	Gregor	Gregor
Housing and Redevelopment Authority	Wosje	Wosje
Destination Marketing Advisory Board	Gregor	Gregor
Fire Relief Association	-----	Wosje, Callister, Kaufman, Etzel
School District 279 (Osseo)	Pointner	Pointner
School District 281 (Robbinsdale)	Aldrich	Aldrich
School District 284 (Wayzata)	Spoonheim	Spoonheim
School District 270 (Hopkins)	Spoonheim	Spoonheim
Municipal Legislative Commission (one elected and one appointed)	Wosje (elected) Callister (appointed)	Wosje (elected) Callister (appointed)
Northwest Suburban Cable Comm. (one appointed and one resident)	Willis (resident) Kastner (appointed)	Kastner (resident) Callister (appointed)
CCX Media Board of Directors	Kastner	Kastner
Suburban Rate Authority	Nelson (elected) Thompson (alternate)	Nelson (elected) McKenzie (alternate)
Plymouth Civic League	Wosje	Wosje
Suburban Transit Association	Peterson (elected) Aldrich (elected alternate)	Peterson (elected) Aldrich (elected alternate)
Bassett Creek Watershed Management Organization	Cesnik (Director) Vadali (Alternate Director)	Cesnik (Director) Wixon (Alternate Director)
Shingle Creek Watershed Management Organization	Polzin (Director) Gifford (Alternate Director)	Polzin (Director) Gifford (Alternate Director)
Elm Creek Watershed Management Organization	Cesnik (Director) Gregor (Alternate Director)	Frazier (Director) Dutton (Alternate Director)

APPROVED by the City Council on this 13th day of January, 2026.

To: Dave Callister, City Manager

Prepared by: Jodi Gallup, City Clerk

Reviewed by: Amanda Kaufman, Deputy City Manager

Item: **Appoint City Council Secretary for 2026**

1. Action Requested:

Adopt resolution appointing City Clerk Jodi Gallup as City Council Secretary for 2026.

2. Background:

The City Charter requires that the City Council appoint a secretary of the council: "The secretary must keep a journal of council proceedings and perform the duties required by charter, ordinance or resolution. The council may designate any officer or employee of the city except the city manager, the mayor or a council member as its secretary." Historically, the City Clerk serves as Council Secretary.

3. Budget Impact:

Not applicable.

4. Attachments:

1. City Council Resolution 2026-005

CITY OF PLYMOUTH

RESOLUTION No. 2026-005

RESOLUTION APPOINTING CITY COUNCIL SECRETARY FOR 2026

WHEREAS, the City Charter requires that the City Council appoint a secretary of the council; and

WHEREAS, the secretary must keep a journal of council proceedings and perform the duties required by charter, ordinance, or resolution; and

WHEREAS, the council may designate any officer or employee of the city except the city manager, the mayor or a council member as its secretary; and

WHEREAS, the secretary position has historically been held by the City Clerk.

NOW, THEREFORE, BE IT HEREBY RESOLVED BY THE CITY COUNCIL OF THE CITY OF PLYMOUTH, MINNESOTA, that the City Clerk Jodi Gallup shall be appointed the city council secretary for 2026.

APPROVED by the City Council on this 13th day of January, 2026.

To: Dave Callister, City Manager

Prepared by: Jodi Gallup, City Clerk

Reviewed by: Amanda Kaufman, Deputy City Manager

Item: **Appoint city health officer for 2026**

1. Action Requested:

Appoint Dr. Ronald McGown as city health officer for 2026.

2. Background:

The city code requires that a health officer conduct an investigation prior to taking action on certain health or environmental matters. Specifically, city code refers to health officer input with regard to garbage/refuse, inspections of licensed premises, and the city's water system. The city health officer's services are seldom, if ever, used during the course of a year, and the city is charged only for services rendered. Dr. Ronald McGown, from Park Nicollet Medical Center, has agreed to continue serving as the city's health officer for 2026.

3. Budget Impact:

Not applicable.

4. Attachments:

1. City Council Resolution 2026-006

CITY OF PLYMOUTH

RESOLUTION No. 2026-006

RESOLUTION APPOINTING CITY HEALTH OFFICER FOR 2026

WHEREAS, the City Code requires that a health officer conduct an investigation prior to taking action on certain health or environmental matters; and

WHEREAS, the City Code refers to health officer input with regard to garbage/refuse, inspections of licensed premises, and the city's water system; and

WHEREAS, Dr. Ronald McGown, from Park Nicollet Medical Center, has agreed to continue serving as the city's health officer for 2026.

NOW, THEREFORE, BE IT HEREBY RESOLVED BY THE CITY COUNCIL OF THE CITY OF PLYMOUTH, MINNESOTA, that Dr. Ronald McGown shall be appointed the city health officer for 2026.

APPROVED by the City Council on this 13th day of January, 2026.



To: Dave Callister, City Manager

Prepared by: Jodi Gallup, City Clerk

Reviewed by: Amanda Kaufman, Deputy City Manager

Item: **Designate official newspaper for 2026**

1. Action Requested:

Adopt attached resolution designating the Plymouth Sun Sailor as the official newspaper for 2026.

2. Background:

City Code requires that the council designate an official newspaper at the first regular meeting of each year. The official newspaper is used to publish all legal notices for the year, such as public hearings, advertisement for bids, and adoption of ordinances. Not related to the designation of the official newspaper, staff also posts legal notices on the city's website as another method for the public to be informed. The city's official newspaper has been the Plymouth Sun Sailor since 1991.

3. Budget Impact:

Not applicable.

4. Attachments:

1. City Council Resolution 2026-007

CITY OF PLYMOUTH

RESOLUTION No. 2026-007

RESOLUTION DESIGNATING THE PLYMOUTH SUN SAILOR AS THE CITY OF PLYMOUTH'S OFFICIAL NEWSPAPER FOR 2026

NOW, THEREFORE, BE IT HEREBY RESOLVED BY THE CITY COUNCIL OF PLYMOUTH, MINNESOTA
That the Plymouth Sun Sailor is designated as the official newspaper for the City of Plymouth for 2026.

APPROVED by the City Council on this 13th day of January, 2026.

To: Dave Callister, City Manager

Prepared by: Sonya Rippe, Project Supervisor

Reviewed by: Jennifer Tomlinson, Parks and Recreation Director

Item: **Approve final closeout for the East Medicine Lake Cube Tower and Playground Surfacing project (PR250004)**

1. Action Requested:

Adopt attached resolution approving final closeout for East Medicine Lake Cube Tower and Playground Surfacing (PR250004).

2. Background:

The project involved replacement of the cube tower and playground. Work on the project has been completed and certified as meeting project specifications by the project supervisor. Any warranty items that arise will be completed as necessary throughout the warranty period.

3. Budget Impact:

Council previously approved a budget of \$366,258.11 for this project. At project completion, the total project cost was \$355,585.61 which included \$216,685.61 for playground and equipment installation and \$138,900 for playground surfacing. The full project cost of \$355,585.61 is funded from the Park Replacement Fund.

4. Attachments:

1. Site Plan
2. City Council Resolution 2026-008

LOCATION AND DETAILS OF EXISTING OR THIRD PARTY EQUIPMENT MUST BE CONFIRMED BY OWNER/OPERATOR TO ENSURE COMPLIANCE

ADA ACCESSIBLE PATH TO SITE IS REQUIRED, PER 2010 ADA STANDARDS (SECTION 206)

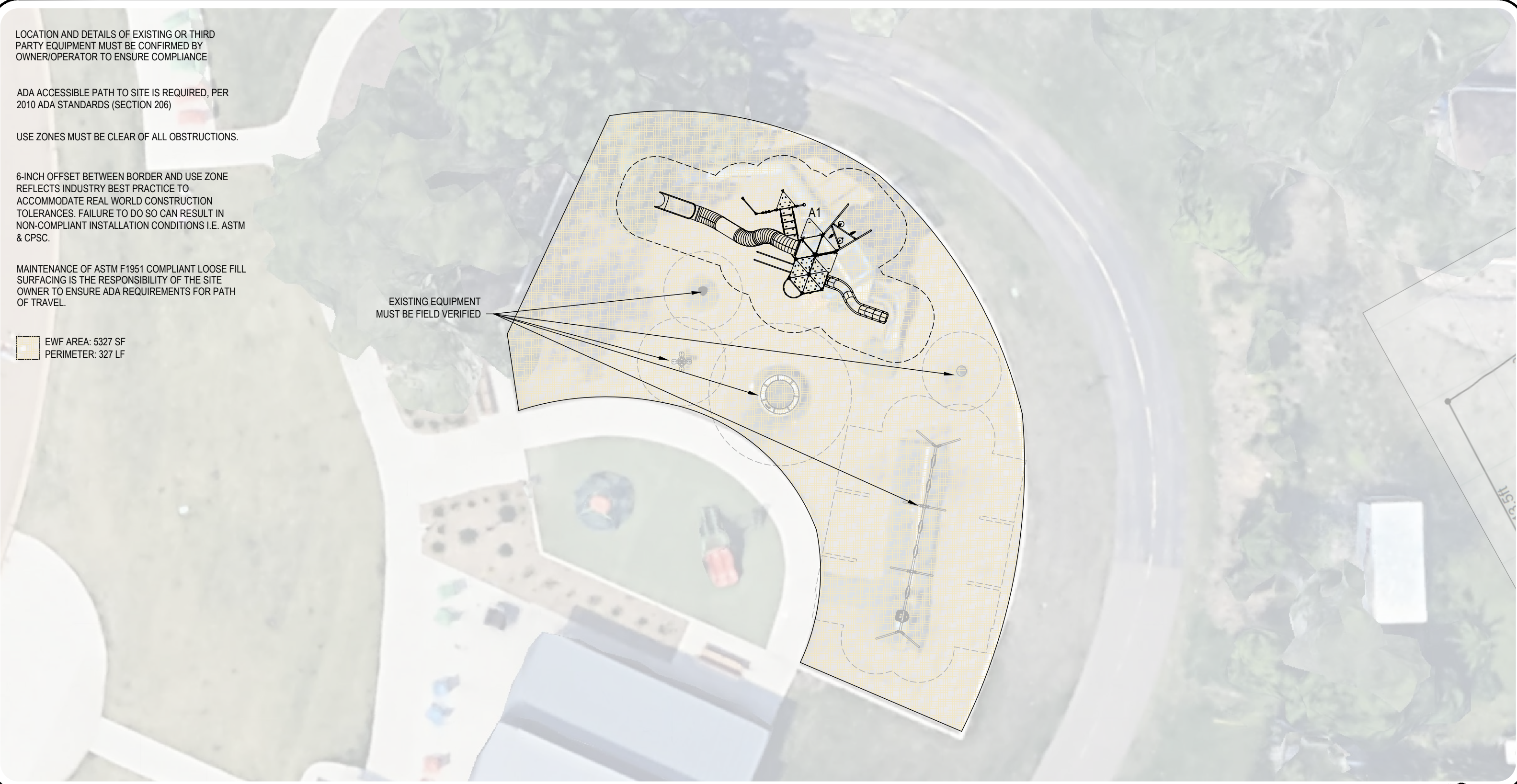
USE ZONES MUST BE CLEAR OF ALL OBSTRUCTIONS.

6-INCH OFFSET BETWEEN BORDER AND USE ZONE REFLECTS INDUSTRY BEST PRACTICE TO ACCOMMODATE REAL WORLD CONSTRUCTION TOLERANCES. FAILURE TO DO SO CAN RESULT IN NON-COMPLIANT INSTALLATION CONDITIONS I.E. ASTM & CPSC.

MAINTENANCE OF ASTM F1951 COMPLIANT LOOSE FILL SURFACING IS THE RESPONSIBILITY OF THE SITE OWNER TO ENSURE ADA REQUIREMENTS FOR PATH OF TRAVEL.

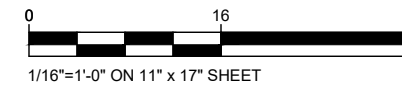
EWF AREA: 5327 SF
PERIMETER: 327 LF

EXISTING EQUIPMENT MUST BE FIELD VERIFIED



#	Product Number	Product Name	M.F.H.	Count
A	PCT110931-CUSTOM_20353664	Custom Modern Giant L	94"	1

**City of Plymouth
East Med Lake Park
1740 E Medicine Lake Blvd
Minneapolis, MN
Site Plan**



MANUFACTURER'S SHOP DRAWING:

FOR USE BY CONTRACTOR, ENGINEER, OR DESIGN PROFESSIONAL OF RECORD. SEE SIGNED SALES PROPOSAL FOR COMPLETE SCOPE TO BE PROVIDED BY KOMPAN OR REPRESENTING AGENCY. CONFIRM FINAL PLAN AND SCOPE WITH KOMPAN SALES REP OR PROJECT MANAGER PRIOR TO USE FOR REVIEW, PERMITTING, OR CONSTRUCTION.

TO BE READ CONTINGENTLY WITH KOMPAN'S STANDARDS FOR SITE PREPARATION, MATERIALS AND INSTALLATION PROCESSES. PROVIDED AFTER EQUIPMENT PURCHASE. A COMPLIANT PLAYGROUND TO KOMPAN'S STANDARDS MUST SATISFY ALL REQUIREMENTS IN THE CODE OF CONDUCT.

SLAB BY OTHERS UNLESS OTHERWISE NOTED. FOR SURFACE MOUNT OPTIONS, THE CONCRETE REQUIREMENTS MAY BE UP TO 5\"/>

DIMENSIONS OF PLAY AREA, SIZE AND ORIENTATION, LOCATIONS OF ALL EXISTING UTILITIES, EQUIPMENT AND SITE FURNISHINGS TO BE FIELD VERIFIED PRIOR TO CONSTRUCTION.

PREPARED AND PRINTED IN USA BY KOMPAN © 2025 KOMPAN, INC. AUSTIN, TX. USA 800-426-9788



SALES REPRESENTATIVE			SHEET
John Enger			K1.0
REVIEW BY	DRAWN BY	DATE	
DESIGN	HanGon	3/10/25	REVISION NOTES
REV. NO.	REV. BY	REV. DATE	
-	-	-	-

LAYOUT IS IN ACCORDANCE WITH ASTM F1487

CITY OF PLYMOUTH

RESOLUTION No. 2026-008

RESOLUTION APPROVING FINAL CLOSEOUT FOR THE EAST MEDICINE LAKE CUBE TOWER AND PLAYGROUND SURFACING (PR250004)

WHEREAS, the City of Plymouth as the owner, and Kompan Inc. and Albrecht Company as the contractors, have entered into an agreement for the East Lake Playground. Said agreement was approved by the City Council on May 13, 2025; and

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

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

1. That the original contract amount between the owner and the contractors was \$366,258.11 and the final contract amount is \$355,585.61.
2. That the work performed by the contractors for East Medicine Lake Playground and certified to the Council by the project supervisor as acceptable.
3. The total project cost is \$355,585.61, which includes \$216,685.61 for playground equipment and installation provided by Kompan Inc., and \$138,900 for playground surfacing completed by Albrecht Company.

BE IT FURTHER RESOLVED:

1. The funding for this project is from the Park Replacement Fund (\$355,585.61).

APPROVED by the City Council on this 13th day of January, 2026.

To: Dave Callister, City Manager

Prepared by: Sonya Rippe, Project Supervisor

Reviewed by: Jennifer Tomlinson, Parks and Recreation Director

Item: **Approve Tree Maintenance Contract for 2026-2027 with Ostvig Tree, Inc.**

1. Action Requested:

Adopt attached resolution approving Tree Maintenance Contract for 2026-2027 with Ostvig Tree, Inc.

2. Background:

Per City Code Section 2020, the City Forester is responsible for the shade tree disease program and the street tree trimming program. The shade tree disease program provides for the marking and subsequent removal of diseased and hazardous trees, many of which occur on city property. The tree trimming maintenance program provides for the trimming of trees within the right of way for sight and clearance, and park trees for maintenance and health. Hauling is an additional service offered to residents for a fee to ease the removal process on private property.

Tree Care Industry Association (TCIA) Accreditation is a contractor requirement for successful bidding. TCIA Accreditation provides for increased quality of work and professionalism which assists in meeting the residents' expectations. The TCIA Accreditation "seal of approval" provides for inspection and accreditation based on:

- Adherence to industry standards for quality & safety
- Maintenance of trained, professional staff
- Dedication to ethics and quality in business practices

The tree maintenance bid specifications were prepared and advertisements for bids were published in the Plymouth Sun Sailor on November 6, 2025 and November 13,

2025, for work to be performed in 2026-2027. The bids were received and opened on December 4, 2025, at 9:30 a.m.

Sealed bids were received from six contractors. Staff have reviewed the bids and are recommending that the City Council award the bid to Ostvig Tree Inc. for 2026-2027. Their qualifications and work performance are compliant with the city's responsible bidder qualification policy.

3. Budget Impact:

Tree maintenance is budgeted out of Parks & Forestry Fund in line item 100-40-411-41100-7500.300.

4. Attachments:

- 1. Bid Tabulation
- 2. City Council Resolution 2026-009

2026-27 Tree Maintenance Bid (#9912770)
 Bid Opening: December 4, 2025 at 9:30 am

Item Code	Item Description	Unit	Quantity	Ostvig Tree Inc.		Carr's Tree Svc		Rivard Contracting		Davey Tree Expert Company		Hugo's Tree Care, Inc.		AAA Tree Pros	
				Unit Price	Extension	Unit Price	Extension	Unit Price	Extension	Unit Price	Extension	Unit Price	Extension	Unit Price	Extension
1	0 - 9.9" Trees (approximately 50 trees)	per inch	400	\$25.02	\$10,008.00	\$15.00	\$6,000.00	\$19.00	\$7,600.00	\$21.00	\$8,400.00	\$45.00	\$18,000.00	\$31.25	\$12,500.00
2	10 - 14.9" Trees (approximately 65 trees)	per inch	980	\$26.01	\$25,489.80	\$20.00	\$19,600.00	\$27.00	\$26,460.00	\$31.00	\$30,380.00	\$48.00	\$47,040.00	\$39.06	\$38,278.80
3	15 - 19.9" Trees (approximately 50 trees)	per inch	1280	\$27.60	\$35,328.00	\$25.00	\$32,000.00	\$29.00	\$37,120.00	\$46.00	\$58,880.00	\$50.00	\$64,000.00	\$38.10	\$48,768.00
4	20 - 29.9" Trees (approximately 30 trees)	per inch	1150	\$34.02	\$39,123.00	\$30.00	\$34,500.00	\$44.00	\$50,600.00	\$50.00	\$57,500.00	\$53.00	\$60,950.00	\$60.00	\$69,000.00
5	30 - 39.9" Trees (approximately 10 trees)	per inch	750	\$35.00	\$26,250.00	\$35.00	\$26,250.00	\$48.00	\$36,000.00	\$58.00	\$43,500.00	\$65.00	\$48,750.00	\$83.33	\$62,497.50
6	40 - 49.9" Trees (approximately 1 tree)	per inch	250	\$38.00	\$9,500.00	\$40.00	\$10,000.00	\$54.00	\$13,500.00	\$65.00	\$16,250.00	\$83.00	\$20,750.00	\$70.00	\$17,500.00
7	Two Person Crew Hourly Rate	hourly	700	\$119.00	\$83,300.00	\$225.00	\$157,500.00	\$250.00	\$175,000.00	\$200.00	\$140,000.00	\$350.00	\$245,000.00	\$400.00	\$280,000.00
Base Bid Total:					\$228,998.80		\$285,850.00		\$346,280.00		\$354,910.00		\$504,490.00		\$528,544.30

CITY OF PLYMOUTH

RESOLUTION No. 2026-009

RESOLUTION APPROVING TREE MAINTENANCE CONTRACT FOR 2026-2027 WITH OSTVIG TREE INC.

WHEREAS, the Park and Forestry Division will act on the Tree Maintenance Contract for 2026-2027 on city owned lands program; and

WHEREAS, the city has prepared specifications, advertised, received and opened bids on December 4, 2025 at 9:30 am; and

WHEREAS, the following bids were received; and

Contractor	Contract Price
Ostvig Tree Inc.	\$ 228,998.80
Carr's Tree Service	\$ 285,850.00
Rivard Contracting	\$ 346,280.00
Dave Tree Expert Company	\$ 354,910.00
Hugo's Tree Care, Inc.	\$ 504,490.00
AAA Tree Pros	\$ 528,544.30

WHEREAS, Ostvig Tree Inc.'s qualifications and work performance are compliant with the city's responsible bidder qualification policy; and

WHEREAS, based on bid amounts, staff recommends accepting the bid from Ostvig Tree Inc.; and

WHEREAS, tree maintenance is budgeted out of the Parks & Forestry Fund in line item 100-40-411-41100-7500.300.

NOW, THEREFORE, BE IT HEREBY RESOLVED BY THE CITY COUNCIL OF THE CITY OF PLYMOUTH, MINNESOTA, to award the Tree Maintenance Contract for 2026-2027 to Ostvig Tree Inc.

APPROVED by the City Council on this 13th day of January, 2026.

To: Dave Callister, City Manager

Prepared by: Sonya Rippe, Project Supervisor

Reviewed by: Jennifer Tomlinson, Parks and Recreation Director

Item: **Approve Portable Toilet Contract for 2026-2027 with Biff's, Inc.**

1. Action Requested:

Adopt attached resolution approving Portable Toilet Contract for 2026-2027 with Biff's, Inc.

2. Background:

The city supplies both standard and ADA-accessible portable toilets in parks that lack permanent restrooms and as extra facilities for playfields, community parks and events.

- Neighborhood parks: units available from the first Monday in May through Labor Day.
- Playfields: units provided during scheduled activities, usually from late April to the end of October.
- Community parks: availability varies depending on the specific site and access to existing buildings.
- Additional placements: portable toilets are also supplied for the paving crew, the yard waste site, fire training, and special events.

In total, there are sixty-five portable toilet units utilized during the year.

The portable toilet bid specifications were prepared and advertisements for bids were published in the Plymouth Sun Sailor on November 6, 2025 and November 13, 2025, for work to be performed in 2026-2027. The bids were received and opened on December 4, 2025, at 9:00 a.m.

Sealed bids were received from two contractors. Staff have reviewed the bids and are recommending that the City Council award the bid to Biff's, Inc. for 2026-2027. Their qualifications and work performance are compliant with the city's responsible bidder qualification policy.

3. Budget Impact:

Portable toilets are funded from Parks & Forestry (100-40-411-41100-7600.100), Fire (100-60-610-61000-7600), Street Maintenance (100-70-710-71000-7600), Yard Waste (530-70-753-75301-7600) and Recreation (200-40-420-42000-4320.100) funds.

4. Attachments:

1. Bid Tabulation
2. City Council Resolution 2026-010

2026-27 Portable Toilet Rental (#9912785)

Bid Opening 12-4-25 9:00 am

Portable Toilet	Units	Visits per Week	Weeks	Biff's, Inc.	Lakeshore Recycling Systems, LLC
Standard	7	1	Varies 17-52	\$ 23.00	\$ 24.00
Standard	1	2	Varies 9-52	\$ 23.00	\$ 23.50
ADA	47	1	Varies 17-52	\$ 35.00	\$ 44.00
ADA	10	2	Varies 13-52	\$ 35.00	\$ 43.00
Sub-Total				\$ 66,142.00	\$ 81,069.00

Event Portable Toilets		Biff's, Inc.	Lakeshore Recycling Systems, LLC
Standard Portable Toilet	7 days or less	\$ 92.00	\$ 96.00
Standard Service	Each	\$ 31.50	\$ 30.00
ADA Portable Toilet	7 days or less	\$ 140.00	\$ 176.00
ADA Service	Each	\$ 41.50	\$ 30.00
Portable Hand Wash Station	7 days or less	\$ 92.00	\$ 95.00
14' Restroom Trailer with Heat		\$ 1,200.00	\$ 1,250.00
14' ADA Trailer with Heat		\$ 1,800.00	\$ 1,250.00
20' Restroom Trailer with Heat		\$ 1,800.00	\$ 1,250.00
20' ADA Trailer with Heat		\$ 1,800.00	\$ -
Sub-Total		\$ 22,828.00	\$ 23,264.00

Other Services	Biff's, Inc.	Lakeshore Recycling Systems, LLC
Additional Clean, Regular Unit	\$ 31.50	\$ 30.00
Additional Clean, ADA Unit	\$ 41.50	\$ 40.00
Case of Toilet Paper	\$ 77.00	\$ 60.00
Emergency Service (within 4 hours)	\$ 200.00	\$ 150.00
Weekend Clean	\$ 41.50	\$ 40.00
Tip Unit Cleaning	\$ 31.50	\$ 30.00
Unit Relocation	\$ 31.50	\$ 30.00

	Biff's, Inc.	Lakeshore Recycling Systems, LLC
Portable Toilets	\$ 66,142.00	\$ 81,069.00
Events	\$ 22,828.00	\$ 23,264.00
Total	\$ 88,970.00	\$ 104,333.00

CITY OF PLYMOUTH

RESOLUTION No. 2026-010

RESOLUTION APPROVING PORTABLE TOILET CONTRACT FOR 2026-2027 WITH BIFF'S, INC.

WHEREAS, the city provides standard and ADA-accessible portable toilets in parks that lack permanent restrooms and as extra facilities for playfields, community parks and events; and

WHEREAS, the city has prepared specifications, advertised, received and opened bids on December 4, 2025 at 9:00 a.m.; and

WHEREAS, the following bids were received; and

Contractor	Contract Price
Biff's, Inc.	\$ 88,970.00
Lakeshore Recycling Systems, LLC	\$ 104,333.00

WHEREAS, Biff's, Inc. qualifications and work performance are compliant with the city's responsible bidder qualification policy; and

WHEREAS, based on bid amounts, staff recommends accepting the bid from Biff's, Inc.; and

WHEREAS, portable toilets are funded from Parks & Forestry (100-40-411-41100-7600.100), Fire (100-60-610-61000-7600), Street Maintenance (100-70-710-71000-7600), Yard Waste (530-70-753-75301-7600) and Recreation (200-40-420-42000-4320.100) funds.

NOW, THEREFORE, BE IT HEREBY RESOLVED BY THE CITY COUNCIL OF THE CITY OF PLYMOUTH, MINNESOTA, to award the portable toilet contract for 2026-2027 to Biff's, Inc.

APPROVED by the City Council this 13th day of January, 2026.

To: Dave Callister, City Manager

Prepared by: Sonya Rippe, Project Supervisor

Reviewed by: Jennifer Tomlinson, Parks and Recreation Director

Item: **Approve Yard Waste Site Grinding Contract for 2026-2027
with Valdes Lawn Care and Snow Removal, LLC**

1. Action Requested:

Adopt attached resolution approving Yard Waste Site Grinding Contract for 2026-2027 with Valdes Lawn Care and Snow Removal, LLC.

2. Background:

The yard waste site has been in operation since the early 1990s and is licensed by Hennepin County as a solid waste facility. The site allows residents to drop off wood and soft vegetative materials annually from the first Wednesday in April through the last Sunday in November and is open for Plymouth, Medicine Lake, Wayzata, and Long Lake residents. Plymouth residents pay for the operation of the site through a fee on their utility bill to fund the Solid Waste Fund. The operations are also funded by yearly financial agreements with the cities of Medicine Lake, Wayzata, and Long Lake. The 5-year average annual attendance is over 50,000 visits with 2020 being the most visited year on record with 64,988 visits.

The yard waste site grinding bid specifications were prepared and advertisements for bids were published in the Plymouth Sun Sailor on November 6, 2025 and November 13, 2025, for work to be performed in 2026-2027. The bid includes grinding and hauling wood waste and leaves. The bids were received and opened on December 4, 2025, at 10:00 a.m.

Sealed bids were received from six contractors. Staff have reviewed the bids and are recommending that the City Council award the bid to Valdes Lawn Care and Snow Removal, LLC for 2026-2027. Their qualifications and work performance are compliant with the city's responsible bidder qualification policy.

3. Budget Impact:

The grinding and hauling for the yard waste site is budgeted out of the Solid Waste Fund in line item 530-70-753-75301-7400.105.

4. Attachments:

1. Bid Tabulation
2. City Council Resolution 2026-011

2026-27 Yard Waste Site Grinding (#9912782)
 Bid Opening: December 4, 2025 at 10:00 am

Item Code	Item Description	Unit	Quantity	Valdes Lawn Care & Snow Removal, LLC		Toft's Outdoor Supply		Minnesota Topsoil		Hugo's Tree Care, Inc.		Dakota Wood-Grinding, Inc.		Sylvester Custom Grinding, Inc.	
				Unit Price	Extension	Unit Price	Extension	Unit Price	Extension	Unit Price	Extension	Unit Price	Extension	Unit Price	Extension
<i>Yard Waste Site Grinding</i>															
1	Grinding & Hauling Wood	Per Ton	7,707	\$22.00	\$169,554.00	\$22.00	\$169,554.00	\$28.00	\$215,796.00	\$26.00	\$200,382.00	\$26.50	\$204,235.50	\$35.00	\$269,745.00
2	Hauling Leaves	Per Ton	1,698	\$10.75	\$18,253.50	\$10.00	\$16,980.00	\$2.00	\$3,396.00	\$16.00	\$27,168.00	\$17.00	\$28,866.00	\$1.00	\$1,698.00
3	Hauling Grinding By-Products	PerTon	512	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
<i>Supplemental Items</i>															
4	Delivered Mulch	Per Cubic Yard	500	\$5.00	\$2,500.00	\$14.50	\$7,250.00	\$5.00	\$2,500.00	\$6.75	\$3,375.00	\$1.25	\$625.00	\$25.00	\$12,500.00
5	Delivered Compost	Per Cubic Yard	200	\$9.00	\$1,800.00	\$21.00	\$4,200.00	\$10.00	\$2,000.00	\$15.00	\$3,000.00	\$4.25	\$850.00	\$25.00	\$5,000.00
					\$192,107.50		\$197,984.00		\$223,692.00		\$233,925.00		\$234,576.50		\$288,943.00

CITY OF PLYMOUTH

RESOLUTION No. 2026-011

RESOLUTION APPROVING YARD WASTE SITE GRINDING CONTRACT FOR 2026-2027 WITH VALDES LAWN CARE AND SNOW REMOVAL, LLC

WHEREAS, the City Yard Waste Site has been in operation since the early 1990s and is licensed by Hennepin County as a Solid Waste Facility; and

WHEREAS, the site is open for Plymouth, Medicine Lake, Wayzata, and Long Lake residents; and

WHEREAS, the 5-year average annual attendance is over 50,000, with 2020 being the most visited year on record with 64,988 visits; and

WHEREAS, the city has prepared specifications, advertised, received and opened bids on December 4, 2025 at 10:00 a.m.; and

WHEREAS, the following bids were received; and

Contractor	Contract Price
Valdes Lawn Care & Snow Removal, LLC	\$ 192,107.50
Toft's Outdoor Supply	\$ 197,984.00
Minnesota Topsoil	\$ 223,692.00
Hugo's Tree Care, Inc.	\$ 233,925.00
Dakota Wood-Grinding, Inc.	\$ 234,576.50
Sylvester Custom Grinding, Inc.	\$ 288,943.00

WHEREAS, Valdes Lawn Care and Snow Removal, LLC's qualifications and work performance are compliant with the city's responsible bidder qualification policy; and

WHEREAS, based on bid amounts, staff recommends accepting the bid from Valdes Lawn Care and Snow Removal, LLC; and

WHEREAS, the grinding and hauling for the yard waste site is budgeted out of the Solid Waste Fund line item 530-70-753-75301-7400.105.

NOW, THEREFORE, BE IT HEREBY RESOLVED BY THE CITY COUNCIL OF THE CITY OF PLYMOUTH, MINNESOTA, to award the yard waste site grinding contract for 2026-2027 to Valdes Lawn Care and Snow Removal, LLC.

APPROVED by the City Council this 13th day of January, 2026.

To: Dave Callister, City Manager

Prepared by: Ali Timpone, Human Resources Director

Reviewed by:

Item: **Approve 2026-2027 Labor Agreements with Police Officers and Clerical/Technical/Professional Bargaining Units**

1. Action Requested:

Adopt the attached resolution approving labor agreements with Law Enforcement Labor Services (LELS) Local 18, representing police officers and American Federation of State, County and Municipal Employees (AFSCME) Local 3839, representing clerical, technical and professional (CTP) employees.

2. Background:

The city has six bargaining units, representing approximately 75% of all full-time staff. These agreements are the last to come before council for approval for 2026 and all bargaining groups are now settled through 2027. Copies of the draft contracts are available from the city clerk upon request.

The terms of the proposed contract with police officers provide for the following changes:

- Duration of two years (2026-2027)
- 2026 wages: 3% standard adjustment, 4.25% market adjustment
- 2027 wages: 3% standard adjustment
- 2027 steps: reduced length of service required to reach maximum pay from 12 years to 8 years, which is in alignment internally with other employee groups and externally with peer cities.
- Promoted positions and temporary assigned position wages stated in a percentage of base wage, instead of flat dollar amount.
- Conversion of all leave banks (Vacation, Short Term Disability, Mid Term Disability, Funeral/Emergency) to match all other employee groups (Annual

Leave, Earned Sick and Safe Time, Extended Illness, Long Term Disability).

The terms of the proposed contract with clerical, technical and professional (CTP) employees provide for the following changes:

- Duration of two years (2026-2027)
- 2026 wages: 3% standard adjustment, 0.5% market adjustment
- 2027 wages: 3% standard adjustment
- Increasing compensatory time maximum accrual from 32 hours to 48 hours
- Instead of providing an annual allowance for community service officers to use for purchasing required uniforms, the city will provide uniforms
- Administrative updates to the process for reclassifying employees to match the nonunion process
- Benefits language updated to match the same contributions provided to other city groups

3. Budget Impact:

The proposed agreements are within established parameters set by the council in the biennial budget.

4. Attachments:

1. City Council Resolution 2026-012

CITY OF PLYMOUTH

RESOLUTION No. 2026-012

RESOLUTION APPROVING LABOR AGREEMENTS BETWEEN THE CITY OF PLYMOUTH AND LABOR UNIONS REPRESENTING POLICE OFFICERS AND CLERICAL/TECHNICAL/PROFESSIONAL (CTP) EMPLOYEES

WHEREAS, representatives of the City of Plymouth and the labor unions have met to negotiate labor agreements in accordance with the Public Employment Labor Relations Act; and

WHEREAS, the city manager has reported that agreements have been reached with the final two of the city's six organized bargaining units; and

WHEREAS, the mayor and the city manager are authorized to execute the agreements.

NOW, THEREFORE, BE IT HEREBY RESOLVED BY THE CITY COUNCIL OF THE CITY OF PLYMOUTH, MINNESOTA that it does approve the labor agreements between the City of Plymouth and

1. LELS, Local 18 representing police officers for the period of January 1, 2026 through December 31, 2027, and
2. AFSCME, Local 3839 representing clerical, technical and professional employees for the period of January 1, 2026 through December 31, 2027.

APPROVED by the City Council on this 13th day of January, 2026.

To: Dave Callister, City Manager

Prepared by: Natalie Dorcy, Office Support Specialist

Reviewed by: Jodi Gallup, City Clerk

Item: **Approve temporary liquor license application of Luce Line Brewing Co., LLC at 3625 Fernbrook Lane North for an event on February 7**

1. Action Requested:

Adopt attached resolution approving a temporary liquor license application of Luce Line Brewing Co., LLC at 3625 Fernbrook Lane North for an event on February 7.

2. Background:

Luce Line Brewing Co., LLC has submitted a temporary liquor license application and certificate of liquor liability insurance coverage to serve alcohol at Plymouth's Fire & Ice event being held at Plymouth Creek Playfield, 3625 Fernbrook Lane North, on February 7. Staff has reviewed the application and required insurance and has found no reason to deny the license.

3. Budget Impact:

The fee of \$50 has been received.

4. Attachments:

1. City Council Resolution 2026-013

CITY OF PLYMOUTH

RESOLUTION No. 2026-013

RESOLUTION APPROVING TEMPORARY LIQUOR LICENSE APPLICATION OF LUCE LINE BREWING Co., LLC

WHEREAS, Luce Line Brewing Co., LLC has submitted a temporary liquor license application for an event at 3625 Fernbrook Lane North on February 7; and

WHEREAS, the required fees and certificate of liquor liability insurance have been received.

NOW, THEREFORE BE IT HEREBY RESOLVED BY THE CITY COUNCIL OF THE CITY OF PLYMOUTH, MINNESOTA, that the temporary liquor license application for Luce Line Brewing Co., LLC at 3625 Fernbrook Lane North on February 7 is approved.

APPROVED by the City Council on this 13th day of January, 2026.

To: Dave Callister, City Manager

Prepared by: Andrew Etzel, Interim Fire Chief

Reviewed by: Erik Fadden, Public Safety Director

Item: **Approve purchase of radios for the fire department**

1. Action Requested:

Adopt resolution approving the purchase of new radios for the fire department.

2. Background:

Radios are a critical piece of our equipment to maintain effective communications at incident scenes by department personnel. The department's current radios are 10 years old and are being phased out by the manufacturer over the next five years. The department has budgeted for a replacement of radios every ten years through the Capital Improvement Program (CIP). The cost to replace the current set of radios is \$518,984.23. The radios are manufactured by Motorola Solutions Inc. The Hennepin County communications system is also a Motorola Solutions Inc. system, and Hennepin County supports Motorola radio products.

3. Budget Impact:

The cost for the radios is \$518,984.23 and there is adequate funding in the resource planning fund to support this planned purchase.

4. Attachments:

1. Quote
2. City Council Resolution 2026-014



PLYMOUTH FIRE DEPT, CITY OF
21 APX6500 E5 RMT MBLs and 58 N70XE Portables with Accessories
12/08/2025

The design, technical, pricing, and other information ("Information") furnished with this submission is confidential proprietary information of Motorola Solutions, Inc. or the Motorola Solutions entity providing this quote ("Motorola") and is submitted with the restriction that it is to be used for evaluation purposes only. To the fullest extent allowed by applicable law, the Information is not to be disclosed publicly or in any manner to anyone other than those required to evaluate the Information without the express written permission of Motorola. MOTOROLA, MOTO, MOTOROLA SOLUTIONS, and the Stylized M Logo are trademarks or registered trademarks of Motorola Trademark Holdings, LLC and are used under license. All other trademarks are the property of their respective owners. © 2020 Motorola Solutions, Inc. All rights reserved.

12/08/2025

PLYMOUTH FIRE DEPT, CITY OF
12000 Old Rockford Rd.
Plymouth, MN 55441

RE: Motorola Quote for 21 APX6500 E5 RMT MBL5 and 58 N70XE Portables with Accessories

Dear Andy Etzel,

Motorola Solutions is pleased to present PLYMOUTH FIRE DEPT, CITY OF with this quote for quality communications equipment and services. The development of this quote provided us the opportunity to evaluate your requirements and propose a solution to best fulfill your communications needs.

This information is provided to assist you in your evaluation process. Our goal is to provide PLYMOUTH FIRE DEPT, CITY OF with the best products and services available in the communications industry. Please direct any questions to Randy Beach at randy.beach@ancom.org.

We thank you for the opportunity to provide you with premier communications and look forward to your review and feedback regarding this quote.

Sincerely,

Randy Beach
Account Manager

Motorola Solutions Manufacturer's Representative

Billing Address:
PLYMOUTH FIRE DEPT, CITY OF
12000 Old Rockford Rd.
Plymouth, MN 55441
US

Shipping Address:
Plymouth Fire Department
12000 Old Rockford Rd.
Plymouth , MN 55441
US

Quote Date:12/08/2025
Expiration Date:12/19/2025
Quote Created By:
Randy Beach
Account Manager
randy.beach@ancom.org
763-257-3865

End Customer:
PLYMOUTH FIRE DEPT, CITY OF
Andy Etzel
aetzel@plymouthmn.gov
763-509-5126

Contract: 20927 - MN DOT 209493
RFQ Number:NA

Summary:

Any sales transaction resulting from Motorola's quote is based on and subject to the applicable Motorola Standard Terms and Conditions, notwithstanding terms and conditions on purchase orders or other Customer ordering documents. Motorola Standard Terms and Conditions are found at www.motorolasolutions.com/product-terms.

Line #	Item Number	Description	Qty	Term	List Price	Sale Price	Ext. Sale Price
	APX™ 6500 / Enh Series	ENHANCEDAPX6500					
1	M25URS9PW1BN	APX6500 ENHANCED 7/800 MHZ MOBILE	21		\$3,764.00	\$2,247.80	\$47,203.80
1a	GA09008AA	ADD: GROUP SERVICES	21		\$177.00	\$105.70	\$2,219.70
1b	QA01648AA	ADD: HW KEY SUPPLEMENTAL DATA	21		\$6.42	\$3.83	\$80.43
1c	G851AG	ADD: AES/DES-XL/DES-OFB ENCRYP APX AND ADP	21		\$941.00	\$561.95	\$11,800.95
1d	G832AD	ADD: SPKR 7.5W WTR RST APEX	21		\$72.00	\$43.00	\$903.00
1e	G51AU	ENH: SMARTZONE OPERATION APX6500	21		\$1,412.00	\$843.22	\$17,707.62
1f	G67DT	ADD: REMOTE MOUNT E5 APXM	21		\$350.00	\$209.01	\$4,389.21
1g	G78AT	ENH: 3 YEAR ESSENTIAL SVC	21		\$288.00	\$288.00	\$6,048.00



Line #	Item Number	Description	Qty	Term	List Price	Sale Price	Ext. Sale Price
1h	GA01606AA	ADD: NO BLUETOOTH/ WIFI/GPS ANTENNA NEEDED	21		\$0.00	\$0.00	\$0.00
1i	G444AH	ADD: APX CONTROL HEAD SOFTWARE	21		\$0.00	\$0.00	\$0.00
1j	G335AW	ADD: ANT 1/4 WAVE 762-870MHZ	21		\$16.00	\$9.55	\$200.55
1k	G806BL	ENH: ASTRO DIGITAL CAI OP APX	21		\$607.00	\$362.49	\$7,612.29
1l	GA01670AA	ADD: APX E5 CONTROL HEAD	21		\$767.00	\$458.04	\$9,618.84
1m	W22BA	ADD: STD PALM MICROPHONE APX	21		\$85.00	\$50.76	\$1,065.96
1n	QA09113AB	ADD: BASELINE RELEASE SW	21		\$0.00	\$0.00	\$0.00
1o	W969BG	ENH: MULTIKEY OPERATION	21		\$388.00	\$231.71	\$4,865.91
1p	G361AH	ENH: P25 TRUNKING SOFTWARE APX	21		\$353.00	\$210.81	\$4,427.01
	APX™ N70	APX N70XE					
2	H35UCT9PW8AN	PORTABLE RADIO APX N70 7/800 MODEL 4.5	31		\$5,365.00	\$3,203.89	\$99,320.59
2a	H499KC	ENH: SUBMERSIBLE (DELTA T)	31		\$0.00	\$0.00	\$0.00
2b	BD00001AA	ADD: CORE BUNDLE	31		\$3,323.00	\$1,984.44	\$61,517.64
2c	BD00010AB	ADD: SECURITY BUNDLE	31		\$1,227.00	\$732.74	\$22,714.94
2d	Q387CB	ADD: MULTICAST VOTING SCAN	31		\$0.00	\$0.00	\$0.00
2e	QA01767BL	ADD: P25 LINK LAYER AUTHENTICATION	31		\$0.00	\$0.00	\$0.00
2f	QA03399AK	ADD: ENHANCED DATA	31		\$0.00	\$0.00	\$0.00
2g	QA09001AM	ADD: WIFI CAPABILITY	31		\$0.00	\$0.00	\$0.00
2h	QA09028AA	ADD: VIQI VC RADIO OPERATION	31		\$0.00	\$0.00	\$0.00
2i	H797DW	SOFTWARE LICENSE ENH: DVP-XL ENCRYPTION AND ADP	31		\$0.00	\$0.00	\$0.00
2j	Q15AK	ADD: AES/DES-XL/DES-OFB ENCRYPTION AND ADP	31		\$0.00	\$0.00	\$0.00



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Motorola Solutions, Inc.: 500 West Monroe, United States - 60661 ~ #: 36-1115800

Line #	Item Number	Description	Qty	Term	List Price	Sale Price	Ext. Sale Price
2k	QA02006AG	ADD: APX N70 XE M4.5 RUGGED RADIO	31		\$824.00	\$492.08	\$15,254.48
2l	Q498BN	SOFTWARE LICENSE ENH: ASTRO 25 OTAR W/ MULTIKEY	31		\$0.00	\$0.00	\$0.00
2m	QA07680AA	ADD: MULTI SYSTEM OTAR	31		\$0.00	\$0.00	\$0.00
2n	QA01648AA	ADD: HW KEY SUPPLEMENTAL DATA	31		\$6.42	\$3.83	\$118.73
2o	H38DA	ADD: SMARTZONE OPERATION	31		\$0.00	\$0.00	\$0.00
2p	Q361CD	ADD: P25 9600 BAUD TRUNKING	31		\$0.00	\$0.00	\$0.00
2q	Q806CH	ADD: ASTRO DIGITAL CAI OPERATION	31		\$0.00	\$0.00	\$0.00
2r	QA00580BA	ADD: TDMA OPERATION	31		\$0.00	\$0.00	\$0.00
2s	QA09016AA	ADD: LTE FOR VERIZON LTE SERVICE	31		\$0.00	\$0.00	\$0.00
2t	QA08853AA	ADD: CPS ENABLEMENT	31		\$0.00	\$0.00	\$0.00
3	LSV01S03060A	APX N70 DMS ESSENTIAL	31	3 YEARS	\$205.92	\$122.97	\$3,812.07
4	PSV01S03059A	APX NEXT PROVISIONING WITH CPS	1		\$0.00	\$0.00	\$0.00
	APX™ N70	APX N70XE					
5	H35UCT9PW8AN	PORTABLE RADIO APX N70 7/800 MODEL 4.5	27		\$5,365.00	\$3,203.89	\$86,505.03
5a	H499KC	ENH: SUBMERSIBLE (DELTA T)	27		\$0.00	\$0.00	\$0.00
5b	BD00001AA	ADD: CORE BUNDLE	27		\$3,323.00	\$1,984.44	\$53,579.88
5c	Q387CB	ADD: MULTICAST VOTING SCAN	27		\$0.00	\$0.00	\$0.00
5d	QA03399AK	ADD: ENHANCED DATA	27		\$0.00	\$0.00	\$0.00
5e	QA09001AM	ADD: WIFI CAPABILITY	27		\$0.00	\$0.00	\$0.00
5f	QA09028AA	ADD: VIQI VC RADIO OPERATION	27		\$0.00	\$0.00	\$0.00
5g	Q629BD	SOFTWARE LICENSE ENH: AES ENCRYPTION AND ADP	27		\$0.00	\$0.00	\$0.00
5h	QA02006AG	ADD: APX N70 XE M4.5 RUGGED RADIO	27		\$824.00	\$492.08	\$13,286.16



Line #	Item Number	Description	Qty	Term	List Price	Sale Price	Ext. Sale Price
5i	QA01648AA	ADD: HW KEY SUPPLEMENTAL DATA	27		\$6.42	\$3.83	\$103.41
5j	H38DA	ADD: SMARTZONE OPERATION	27		\$0.00	\$0.00	\$0.00
5k	Q361CD	ADD: P25 9600 BAUD TRUNKING	27		\$0.00	\$0.00	\$0.00
5l	Q806CH	ADD: ASTRO DIGITAL CAI OPERATION	27		\$0.00	\$0.00	\$0.00
5m	QA00580BA	ADD: TDMA OPERATION	27		\$0.00	\$0.00	\$0.00
5n	QA09016AA	ADD: LTE FOR VERIZON LTE SERVICE	27		\$0.00	\$0.00	\$0.00
5o	QA08853AA	ADD: CPS ENABLEMENT	27		\$0.00	\$0.00	\$0.00
6	LSV01S03060A	APX N70 DMS ESSENTIAL	27	3 YEARS	\$205.92	\$122.97	\$3,320.19
7	PSV01S03059A	APX NEXT PROVISIONING WITH CPS	1		\$0.00	\$0.00	\$0.00
8	PMPN4604A	CHARGER, DESKTOP SINGLE UNIT IMPRES 2 FAST, US/NA	15		\$221.64	\$132.36	\$1,985.40
9	PMMN4172ABLK	XVE500M DIV 1 REMOTE SPEAKER MICROPHONE, BLACK WITHOUT KNOB, UL, GCAI MINI	58		\$756.00	\$451.47	\$26,185.26
10	PMNN4818A	BATT IMPRES 2 LIION TIA4950 IP68 3650T	34		\$270.00	\$161.24	\$5,482.16
11	AS000178A02	INSERT RADIO CHGR MULTI UNIT	12		\$76.43	\$45.64	\$547.68
12	PMLN8650A	AUDIO ACCESSORY-EARPIECE, N EAR 360 FLEXP DYNAMIC BRAIDED FIBER CLOTH SINGLE EAR EARPIECE	2		\$175.00	\$104.51	\$209.02
13	PMPN4591B	CHARGER, DESKTOP MULTI UNIT IMPRES 2, 6 DISPLAY, US	6		\$1,925.24	\$1,149.72	\$6,898.32

Grand Total

\$518,984.23(USD)

Notes:

- The Pricing Summary is a breakdown of costs and does not reflect the frequency at which you will be invoiced.



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Motorola Solutions, Inc.: 500 West Monroe, United States - 60661 ~ #: 36-1115800

Motorola's quote (Quote Number: _____ Dated: _____) is based on and subject to the terms and conditions of the valid and executed written contract between Customer and Motorola (the "Underlying Agreement") that authorizes Customer to purchase equipment and/or services or license software (collectively "Products"). If no Underlying Agreement exists between Motorola and Customer, then the following Motorola's Standard Terms of use and Purchase Terms and Conditions govern the purchase of the Products which is found at <http://www.motorolasolutions.com/product-terms>.

The Parties hereby enter into this Agreement as of the Effective Date.

Motorola Solutions, Inc.

Customer

By: _____

By: _____

Name: _____

Name: _____

Title: _____

Title: _____

Date: _____

Date: _____

- This quote contains items with approved price exceptions applied against them.
- MN State Contract with Standard Discounts: APX6500 E5 Mobile As Quoted - \$6,324.48, APX N70-XE in Black (Encrypted) - \$7,533.36, APX N70-XE in Black (Non-Encrypted) - \$6,652.59
- Unless otherwise noted, this quote excludes sales tax or other applicable taxes (such as Goods and Services Tax, sales tax, Value Added Tax and other taxes of a similar nature). Any tax the customer is subject to will be added to invoices.



Line #	Item Number	Parametric Data
1b	QA01648AA	ASKHOMID = 40F
2n	QA01648AA	ASKHOMID = 40F
2s	QA09016AA	ENDUSERT = FIRE PROTECTION SERVICES
2t	QA08853AA	TEMAILAR = Jake.Thompson@Hennepin.us,SYSTEMID = 740F
4	PSV01S03059A	TEMAILAR = Jake.Thompson@Hennepin.us,CUSTNAME = Jake , Thompson,SYSTEMID = 740F
5i	QA01648AA	ASKHOMID = 40F
5n	QA09016AA	ENDUSERT = FIRE PROTECTION SERVICES
5o	QA08853AA	TEMAILAR = Jake.Thompson@Hennepin.us,SYSTEMID = 740F
7	PSV01S03059A	TEMAILAR = Jake.Thompson@Hennepin.us,CUSTNAME = Jake , Thompson,SYSTEMID = 740F



APX N70 PORTABLE RADIO SOLUTION DESCRIPTION

OVERVIEW

The APX N70 offers affordable, next generation communications for without compromising P25 interoperability or voice and data quality. It offers a durable design with “pick-up-and-go” functionality, optimizing ease-of-use and focused communications in almost all environments.

DURABLE AND EASY TO USE

The APX N70 enhances operations with a full color transfective glass display with touch technology for easy operation with gloves on. The touchscreen includes a high velocity user interface with large touch targets, shallow menu hierarchy, home screen information at a glance, and access to integrated apps. Additionally, the N70 offers extended battery life, a shorter antenna, and Bluetooth compatibility with audio accessories, promoting efficient communications between first responders.

ESSENTIAL AND SECURE P25 COMMUNICATIONS

The APX N70 is certified compliant with P25 standards and supports digital and analog trunking, FDMA and TDMA, and Integrated Voice and Data. P25 communications over the N70 are safe and secure—it offers software and hardware encryption, single- and multi key encryption, and P25 Authentication, protecting communications during daily operations.



Reliable Connectivity

Using the APX N70 lets first responders stay connected across disparate networks. It can be equipped with LTE, Wi-Fi®, Bluetooth®, and GPS features, bringing future-ready applications, services, and best-in-class connectivity to everyday users. APX N70 radios support 7/800 MHz frequency bands across radio systems with minimal intervention by the radio user.

Managing and Provisioning Devices

APN N70 provides users greater awareness and faster radio management through Customer Programming Software (“CPS”), Radio Management (“RM”), or the Radio Central programming. These tools transform accurate data into smarter action by enabling dispatchers and network managers to keep radios in the field, make informed operational decisions, and, above all, protect first responders' focus and safety.

Customer Programming Service

CPS is a proprietary, Windows-based application used to configure APX subscriber radios in offline situations. The CPS application offers drag-and-drop, clone-wizard, and basic import/export functions that allow for the addition of new



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software and feature enhancements. APX N radios can be programmed one-at-a-time on a local PC, *via* secure USB port connection, with TLS-PSK based encryption. Once loaded, subscriber radios are read, and edited, and copdeplugs and templates can be saved and duplicated to program other fleet radios.

Radio Management

Batch Programming is available through the RM software for simultaneous programming and upgrading throughout the radio fleet. With Batch Programming, up to 16 radios can be programmed at once over a Wi-Fi connection. This reduces programming time and ensures that the radio fleet is always up-to-date and ready-to-use in the field.

Device Management Services

Device Management Services (“DMS”) packages provide programming, management, and maintenance services to maximize the effectiveness of this APX N70 solution, while reducing maintenance risk, workload, and total cost of ownership. DMS tackles a range of customer needs, whether the solution is self-maintained or managed by Motorola Solutions.

Using Motorola Solutions’ cloud-based Radio Central Programming, APX N70 supports faster provisioning and deployment to get devices in the hands of first responders and out into the field. Parameters such as talk groups, interface options, and security keys can be programmed remotely within minutes. The DMS package provides access to batch programming with Radio Central Programming or one-at-a-time basic programming with Customer Programming Service, described below.

Radio Central

Radio Central Programming streamlines the APX N70 out-of-the-box experience with a few simple steps. Users will power on the device and view a boot-up animation. Status bar icons on the front display indicate when a connection is made and an update download is initiated. If the APN N70 device is being started for the first time, a “peek-in” device management notification will indicate that the default configuration is detected. When the update download is complete, the device reboots and installs the update. When the install is complete, the device goes back to the full home screen and notifies the user that the update is complete. From power on to provisioning, the process takes less than a minute. For Encryption and Authentication users, a KVL needs to be connected to the radio to use those services.

APX N70 also features Touchless Key Provisioning (“TKP”), leveraging Radio Central and Key Management Facility to add encryption keys remotely. This streamlined, one-time process reduces the time and effort spent enabling encryption. TKP delivers the initial encryption keys to APN N70 radios. Users can provision encryption on one radio or on batches of radios, further speeding up the encryption process for radio fleets.

The figure below illustrates APX N70’s faster provisioning process.



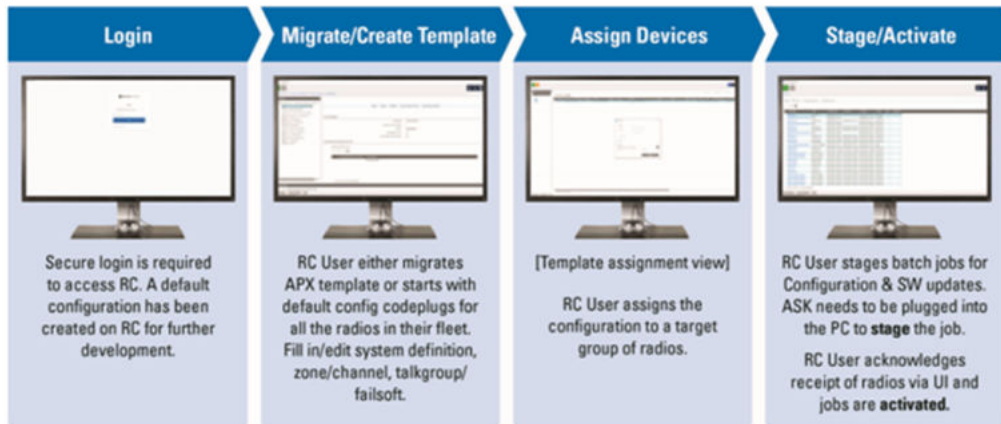


Figure 1: APX N70 Provisioning via Radio Central



APX N-SERIES DEVICE MANAGEMENT SERVICES - ESSENTIAL STATEMENT OF WORK

OVERVIEW

Device Management Services (“DMS”) efficiently maintains the Customer’s device fleet while helping to keep devices up-to-date and fully operational in the field.

DMS Essential services provide basic hardware and software support.

This Statement of Work (“SOW”), including all of its subsections and attachments is an integral part of the applicable agreement (“Agreement”) between Motorola Solutions, Inc. (“Motorola Solutions”) and Customer (“Customer”).

In the event of a conflict between the terms and conditions of the Agreement and the terms and conditions of this SOW, this SOW will control as to the inconsistency only. The SOW applies to the device specifically named in the Agreement.

HARDWARE REPAIR

Hardware Repair provides repair coverage for internal and external device components that do not work in accordance with published specifications. Repair services are performed at a Motorola Solutions-operated or supervised facility. The device will be repaired to bring it to compliance with its specifications, as published by Motorola Solutions at the time of delivery of the original device.

For malfunctioning devices that must be replaced, Motorola Solutions will attempt to read the codeplugs from those devices. If successful, Motorola Solutions will load the codeplug to any replacement devices. If not, Motorola Solutions will load a factory codeplug, and the Customer will need to load the previous codeplug.

Motorola Solutions will load factory available firmware to any replacement devices, which may not match the Customer’s firmware version.

MOTOROLA SOLUTIONS RESPONSIBILITIES

- Repair or replace malfunctioning device, as determined by Motorola Solutions.
- Complete repair or replacement with a turnaround time of five business days in-house, provided the device is delivered to the repair center by 9:00 a.m. (local repair center time). Turnaround time represents the time a product spends in the repair process, and does not include time in transit to and from the Customer’s site. Business days do not include US holidays or weekends.
- If applicable, apply periodically-released device updates, in accordance with an Engineering Change Notice.
- Provide two-way air shipping when a supported Motorola Solutions electronic system, such as MyView Portal, is used to initiate a repair. A shipping label will be generated via the electronic system.

CUSTOMER RESPONSIBILITIES

- For non-contiguous renewals, Customer must provide a complete list, preferably in electronic format, of all hardware serial numbers to be covered under the Agreement to Motorola Solutions.
- Initiate device repairs, as needed.
 - When initiating a repair via a supported Motorola Solutions electronic system, label each package correctly with the shipping label and Return Material Authorization (“RMA”) number generated by the electronic system.
 - When initiating a repair via paper Return Material Form (“RMF”), the RMF must be completed for each device, included in the package with the device, and shipped to the Motorola Solutions depot specified on the RMF.



- Remove any data or other information from the device that the Customer wishes to destroy or retain prior to sending the device for repair.
- If a malfunctioning device must be replaced and the Customer has loaded information for that device to Motorola Solutions' cloud environment, the Customer will need to remove the information for the malfunctioning device and add information for the replacement device to the applicable cloud environment.

LIMITATIONS AND EXCLUSIONS

- The Customer will incur additional charges at the prevailing rates for any activities that are not included or are specifically excluded from this service scope, as described below. Motorola Solutions will notify the Customer and provide a quotation of any incremental charges related to such exclusions prior to completing the repair and said repair will be subject to Customer's acceptance of the quotation.
- Replacement of consumable parts or accessories, as defined by product, including but not limited to batteries, cables, and carrying cases.
 - Repair of problems caused by:
 - Natural or manmade disasters, including but not limited to internal or external damage resulting from fire, theft, and floods.
 - Third-party software, accessories, or peripherals not approved in writing by Motorola Solutions for use with the device.
 - Using the device outside of the product's operational and environmental specifications, including improper handling, carelessness, or reckless use.
 - Unauthorized alterations or attempted repair, or repair by a third party.
 - Non-remedial work, including but not limited to administration and operator procedures, reprogramming, and operator or user training.
 - Problem determination and/or work performed to repair or resolve issues with non-covered products. For example, any hardware or software products not specifically listed on the service order form are excluded from service.
 - File backup or restoration.
 - Completion and test of incomplete application programming or system integration if not performed by Motorola Solutions and specifically listed as covered.
 - Accidental damage, chemical or liquid damage, or other damage caused outside of normal device operating specifications, except if optional Accidental Damage Coverage was purchased.
 - Cosmetic imperfections that do not affect the functionality of the device.
 - Software support for unauthorized modifications or other misuse of the device software is not covered.

Motorola Solutions is not obligated to provide support for any device that has been subject to the following:

- Repaired, tampered with, altered or modified (including the unauthorized installation of any software) — except by Motorola Solutions authorized service personnel.
- Subjected to unusual physical or electrical stress, abuse, or forces or exposure beyond normal use within the specified operational and environmental parameters set forth in the applicable product specification.
- If the Customer fails to comply with the obligations contained in the Agreement, the applicable software license agreement, and Motorola Solutions terms and conditions of service.

DEVICE TECHNICAL SUPPORT

Motorola Solutions' Device Technical Support service provides telephone consultation for device and accessory issues. Support is delivered through the Motorola Solutions Centralized Managed Support Operations ("CMSO") organization by a staff of technical support specialists.

For Device Technical Support, Motorola Solutions will respond to calls within two (2) hours during the support days. Support hours are 7 a.m. to 7 p.m. CST Monday through Friday, excluding US holidays. In addition, Customers may



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contact the Call Management Center (800-MSI-HELP) at any time (24 hours a day, seven days a week) and a Motorola Solutions representative will log a technical request in Motorola Solutions Case Management System on the Customer's behalf.

MOTOROLA SOLUTIONS RESPONSIBILITIES

- Provide technical support for devices, assessing and troubleshooting reported issues.
- Receive and log Customer support requests, and assign a technical representative to respond to a Customer incident per the defined timeframes.

CUSTOMER RESPONSIBILITIES

- Use the provided methods to contact Motorola Solutions technical support.
- Provide sufficient information to allow Motorola Solutions technical support agents to diagnose and resolve Customer issues.
- Provide contact information for field service technicians in the event that Motorola Solutions has to follow up.

LIMITATIONS AND EXCLUSIONS

- Device support does not include Land Mobile Radio ("LMR") network, Wi-Fi, and LTE network troubleshooting.

Software Maintenance

Motorola Solutions is continually developing new features and functionality for our portfolio of public-safety-grade radios. By purchasing software maintenance, the Customer can take advantage of these firmware releases and future-proof their communications investment.

MOTOROLA SOLUTIONS RESPONSIBILITIES

- Test all firmware releases to minimize software defects.
- Announce new firmware releases and post release notes in a timely manner via MyView Portal.
- Provide firmware updates. Motorola Solutions makes no guarantees as to the frequency or timing of firmware updates.
- Provide upgrade capability through supported Programming Tools.
- Provide programming and service tools and technical support through the firmware support window.
- Provide documentation via MyView Portal with each release detailing new features, bug fixes, and any known issues.

CUSTOMER RESPONSIBILITIES

- Periodically check MyView Portal for firmware update announcements.
- Keep the radio fleet updated with firmware versions within the support window.

MyView Portal Access

MyView Portal is the single location to track the status of subscriptions and service contracts, including start and end dates. This portal includes order, RMA, and technical support ticket status, as well as a consolidated download site for software and documentation.

Outside of pre-announced maintenance periods, MyView Portal will be available on a best effort 24/7 basis. Motorola Solutions cannot guarantee the availability of Internet networks outside of our control.



MOTOROLA SOLUTIONS RESPONSIBILITIES

- Provide a web accessible, secure portal to view the Customer's data.
- Provide the Customer with login credentials for the site.
- Provide end-user training for the site.
- Provide technical support to answer end user questions between the hours of 8 a.m. to 5 p.m. CST Monday through Friday, excluding US holidays.
- Keep the site updated with the latest Customer information.

CUSTOMER RESPONSIBILITIES

- Provide Motorola Solutions with contact information for administrative users.
- Administer user access.
- Provide Internet access for users to access the site.
- Attend available MyView Portal training.
- Protect login information against unauthorized use.
- Provide Motorola Solutions with updated equipment information, as needed.



CITY OF PLYMOUTH

RESOLUTION No. 2026-014

RESOLUTION APPROVING PURCHASE OF FIRE DEPARTMENT RADIOS

WHEREAS, reliable radio communications are essential for firefighter safety, effective incident command and coordinated emergency response; and

WHEREAS, the Fire Department's current radio equipment has reached end of life and has been in service since 2015; and

WHEREAS, Motorola Solutions manufactures durable, fire-rated radio equipment designed for daily use by fire and emergency services.

NOW, THEREFORE, BE IT HEREBY RESOLVED BY THE CITY COUNCIL OF THE CITY OF PLYMOUTH, MINNESOTA, that the purchase of new radio equipment for Fire Department use from Motorola Solutions is hereby approved.

BE IT FURTHER RESOLVED, the cost for the fire department radios from Motorola Solutions is \$518,984.23.

BE IT FURTHER RESOLVED, that this planned purchase has been budgeted for using resource planning funds, which has adequate funding for the \$518,984.23 purchase.

APPROVED by the City Council on this 13th day of January, 2026.

To: Dave Callister, City Manager

Prepared by: Amy Hanson, Facilities and Fleet Manager

Reviewed by: Michael Thompson, Public Works Director

Item: **Approve purchase of fuel through State Cooperative Purchasing Venture (CPV)**

1. Action Requested:

Adopt attached resolution approving purchase of fuel through the CPV administered by the Minnesota Office of State Procurement.

2. Background:

The Minnesota Office of State Procurement solicits bids annually for gasoline and diesel fuel on behalf of government agencies in the State Cooperative Purchasing Venture (CPV) that wish to participate in a fixed price fuel program and gain advantageous pricing through large quantity cooperative purchasing. The city responded to the state by November 12, 2025 with its committed quantities for fixed price contract in order to participate. Fixed pricing is an alternative to buying solely at the spot price which can fluctuate throughout the year with the markets. The city utilizes a hybrid approach to mitigate risk.

The city seeks to purchase 90,000 gallons of gasoline and 60,000 gallons of diesel at the fixed price through the estimated contract terms of February 1, 2026, through January 31, 2027. The remainder of the city's need, estimated at 56,000 gallons of gasoline and 30,000 gallons of diesel, could be purchased through the spot price program. Additionally, the city will also be purchasing an additional \$488,674 through the CVP purchase order for the Plymouth Metrolink buses. In January 2023, Plymouth Metrolink buses began utilizing the city's fuel pumps and reimbursing the Central Services Fund monthly. This approach has saved money overall, as the city's fuel price is more competitive than how First Transit, the city's contracted transit provider, was previously fueling at its Minneapolis facility.

3. Budget Impact:

The Central Equipment operating budget for 2026 (line item 6120.102) accounts for the city's fuel expenditures in an amount of \$589,802. In addition, \$488,674 is slated for purchases and will be fully funded and reimbursed through the Transit Fund. It is anticipated that expenditures, already identified and included within the 2026 operating budget, will be within budgetary approvals. The total purchase request is in the amount of \$1,078,476.

4. Attachments:

1. Fuel Consortium Overview
2. City Council Resolution 2026-015

Fuel Consortium Program - Overview

Attachment A

The current Contract with Mansfield Oil Co. is set to expire January 31, 2026. Due to market conditions and the solicitation process, the procurement team is exploring pricing options for a new solicitation or agreement term and program that will begin February 1, 2026. In order to achieve this, participants must submit their quantities for the Fixed Price Fuel Program no later than November 12, 2025.

Fixed Price Fuel Program – Agencies participating in the Fixed Price Fuel Program are required to take 100% of its monthly quantity committed and the Contractor is required to provide 100% of the monthly quantities contracted. The program will be for 12 months, from February 1, 2026 through January 31, 2027.

- If the original purchaser is unable to take all of the monthly committed gallons, the Contractor will be responsible for contacting other location participating the Fixed Price Fuel Contract to determine if they are able to take additional gallons.
- If the Contractor is able to ship the unused gallons from the original participating purchaser to another participating agency, there will be no cost to the original participating agency. If the Spot Price is less than the Fixed Price, participants are not required to take more than the monthly amount they committed to.
- If the Contractor is unable to ship the unused gallons from the original participating purchaser to another participating agency, they may sell the unused gallons on the open market and either debit or credit the difference in price back to the original participating purchaser based on the open market sell price.
- If the Contractor is unable to provide all of the monthly committed gallons to a participating member by the due date and time, the participating member may purchase the product on the open market and charge the Contractor for any actual additional costs incurred.

Spot Price Program – In addition to the Fixed Price Program, we will include a Spot Price Program for Participants to handle extra fuel needs over and above the committed quantities in the Fixed Price Program. Only Participants in the Fixed Price Program may use the Spot Prices offered by the Contractor.

If the Contractor is unable to provide the order quantity to a State agency or CPV member by the required due date and time, the State agency or CPV member may purchase the product on the open market and charge the Contractor for any actual additional costs incurred.

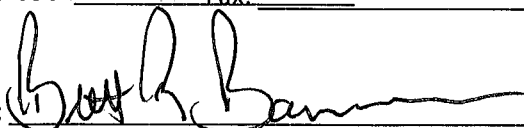
The signature below and/or submission of the Order Form (Attachment B) certify that your Entity agrees to all terms, conditions, and prices of any Contract agreement entered into on its behalf by the State of Minnesota, which includes, by is not limited to, taking 100% of the monthly fuel quantities submitted for the Fixed Price Program on the Fuel Order Form (Attachment B). There is no requirement to take any product(s) using the Spot Price Program.

Agency Name: City of Plymouth

Address: 14900 23rd Avenue North Plymouth, MN 55447

Contact Person: Brett R Baumann Title: Fleet Supervisor

Phone No.: 763-509-5962 Fax: _____ Email: bbaumann@plymouthmn.gov

Authorized Signature:  _____

CITY OF PLYMOUTH

RESOLUTION No. 2026-015

RESOLUTION APPROVING FUEL PURCHASES THROUGH THE COOPERATIVE PURCHASING VENTURE

WHEREAS, the Minnesota Office of State Procurement offers an annual fuel program through the Cooperative Purchase Venture; and

WHEREAS, the new contract term is estimated to be from February 1, 2026 through January 31, 2027; and

WHEREAS, the City of Plymouth commits to purchasing 90,000 gallon of gasoline and 60,000 gallons of diesel at a fixed price, and has the ability to purchase at the spot price for the remainder of its needs; and

WHEREAS, the Central Services department is requesting a fuel purchase order in the amount of \$589,802; and

WHEREAS, Plymouth Metrolink, via the Transit Fund, is requesting \$488,674 and will reimburse the Central Equipment Fund up to said amount based on actual usage; and

WHEREAS, the purchase of fuel is included in the 2026 Central Equipment budget line item 6120.102.

NOW, THEREFORE, BE IT HEREBY RESOLVED BY THE CITY COUNCIL OF THE CITY OF PLYMOUTH, MINNESOTA that the purchase of fuel through the Cooperative Purchasing Venture, administered by the Minnesota Office of State Procurement, for the subject contract term is approved.

BE IT FURTHER RESOLVED, that funding for these purchases shall be from the Central Equipment Fund in an amount up to \$1,078,476.

APPROVED by the City Council on this 13th of January, 2026.

To: Dave Callister, City Manager

Prepared by: Amy Hanson, Facilities and Fleet Manager

Reviewed by: Michael Thompson, Public Works Director

Item: **Approve lease payment annual expenditures for public safety vehicles**

1. Action Requested:

Adopt the attached resolution approving vehicle lease payment annual expenditures.

2. Background:

On June 22, 2021, the council approved a contract with Enterprise Fleet Management for a vehicle lease program for public safety vehicles. The program was designed to eliminate older low-value vehicles from the fleet and replace them with new vehicles under factory warranty at the end of the lease periods, bringing in higher resale values. The open-end lease program is designed to create cost savings by avoiding the full purchase upfront, reducing lifetime maintenance costs, and reducing administration by not having to manage procurement, title, and licensing processes. There are currently 38 vehicles in the program with 40 expected by the end of 2026. The total anticipated expenditure for 2026 is \$450,000 and is being brought to the council for ratification because the expenditure exceeds \$175,000.

3. Budget Impact:

The approved Central Equipment operating budget for 2026 (line item 600-70-760-76001-8960) will account for the lease expenditures in an amount of \$450,000.

4. Attachments:

1. Master License Agreement
2. City Council Resolution 2026-016

MASTER EQUITY LEASE AGREEMENT

This Master Equity Lease Agreement is entered into this 24th day of June 2021, by and between Enterprise FM Trust, a Delaware statutory trust ("Lessor"), and the lessee whose name and address is set forth on the signature page below ("Lessee").

1. LEASE OF VEHICLES: Lessor hereby leases to Lessee and Lessee hereby leases from Lessor the vehicles (individually, a "Vehicle" and collectively, the "Vehicles") described in the schedules from time to time delivered by Lessor to Lessee as set forth below ("Schedule(s)") for the rentals and on the terms set forth in this Agreement and in the applicable Schedule. References to this "Agreement" shall include this Master Equity Lease Agreement and the various Schedules and addenda to this Master Equity Lease Agreement. Lessor will, on or about the date of delivery of each Vehicle to Lessee, send Lessee a Schedule covering the Vehicle, which will include, among other things, a description of the Vehicle, the lease term and the monthly rental and other payments due with respect to the Vehicle. The terms contained in each such Schedule will be binding on Lessee unless Lessee objects in writing to such Schedule within ten (10) days after the date of delivery of the Vehicle covered by such Schedule. Lessor is the sole legal owner of each Vehicle. This Agreement is a lease only and Lessee will have no right, title or interest in or to the Vehicles except for the use of the Vehicles as described in this Agreement. This Agreement shall be treated as a true lease for federal and applicable state income tax purposes with Lessor having all benefits of ownership of the Vehicles. It is understood and agreed that Enterprise Fleet Management, Inc. or an affiliate thereof (together with any subservicer, agent, successor or assign as servicer on behalf of Lessor, "Servicer") may administer this Agreement on behalf of Lessor and may perform the service functions herein provided to be performed by Lessor.

2. TERM: The term of this Agreement ("Term") for each Vehicle begins on the date such Vehicle is delivered to Lessee (the "Delivery Date") and, unless terminated earlier in accordance with the terms of this Agreement, continues for the "Lease Term" as described in the applicable Schedule.

3. RENT AND OTHER CHARGES:

(a) Lessee agrees to pay Lessor monthly rental and other payments according to the Schedules and this Agreement. The monthly payments will be in the amount listed as the "Total Monthly Rental Including Additional Services" on the applicable Schedule (with any portion of such amount identified as a charge for maintenance services under Section 4 of the applicable Schedule being payable to Lessor as agent for Enterprise Fleet Management, Inc.) and will be due and payable in advance on the first day of each month. If a Vehicle is delivered to Lessee on any day other than the first day of a month, monthly rental payments will begin on the first day of the next month. In addition to the monthly rental payments, Lessee agrees to pay Lessor a pro-rated rental charge for the number of days that the Delivery Date precedes the first monthly rental payment date. A portion of each monthly rental payment, being the amount designated as "Depreciation Reserve" on the applicable Schedule, will be considered as a reserve for depreciation and will be credited against the Delivered Price of the Vehicle for purposes of computing the Book Value of the Vehicle under Section 3(c). Lessee agrees to pay Lessor the "Total Initial Charges" set forth in each Schedule on the due date of the first monthly rental payment under such Schedule. Lessee agrees to pay Lessor the "Service Charge Due at Lease Termination" set forth in each Schedule at the end of the applicable Term (whether by reason of expiration, early termination or otherwise).

(b) In the event the Term for any Vehicle ends prior to the last day of the scheduled Term, whether as a result of a default by Lessee, a Casualty Occurrence or any other reason, the rentals and management fees paid by Lessee will be recalculated in accordance with the rule of 78's and the adjusted amount will be payable by Lessee to Lessor on the termination date.

(c) Lessee agrees to pay Lessor within thirty (30) days after the end of the Term for each Vehicle, additional rent equal to the excess, if any, of the Book Value of such Vehicle over the greater of (i) the wholesale value of such Vehicle as determined by Lessor in good faith or (ii) except as provided below, twenty percent (20%) of the Delivered Price of such Vehicle as set forth in the applicable Schedule. If the Book Value of such Vehicle is less than the greater of (i) the wholesale value of such Vehicle as determined by Lessor in good faith or (ii) except as provided below, twenty percent (20%) of the Delivered Price of such Vehicle as set forth in the applicable Schedule, Lessor agrees to pay such deficiency to Lessee as a terminal rental adjustment within thirty (30) days after the end of the applicable Term. Notwithstanding the foregoing, if (i) the Term for a Vehicle is greater than forty-eight (48) months (including any extension of the Term for such Vehicle), (ii) the mileage on a Vehicle at the end of the Term is greater than 15,000 miles per year on average (prorated on a daily basis) (i.e., if the mileage on a Vehicle with a Term of thirty-six (36) months is greater than 45,000 miles) or (iii) in the sole judgment of Lessor, a Vehicle has been subject to damage or any abnormal or excessive wear and tear, the calculations described in the two immediately preceding sentences shall be made without giving effect to clause (ii) in each such sentence. The "Book Value" of a Vehicle means the sum of (i) the "Delivered Price" of the Vehicle as set forth in the applicable Schedule minus (ii) the total Depreciation Reserve paid by Lessee to Lessor with respect to such Vehicle plus (iii) all accrued and unpaid rent and/or other amounts owed by Lessee with respect to such Vehicle.

(d) Any security deposit of Lessee will be returned to Lessee at the end of the applicable Term, except that the deposit will first be applied to any losses and/or damages suffered by Lessor as a result of Lessee's breach of or default under this Agreement and/or to any other amounts then owed by Lessee to Lessor.

(e) Any rental payment or other amount owed by Lessee to Lessor which is not paid within twenty (20) days after its due date will accrue interest, payable on demand of Lessor, from the date due until paid in full at a rate per annum equal to the lesser of (i) Eighteen Percent (18%) per annum or (ii) the highest rate permitted by applicable law (the "Default Rate").

(f) If Lessee fails to pay any amount due under this Agreement or to comply with any of the covenants contained in this Agreement, Lessor, Servicer or any other agent of Lessor may, at its option, pay such amounts or perform such covenants and all sums paid or incurred by Lessor in connection therewith will be repayable by Lessee to Lessor upon demand together with interest thereon at the Default Rate.

Initials: EFM
Customer 

(g) Lessee's obligations to make all payments of rent and other amounts under this Agreement are absolute and unconditional and such payments shall be made in immediately available funds without setoff, counterclaim or deduction of any kind. Lessee acknowledges and agrees that neither any Casualty Occurrence to any Vehicle nor any defect, unfitness or lack of governmental approval in, of, or with respect to, any Vehicle regardless of the cause or consequence nor any breach by Enterprise Fleet Management, Inc. of any maintenance agreement between Enterprise Fleet Management, Inc. and Lessee covering any Vehicle regardless of the cause or consequence will relieve Lessee from the performance of any of its obligations under this Agreement, including, without limitation, the payment of rent and other amounts under this Agreement.

4. USE AND SURRENDER OF VEHICLES: Lessee agrees to allow only duly authorized, licensed and insured drivers to use and operate the Vehicles. Lessee agrees to comply with, and cause its drivers to comply with, all laws, statutes, rules, regulations and ordinances and the provisions of all insurance policies affecting or covering the Vehicles or their use or operation. Lessee agrees to keep the Vehicles free of all liens, charges and encumbrances. Lessee agrees that in no event will any Vehicle be used or operated for transporting hazardous substances or persons for hire, for any illegal purpose or to pull trailers that exceed the manufacturer's trailer towing recommendations. Lessee agrees that no Vehicle is intended to be or will be utilized as a "school bus" as defined in the Code of Federal Regulations or any applicable state or municipal statute or regulation. Lessee agrees not to remove any Vehicle from the continental United States without first obtaining Lessor's written consent. At the expiration or earlier termination of this Agreement with respect to each Vehicle, or upon demand by Lessor made pursuant to Section 14, Lessee at its risk and expense agrees to return such Vehicle to Lessor at such place and by such reasonable means as may be designated by Lessor. If for any reason Lessee fails to return any Vehicle to Lessor as and when required in accordance with this Section, Lessee agrees to pay Lessor additional rent for such Vehicle at twice the normal pro-rated daily rent. Acceptance of such additional rent by Lessor will in no way limit Lessor's remedies with respect to Lessee's failure to return any Vehicle as required hereunder.

5. COSTS, EXPENSES, FEES AND CHARGES: Lessee agrees to pay all costs, expenses, fees, charges, fines, tickets, penalties and taxes (other than federal and state income taxes on the income of Lessor) incurred in connection with the titling, registration, delivery, purchase, sale, rental, use or operation of the Vehicles during the Term. If Lessor, Servicer or any other agent of Lessor incurs any such costs or expenses, Lessee agrees to promptly reimburse Lessor for the same.

6. LICENSE AND CHARGES: Each Vehicle will be titled and licensed in the name designated by Lessor at Lessee's expense. Certain other charges relating to the acquisition of each Vehicle and paid or satisfied by Lessor have been capitalized in determining the monthly rental, treated as an initial charge or otherwise charged to Lessee. Such charges have been determined without reduction for trade-in, exchange allowance or other credit attributable to any Lessor-owned vehicle.

7. REGISTRATION PLATES, ETC.: Lessee agrees, at its expense, to obtain in the name designated by Lessor all registration plates and other plates, permits, inspections and/or licenses required in connection with the Vehicles, except for the initial registration plates which Lessor will obtain at Lessee's expense. The parties agree to cooperate and to furnish any and all information or documentation, which may be reasonably necessary for compliance with the provisions of this Section or any federal, state or local law, rule, regulation or ordinance. Lessee agrees that it will not permit any Vehicle to be located in a state other than the state in which such Vehicle is then titled for any continuous period of time that would require such Vehicle to become subject to the titling and/or registration laws of such other state.

8. MAINTENANCE OF AND IMPROVEMENTS TO VEHICLES:

(a) Lessee agrees, at its expense, to (i) maintain the Vehicles in good condition, repair, maintenance and running order and in accordance with all manufacturer's instructions and warranty requirements and all legal requirements and (ii) furnish all labor, materials, parts and other essentials required for the proper operation and maintenance of the Vehicles. Any alterations, additions, replacement parts or improvements to a Vehicle will become and remain the property of Lessor and will be returned with such Vehicle upon such Vehicle's return pursuant to Section 4. Notwithstanding the foregoing, so long as no Event of Default has occurred and is continuing, Lessee shall have the right to remove any additional equipment installed by Lessee on a Vehicle prior to returning such Vehicle to Lessor under Section 4. The value of such alterations, additions, replacement parts and improvements will in no instance be regarded as rent. Without the prior written consent of Lessor, Lessee will not make any alterations, additions, replacement parts or improvements to any Vehicle which detract from its economic value or functional utility. Lessor will not be required to make any repairs or replacements of any nature or description with respect to any Vehicle, to maintain or repair any Vehicle or to make any expenditure whatsoever in connection with any Vehicle or this Agreement.

(b) Lessor and Lessee acknowledge and agree that if Section 4 of a Schedule includes a charge for maintenance, (i) the Vehicle(s) covered by such Schedule are subject to a separate maintenance agreement between Enterprise Fleet Management, Inc. and Lessee and (ii) Lessor shall have no liability or responsibility for any failure of Enterprise Fleet Management, Inc. to perform any of its obligations thereunder or to pay or reimburse Lessee for its payment of any costs and expenses incurred in connection with the maintenance or repair of any such Vehicle(s).

9. SELECTION OF VEHICLES AND DISCLAIMER OF WARRANTIES:

(a) LESSEE ACCEPTANCE OF DELIVERY AND USE OF EACH VEHICLE WILL CONCLUSIVELY ESTABLISH THAT SUCH VEHICLE IS OF A SIZE, DESIGN, CAPACITY, TYPE AND MANUFACTURE SELECTED BY LESSEE AND THAT SUCH VEHICLE IS IN GOOD CONDITION AND REPAIR AND IS SATISFACTORY IN ALL RESPECTS AND IS SUITABLE FOR LESSEE'S PURPOSE. LESSEE ACKNOWLEDGES THAT LESSOR IS NOT A MANUFACTURER OF ANY VEHICLE OR AN AGENT OF A MANUFACTURER OF ANY VEHICLE.

(b) LESSOR MAKES NO REPRESENTATION OR WARRANTY OF ANY KIND, EXPRESS OR IMPLIED, WITH RESPECT TO ANY VEHICLE, INCLUDING, WITHOUT LIMITATION, ANY REPRESENTATION OR WARRANTY AS TO CONDITION, MERCHANTABILITY OR FITNESS FOR ANY PARTICULAR PURPOSE, IT BEING AGREED THAT ALL SUCH RISKS ARE TO BE BORNE BY LESSEE. THE VEHICLES ARE LEASED "AS IS," "WITH ALL FAULTS." All warranties made by any supplier, vendor and/or manufacturer of a Vehicle are hereby assigned by Lessor to Lessee for the applicable Term and Lessee's only remedy, if any, is against the supplier, vendor or manufacturer of the Vehicle.

Initials: EFM ML Customer [Signature]

Vehicle by Lessee without the prior written consent of Lessor and/or damage to or loss of any property and/or personal effects contained in a covered Vehicle. In the event of a Casualty Occurrence to a covered Vehicle, Lessor may, at its option, replace, rather than repair, the damaged Vehicle with an equivalent vehicle, which replacement vehicle will then constitute the "Vehicle" for purposes of this Agreement; and (ii) if Section 4 of a Schedule includes a charge for commercial automobile liability enrollment, Lessor agrees that it will, at its expense, obtain for and on behalf of Lessee, by adding Lessee as an additional insured under a commercial automobile liability insurance policy issued by an insurance company selected by Lessor, commercial automobile liability insurance satisfying the minimum commercial automobile liability insurance required under Section 11(a) for the Vehicle(s) covered by such Schedule. Lessor may at any time during the applicable Term terminate said obligation to provide physical damage waiver and/or commercial automobile liability enrollment and cancel such physical damage waiver and/or commercial automobile liability enrollment upon giving Lessee at least ten (10) days prior written notice. Upon such cancellation, insurance in the minimum amounts as set forth in 11(a) shall be obtained and maintained by Lessee at Lessee's expense. An adjustment will be made in monthly rental charges payable by Lessee to reflect any such change and Lessee agrees to furnish Lessor with satisfactory proof of insurance coverage within ten (10) days after mailing of the notice. In addition, Lessor may change the rates charged by Lessor under this Section 11(b) for physical damage waiver and/or commercial automobile liability enrollment upon giving Lessee at least thirty (30) days prior written notice.

12. INDEMNITY: To the extent permitted by state law, Lessee agrees to defend and indemnify Lessor, Servicer, any other agent of Lessor and their respective successors and assigns from and against any and all losses, damages, liabilities, suits, claims, demands, costs and expenses (including, without limitation, reasonable attorneys' fees and expenses) which Lessor, Servicer, any other agent of Lessor or any of their respective successors or assigns may incur by reason of Lessee's breach or violation of, or failure to observe or perform, any term, provision or covenant of this Agreement, or as a result of any loss, damage, theft or destruction of any Vehicle or related to or arising out of or in connection with the use, operation or condition of any Vehicle. The provisions of this Section 12 shall survive any expiration or termination of this Agreement. Nothing herein shall be deemed to affect the rights, privileges, and immunities of Lessee and the foregoing indemnity provision is not intended to be a waiver of any sovereign immunity afforded to Lessee pursuant to the law.

13. INSPECTION OF VEHICLES; ODOMETER DISCLOSURE; FINANCIAL STATEMENTS: Lessee agrees to accomplish, at its expense, all inspections of the Vehicles required by any governmental authority during the Term. Lessor, Servicer, any other agent of Lessor and any of their respective successors or assigns will have the right to inspect any Vehicle at any reasonable time(s) during the Term and for this purpose to enter into or upon any building or place where any Vehicle is located. Lessee agrees to comply with all odometer disclosure laws, rules and regulations and to provide such written and signed disclosure information on such forms and in such manner as directed by Lessor. Providing false information or failure to complete the odometer disclosure form as required by law may result in fines and/or imprisonment. Lessee hereby agrees to promptly deliver to Lessor such financial statements and other financial information regarding Lessee as Lessor may from time to time reasonably request.

14. DEFAULT; REMEDIES: The following shall constitute events of default ("Events of Default") by Lessee under this Agreement: (a) if Lessee fails to pay when due any rent or other amount due under this Agreement and any such failure shall remain unremedied for ten (10) days; (b) if Lessee fails to perform, keep or observe any term, provision or covenant contained in Section 11 of this Agreement; (c) if Lessee fails to perform, keep or observe any other term, provision or covenant contained in this Agreement and any such failure shall remain unremedied for thirty (30) days after written notice thereof is given by Lessor, Servicer or any other agent of Lessor to Lessee; (d) any seizure or confiscation of any Vehicle or any other act (other than a Casualty Occurrence) otherwise rendering any Vehicle unsuitable for use (as determined by Lessor); (e) if any present or future guaranty in favor of Lessor of all or any portion of the obligations of Lessee under this Agreement shall at any time for any reason cease to be in full force and effect or shall be declared to be null and void by a court of competent jurisdiction, or if the validity or enforceability of any such guaranty shall be contested or denied by any guarantor, or if any guarantor shall deny that it, he or she has any further liability or obligation under any such guaranty or if any guarantor shall fail to comply with or observe any of the terms, provisions or conditions contained in any such guaranty; (f) the occurrence of a material adverse change in the financial condition or business of Lessee or any guarantor; or (g) if Lessee or any guarantor is in default under or fails to comply with any other present or future agreement with or in favor of Lessor, The Crawford Group, Inc. or any direct or indirect subsidiary of The Crawford Group, Inc.. For purposes of this Section 14, the term "guarantor" shall mean any present or future guarantor of all or any portion of the obligations of Lessee under this Agreement.

Upon the occurrence of any Event of Default, Lessor, without notice to Lessee, will have the right to exercise concurrently or separately (and without any election of remedies being deemed made), the following remedies: (a) Lessor may demand and receive immediate possession of any or all of the Vehicles from Lessee, without releasing Lessee from its obligations under this Agreement; if Lessee fails to surrender possession of the Vehicles to Lessor on default (or termination or expiration of the Term), Lessor, Servicer, any other agent of Lessor and any of Lessor's independent contractors shall have the right to enter upon any premises where the Vehicles may be located and to remove and repossess the Vehicles; (b) Lessor may enforce performance by Lessee of its obligations under this Agreement; (c) Lessor may recover damages and expenses sustained by Lessor, Servicer, any other agent of Lessor or any of their respective successors or assigns by reason of Lessee's default including, to the extent permitted by applicable law, all costs and expenses, including court costs and reasonable attorneys' fees and expenses, incurred by Lessor, Servicer, any other agent of Lessor or any of their respective successors or assigns in attempting or effecting enforcement of Lessor's rights under this Agreement (whether or not litigation is commenced) and/or in connection with bankruptcy or insolvency proceedings; (d) upon written notice to Lessee, Lessor may terminate Lessee's rights under this Agreement; (e) with respect to each Vehicle, Lessor may recover from Lessee all amounts owed by Lessee under Sections 3(b) and 3(c) of this Agreement (and, if Lessor does not recover possession of a Vehicle, (i) the estimated wholesale value of such Vehicle for purposes of Section 3(c) shall be deemed to be \$0.00 and (ii) the calculations described in the first two sentences of Section 3(c) shall be made without giving effect to clause (ii) in each such sentence); and/or (f) Lessor may exercise any other right or remedy which may be available to Lessor under the Uniform Commercial Code, any other applicable law or in equity. A termination of this Agreement shall occur only upon written notice by Lessor to Lessee. Any termination shall not affect Lessee's obligation to pay all amounts due for periods prior to the effective date of such termination or Lessee's obligation to pay any indemnities under this Agreement. All remedies of Lessor under this Agreement or at law or in equity are cumulative.

15. ASSIGNMENTS: Lessor may from time to time assign, pledge or transfer this Agreement and/or any or all of its rights and obligations under this Agreement to any person or entity. Lessee agrees, upon notice of any such assignment, pledge or transfer of any amounts due or to become due to Lessor under this Agreement to pay all such amounts to such assignee, pledgee or transferee. Any such assignee, pledgee or transferee of any rights or obligations of Lessor under this Agreement will have all of the rights and obligations that have been assigned to it. Lessee's rights and interest in and to the Vehicles are and will continue

Initials: EFM  Customer 

at all times to be subject and subordinate in all respects to any assignment, pledge or transfer now or hereafter executed by Lessor with or in favor of any such assignee, pledgee or transferee, provided that Lessee shall have the right of quiet enjoyment of the Vehicles so long as no Event of Default under this Agreement has occurred and is continuing. Lessee acknowledges and agrees that the rights of any assignee, pledgee or transferee in and to any amounts payable by the Lessee under any provisions of this Agreement shall be absolute and unconditional and shall not be subject to any abatement whatsoever, or to any defense, setoff, counterclaim or recoupment whatsoever, whether by reason of any damage to or loss or destruction of any Vehicle or by reason of any defect in or failure of title of the Lessor or interruption from whatsoever cause in the use, operation or possession of any Vehicle, or by reason of any indebtedness or liability howsoever and whenever arising of the Lessor or any of its affiliates to the Lessee or to any other person or entity, or for any other reason.

Without the prior written consent of Lessor, Lessee may not assign, sublease, transfer or pledge this Agreement, any Vehicle, or any interest in this Agreement or in and to any Vehicle, or permit its rights under this Agreement or any Vehicle to be subject to any lien, charge or encumbrance. Lessee's interest in this Agreement is not assignable and cannot be assigned or transferred by operation of law. Lessee will not transfer or relinquish possession of any Vehicle (except for the sole purpose of repair or service of such Vehicle) without the prior written consent of Lessor.

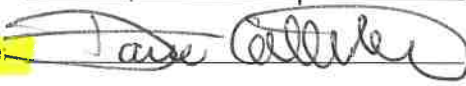
16. MISCELLANEOUS: This Agreement contains the entire understanding of the parties. This Agreement may only be amended or modified by an instrument in writing executed by both parties. Lessor shall not by any act, delay, omission or otherwise be deemed to have waived any of its rights or remedies under this Agreement and no waiver whatsoever shall be valid unless in writing and signed by Lessor and then only to the extent therein set forth. A waiver by Lessor of any right or remedy under this Agreement on any one occasion shall not be construed as a bar to any right or remedy, which Lessor would otherwise have on any future occasion. If any term or provision of this Agreement or any application of any such term or provision is invalid or unenforceable, the remainder of this Agreement and any other application of such term or provision will not be affected thereby. Giving of all notices under this Agreement will be sufficient if mailed by certified mail to a party at its address set forth below or at such other address as such party may provide in writing from time to time. Any such notice mailed to such address will be effective one (1) day after deposit in the United States mail, duly addressed, with certified mail, postage prepaid. Lessee will promptly notify Lessor of any change in Lessee's address. This Agreement may be executed in multiple counterparts (including facsimile and pdf counterparts), but the counterpart marked "ORIGINAL" by Lessor will be the original lease for purposes of applicable law. All of the representations, warranties, covenants, agreements and obligations of each Lessee under this Agreement (if more than one) are joint and several.

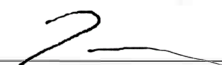
17. SUCCESSORS AND ASSIGNS; GOVERNING LAW: Subject to the provisions of Section 15, this Agreement will be binding upon Lessee and its heirs, executors, personal representatives, successors and assigns, and will inure to the benefit of Lessor, Servicer, any other agent of Lessor and their respective successors and assigns. This Agreement will be governed by and construed in accordance with the substantive laws of the State of Missouri (determined without reference to conflict of law principles).


18. NON-PETITION: Each party hereto hereby covenants and agrees that, prior to the date which is one year and one day after payment in full of all indebtedness of Lessor, it shall not institute against, or join any other person in instituting against, Lessor any bankruptcy, reorganization, arrangement, insolvency or liquidation proceedings or other similar proceeding under the laws of the United States or any state of the United States. The provisions of this Section 18 shall survive termination of this Master Equity Lease Agreement.

19. NON-APPROPRIATION: Lessee's funding of this Agreement shall be on a Fiscal Year basis and is subject to annual appropriations. Lessor acknowledges that Lessee is a municipal corporation, is precluded by the County or State Constitution and other laws from entering into obligations that financially bind future governing bodies, and that, therefore, nothing in this Agreement shall constitute an obligation of future legislative bodies of the County or State to appropriate funds for purposes of this Agreement. Accordingly, the parties agree that the lease terms within this Agreement or any Schedules relating hereto are contingent upon appropriation of funds. The parties further agree that should the County or State fail to appropriate such funds, the Lessor shall be paid all rentals due and owing hereunder up until the actual day of termination. In addition, Lessor reserves the right to be paid for any reasonable damages. These reasonable damages will be limited to the losses incurred by the Lessor for having to sell the vehicles on the open used car market prior to the end of the scheduled term (as determined in Section 3 and Section 14 of this Agreement).

IN WITNESS WHEREOF, Lessor and Lessee have duly executed this Master Equity Lease Agreement as of the day and year first above written.

LESSEE: City of Plymouth
Signature: 
By: Dave Callister
Title: City Manager
Address: 3400 Plymouth Blvd
Plymouth, MN 55447
Date Signed: 6-24-21

LESSOR: Enterprise FM Trust
By: Enterprise Fleet Management, Inc. its attorney in fact
Signature: 
By: Jason Lipinsky
Title: Vice President
Address: 2775 blue water road
Date Signed: June 28, 2021

Initials: EFM JK Customer 

CITY OF PLYMOUTH

RESOLUTION No. 2026-016

RESOLUTION APPROVING VEHICLE LEASE PAYMENT ANNUAL EXPENDITURES

WHEREAS, the City Council approved a leasing program for the Public Safety fleet on June 21, 2021;
and

WHEREAS, the current Public Safety fleet is made up of 38 vehicles that are leased from Enterprise Fleet Management with an anticipation to increase to 40 vehicles by the end of 2026; and

WHEREAS, the Enterprise Fleet Management requires monthly lease payments based on units in service; and

WHEREAS, Central Equipment is estimating an annual expenditure of \$450,000 in 2026.

NOW, THEREFORE, BE IT HEREBY RESOLVED BY THE CITY COUNCIL OF THE CITY OF PLYMOUTH, MINNESOTA that the expenditure from Central Equipment of an estimated amount of \$450,000 towards lease payments to Enterprise Fleet Management is hereby approved.

APPROVED by the City Council on this 13th of January 2026.



To: Dave Callister, City Manager

Prepared by:

Reviewed by:

Item: Moved to 8.2

1. Action Requested:

2. Background:

3. Budget Impact:

4. Attachments:

To: Dave Callister, City Manager

Prepared by: Andrea Rich, Finance Director

Reviewed by: Dave Callister, City Manager

Item: **Authorize Finance Director or designee to do electronic fund transfers**

1. Action Requested:

Adopt attached resolution authorizing electronic funds transfers in accordance with State Statute 471.38.

2. Background:

A local government may make certain payments by electronic funds transfer as described in State Statute 471.38. Electronic funds transfers are defined as any transfer of funds that is initiated by electronic means, including but not limited to check, credit cards, debit cards, automated clearing house (ACH) or wire transfers, both within and between separate financial institutions. This statute allows use of electronic funds transfer for the following payments:

- Claim for payment from an imprest payroll bank account or investment or excess money;
- Payment of tax or aid anticipation certificates;
- Payment of contributions to pension or retirement fund;
- Vendor payments; and
- Payment of bond principal, bond interest and a fiscal agent service charge from the debt redemption fund.

The statute has been amended to require that certain policy controls be enacted in order for a local government to utilize electronic funds transfers including that the governing body annually delegates the authority to make electronic funds transfers on behalf of the city. Staff is recommending the Finance Director or designee be the

authority.

3. Budget Impact:

Not applicable.

4. Attachments:

1. City Council Resolution 2026-017

CITY OF PLYMOUTH

RESOLUTION No. 2026-017

RESOLUTION APPROVING ELECTRONIC FUNDS TRANSFER TRANSACTIONS

WHEREAS, a local government may make certain payments by electronic funds transfer as described in State Statute 471.38. Electronic funds transfers are defined as any transfer of funds that is initiated by electronic means, including but not limited to check, credit cards, debit cards, and automated clearing house (ACH) or wire transfers, both within and between separate financial institutions; and

WHEREAS, this statute allows use of electronic funds transfer for claims for payment from an imprest payroll bank account or investment of excess money, payment of tax or aid anticipation certificates, contributions to pension or retirement funds, vendor payments, and payment of bond principal, bond interest and a fiscal agent service charge from the debt redemption fund; and

WHEREAS, the statute has been amended to require that certain policy controls be enacted in order for a local government to utilize electronic funds transfers including that the governing body annually delegates the authority to make electronic funds transfers on behalf of the city; and

WHEREAS, the Finance Director or designee would be the authority as outlined in the policy.

NOW, THEREFORE, BE IT HEREBY RESOLVED BY THE CITY COUNCIL OF THE CITY OF PLYMOUTH, MINNESOTA that the Finance Director or designee is authorized to accept and make payment by electronic funds transfer.

APPROVED by the City Council on this 13th day of January, 2026.

To: Dave Callister, City Manager

Prepared by: Andrea Rich, Finance Director

Reviewed by: Dave Callister, City Manager

Item: **Appoint official depositories and signatory authority for 2026**

1. Action Requested:

Adopt attached resolution approving the designation of official depositories for banking services and signatory authority for 2026.

2. Background:

Each year, the city designates official depositories for banking services. The city primarily holds funds at US Bank, which was awarded the contract by council on June 23, 2015, as the city's official depository effective July 1, 2015. The transition of banking services to US Bank was completed in 2016. The city's policy is to do a request for proposal on banking services periodically with best practice being every 5-7 years. In light of the city's planned enterprise resource planning system (ERP) implementation in 2025/26, staff recommends not changing the banking relationship in order to mitigate risk. In the interim, staff have worked with US Bank to strengthen fraud prevention and enhance current processes.

US Bank will continue to serve as the official depository. Signatory authority resides with the Mayor, City Manager, Finance Director and Assistant Finance Director.

3. Budget Impact:

Not applicable.

4. Attachments:

1. City Council Resolution 2026-018

CITY OF PLYMOUTH

RESOLUTION No. 2026-018

RESOLUTION APPOINTING OFFICIAL DEPOSITORY FOR CITY FUNDS AND SIGNATORY AUTHORITY FOR 2026

WHEREAS, State Statute requires the city to designate depositories for city funds; and

WHEREAS, the City of Plymouth periodically solicits proposals from service providers to seek the most qualified provider at a responsible cost.

NOW, THEREFORE, BE IT HEREBY RESOLVED BY THE CITY COUNCIL OF THE CITY OF PLYMOUTH, MINNESOTA, that US Bank is designated as the official depository for 2026.

BE IT FURTHER RESOLVED that the persons holding office as Mayor, City Manager, Finance Director and Assistant Finance Director of the City of Plymouth are authorized to act for this municipality in the transaction of any banking business with US Bank (hereinafter referred to as the "Bank") from time to time and until written notice to the Bank to the contrary, to sign checks against said accounts, which checks will be signed by the Mayor, City Manager and/or Finance Director. The Bank is hereby authorized and directed to honor and pay any checks against such account if signed as above described, whether or not said check is payable to the order of, or deposited to the credit of, any officer or officers of the city, including the signers of the check.

APPROVED by the City Council on this 13th day of January, 2026.

To: Dave Callister, City Manager

Prepared by: Chris Leiseth, IT Manager

Reviewed by: Amanda Kaufman, Deputy City Manager

Item: **Approve Microsoft Office 365 licenses for 2026**

1. Action Requested:

Adopt attached resolution approving purchase of additional Microsoft Office 365 licenses.

2. Background:

On July 28, 2020 the City Council approved the purchase of Microsoft Office 365 using the CARES Act funding. Microsoft Office 365 provides a way for workers to collaborate on documents, chat and conduct video calls. After the purchase contract, the city was billed monthly based on the number of users. The initial contract is now over, but the monthly charges continue and are rising due to the implementation of Workday.

3. Budget Impact:

The total cost for 2026 is approximately \$194,173. This expense will be paid for out of the I.T. — Repair & Maintenance Services Software fund.

4. Attachments:

1. City Council Resolution 2026-019

CITY OF PLYMOUTH

RESOLUTION No. 2026-019

RESOLUTION APPROVING MICROSOFT OFFICE 365 LICENSES

WHEREAS, the city authorized the purchase of Microsoft for Office 365 on July 28, 2020; and

WHEREAS, Microsoft Office 365 provides tools necessary to securely facilitate remote work; and

WHEREAS, Microsoft Office 365 continues to facilitate the collaboration necessary to provide the high-quality customer service expected by Plymouth residents and businesses.

NOW, THEREFORE, BE IT HEREBY RESOLVED BY THE CITY COUNCIL OF THE CITY OF PLYMOUTH, MINNESOTA that purchase of licenses is approved.

BE IT FURTHER RESOLVED that funding for these expenses shall be from the I.T. – Repair & Maintenance Services Software Fund in the approximate amount of \$194,173.

APPROVED by the City Council on this 13th day of January, 2026.

To: Dave Callister, City Manager

Prepared by: Natalie Dorcy, Office Support Specialist

Reviewed by: Jodi Gallup, City Clerk

Item: **Approve temporary liquor license application of Providence Academy at 15100 Schmidt Lake Road for an event on April 25**

1. Action Requested:

Adopt attached resolution approving a temporary liquor license application of Providence Academy at 15100 Schmidt Lake Road for an event on April 25.

2. Background:

Providence Academy has submitted a temporary liquor license application and certificate of liquor liability insurance coverage to serve alcohol at their 25th annual gala on April 25. This event will also include a fundraising live auction and silent auction to support Providence Academy students. Staff has reviewed the application and required insurance and has found no reason to deny the license. City Code 1201.07, Subd. 1 (G) provides that temporary on-sale liquor licenses may be issued to organizations and committees per Minnesota Statutes, Section 340A.404, Subd. 10. Providence Academy meets the qualifications for a temporary on-sale liquor license.

3. Budget Impact:

The fee of \$50 has been received.

4. Attachments:

1. City Council Resolution 2026-020

CITY OF PLYMOUTH

RESOLUTION No. 2026-020

RESOLUTION APPROVING TEMPORARY LIQUOR LICENSE APPLICATION OF PROVIDENCE ACADEMY

WHEREAS, Providence Academy has submitted a temporary liquor license application for an event at 15100 Schmidt Lake Road on April 25; and

WHEREAS, the required fees and certificate of liquor liability insurance have been received.

NOW, THEREFORE BE IT HEREBY RESOLVED BY THE CITY COUNCIL OF THE CITY OF PLYMOUTH, MINNESOTA, that the temporary liquor license application for Providence Academy at 15100 Schmidt Lake Road on April 25 is approved.

APPROVED by the City Council on this 13th day of January, 2026.

To: Dave Callister, City Manager

Prepared by: Natalie Dorcy, Office Support Specialist

Reviewed by: Jodi Gallup, City Clerk

Item: **Approve two tobacco license applications of Coborn's Incorporated d/b/a's Coborn's Market & Table and Coborn's Wine & Spirits, 6130 Sycamore Lane North, Suites 100 and 200**

1. Action Requested:

Adopt attached resolutions approving two tobacco license applications of Coborn's Incorporated d/b/a's Coborn's Market & Table and Coborn's Wine & Spirits, 6130 Sycamore Lane North, Suites 100 and 200.

2. Background:

Coborn's Incorporated has submitted applications for two tobacco licenses located at 6130 Sycamore Lane North, Suites 100 (grocery store) and 200 (liquor store). Coborn's Market & Table was approved for an off-sale 3.2% malt liquor license and Coborn's Wine & Spirits was approved for an off-sale liquor license on November 25, 2025. The current site meets the zoning criteria and the new applicant meets the licensing requirements per City Code 1150.

3. Budget Impact:

License fees have been received.

4. Attachments:

1. City Council Resolution 2026-021
2. City Council Resolution 2026-022

CITY OF PLYMOUTH

RESOLUTION No. 2026-021

RESOLUTION APPROVING TOBACCO LICENSE APPLICATION OF COBORN'S INCORPORATED D/B/A COBORN'S MARKET & TABLE, 6130 SYCAMORE LANE NORTH, SUITE 100

WHEREAS, Coborn's Incorporated d/b/a Coborn's Market & Table, has submitted a tobacco license application for Coborn's Market & Table located at 6130 Sycamore Lane North, Suite 100; and

WHEREAS, the applicant meets the licensing requirements per City Code 1150; and

WHEREAS, the license fee has been received.

NOW, THEREFORE, BE IT HEREBY RESOLVED BY THE CITY COUNCIL OF THE CITY OF PLYMOUTH, MINNESOTA that the tobacco license application submitted by Coborn's Incorporated for Coborn's Market & Table at 6130 Sycamore Lane North, Suite 100 is approved for a license period to expire December 31, 2026.

APPROVED by the City Council on this 13th day of January, 2026.

CITY OF PLYMOUTH

RESOLUTION No. 2026-022

RESOLUTION APPROVING TOBACCO LICENSE APPLICATION OF COBORN'S INCORPORATED D/B/A COBORN'S WINE & SPIRITS, 6130 SYCAMORE LANE NORTH, SUITE 200

WHEREAS, Coborn's Incorporated d/b/a Coborn's Wine & Spirits, has submitted a tobacco license application for Coborn's Wine & Spirits located at 6130 Sycamore Lane North, Suite 200; and

WHEREAS, the applicant meets the licensing requirements per City Code 1150; and

WHEREAS, the license fee has been received.

NOW, THEREFORE, BE IT HEREBY RESOLVED BY THE CITY COUNCIL OF THE CITY OF PLYMOUTH, MINNESOTA that the tobacco license application submitted by Coborn's Incorporated for Coborn's Wine & Spirits at 6130 Sycamore Lane North, Suite 200 is approved for a license period to expire December 31, 2026.

APPROVED by the City Council on this 13th day of January, 2026.

To: Dave Callister, City Manager

Prepared by: Natalie Dorcy, Office Support Specialist

Reviewed by: Jodi Gallup, City Clerk

Item: **Approve application from the Wayzata Youth Hockey Association to conduct Off-Site Gambling at an event at the Plymouth Ice Center on March 6-8**

1. Action Requested:

Adopt attached resolution approving application from the Wayzata Youth Hockey Association (WYHA) to conduct off-site gambling at an event at the Plymouth Ice Center, 3650 Plymouth Boulevard on March 6-8.

2. Background:

Charitable organizations, such as WYHA, who have lawful gambling permits, are allowed twelve off-site events each calendar year not to exceed a total of 36 days. WYHA desires to conduct a raffle in conjunction with a major hockey tournament at the Plymouth Ice Center on March 6-8. Council approval is required for these applications.

3. Budget Impact:

N/A

4. Attachments:

1. City Council Resolution 2026-023

CITY OF PLYMOUTH

RESOLUTION No. 2026-023

RESOLUTION APPROVING APPLICATION TO CONDUCT OFF-SITE GAMBLING FROM WAYZATA YOUTH HOCKEY ASSOCIATION

WHEREAS, the Wayzata Youth Hockey Association has submitted an application for Off-Site Gambling for an event on March 6-8, 2026 at the Plymouth Ice Center, 3650 Plymouth Boulevard.

NOW, THEREFORE BE IT HEREBY RESOLVED BY THE CITY COUNCIL OF THE CITY OF PLYMOUTH, MINNESOTA, that the application to conduct off-site gambling from Wayzata Youth Hockey Association for an event on March 6-8, 2026 at the Plymouth Ice Center is approved.

APPROVED by the City Council on this 13th day of January, 2026.

To: Dave Callister, City Manager

Prepared by: Jodi Gallup, City Clerk

Reviewed by: Amanda Kaufman, Deputy City Manager

Item: **Approve United States Conference of Mayors travel request**

1. Action Requested:

Approve request from Mayor Wosje to attend the United States Conference of Mayors Winter Meeting in Washington, DC from January 28-30.

2. Background:

Per policy, the mayor and council members should have travel events approved in advance by a vote of the City Council at an open meeting including an estimated cost of the travel. Mayor Wosje has requested to attend the United States Conference of Mayors Winter Meeting in Washington DC from January 28-30.

This organization brings together mayors from across the country in a non-partisan way to address the most pressing challenges facing their cities.

3. Budget Impact:

The total cost associated with attending this conference is approximately \$3,400 and would be funded from the council training budget.

The breakdown of approximate conference costs:

- Conference registration: \$1,750
- Hotel rates: 2 nights: \$800
- Round trip airfare: \$600
- Meals (Per Diem) and misc travel reimbursements total: \$250

4. Attachments:

1. City Council Resolution 2026-024

CITY OF PLYMOUTH

RESOLUTION No. 2026-024

RESOLUTION APPROVING UNITED STATES CONFERENCE OF MAYORS TRAVEL REQUEST

WHEREAS, per the Expense Reimbursement and Travel Policy, the mayor and council members should have out of area travel events approved by a vote of the City Council at an open meeting; and

WHEREAS, Mayor Wosje has requested to attend the United States Conference of Mayors Winter Meeting in Washington DC from January 28-30; and

WHEREAS, this conference brings together mayors from across the country in a non-partisan way to address the most pressing challenges facing their cities; and

WHEREAS, the conference expenses would be funded through the council training budget.

NOW, THEREFORE, BE IT HEREBY RESOLVED BY THE CITY COUNCIL OF THE CITY OF PLYMOUTH, MINNESOTA that the United States Conference of Mayors travel request is approved.

APPROVED by the City Council on this 13th day of January, 2026.

To: Dave Callister, City Manager

Prepared by: Natalie Dorcy, Office Support Specialist

Reviewed by: Jodi Gallup, City Clerk

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

1. Action Requested:

Following the public hearing, adopt the attached resolution approving on-sale intoxicating liquor license with Sunday sales of KLER Restaurants L.L.C. d/b/a Rock Elm Revival, 16605 County Road 24, Suite 211.

2. Background:

KLER Restaurants L.L.C. d/b/a Rock Elm Revival has applied for an on-sale intoxicating liquor license with Sunday sales for the current Rock Elm Tavern restaurant located at 16605 County Road 24, Suite 211. The current Rock Elm Tavern owned by Rock Elm Plymouth, LLC. has had an on-sale intoxicating liquor license with Sunday sales since August 1, 2015. Rock Elm Revival is a casual full service dining restaurant designed to be a neighborhood gathering place that appeals to a broad range of guests including families, friends and professionals. The restaurant has seating for 116 outdoors and will have an indoor seating of 190 between the Main Dining Room, Bar Area and Club House. The Club House will be a new seating area that currently houses golf simulators. The machines will be removed at the end of February and will be replaced with the additional seating. KLER Restaurants L.L.C. will not be altering the Main Dining Room, Bar or the outdoor seating. They will be changing the trade name from Tavern to Revival.

The Police Department has conducted the criminal background investigation and has found no reason to deny the license. The required notification was provided to property owners within 500 feet of the site per City Code 1201.25.

3. Budget Impact:

The city has received the required background investigation fee and license fees.

4. Attachments:

1. Property Owners within 500'
2. Location Map
3. Rock Elm Floor Plans
4. City Council Resolution 2026-025

40 17-118-22 43 0003
CITY OF PLYMOUTH
3400 PLYMOUTH BLVD
PLYMOUTH MN 55447

40 20-118-22 21 0018
KENDRALYNN SMITH
C/O LINK LOGISTICS
PO BOX 2980
CHICAGO IL 60690

40 20-118-22 24 0019
SHAWN FAIR & EMILY FAIR
3320 FOUNTAIN LA N
PLYMOUTH MN 55447

40 20-118-22 12 0003
CITY OF PLYMOUTH
3400 PLYMOUTH BLVD
PLYMOUTH MN 55447

40 20-118-22 21 0021
ROBBINS PROPERTIES III LLC
9950 ROCKFORD RD
PLYMOUTH MN 55442

40 20-118-22 24 0020
JAMES & JANE KANE
3315 FOUNTAIN LANE
PLYMOUTH MN 55447

40 20-118-22 12 0006
CITY OF PLYMOUTH
3400 PLYMOUTH BLVD
PLYMOUTH MN 55447

40 20-118-22 21 0023
MIKAYLA R HARRIS
3325 GARLAND AVE N
PLYMOUTH MN 55447

40 20-118-22 24 0048
JENNIFER A STEPHAN
3270 GARLAND LA N
PLYMOUTH MN 55447

40 20-118-22 12 0007
WEST GLEN DEVELOPMENT I LLC
2073 W WAYZATA BLVD#50
LONG LAKE MN 55356

40 20-118-22 21 0025
M P NORMAN LLC
PAMELA A MILLER
1111 W RIVER PKWY #26D
MINNEAPOLIS MN 55415

40 20-118-22 24 0056
ADAM T FAGAN
MICHELLE M FAGAN
3285 GARLAND LA N
PLYMOUTH MN 55447

40 20-118-22 12 0010
SUSO 4 PLYMOUTH LP
C/O SLATE ASSET MGMT L P
121 KING ST W STE 200
TORONTO ONTARIO M5H 3T9

40 20-118-22 21 0026
SUSO 4 PLYMOUTH LP
C/O SLATE ASSET MGMT L P
121 KING ST W STE 200
TORONTO ONTARIO M5H 3T9

40 20-118-22 24 0060
JUSTIN M HOLMAN
ELIZABETH A HOLMAN
3295 GARLAND LA N
PLYMOUTH MN 55447

40 20-118-22 12 0011
WEST GLEN DEVELOPMENT I LLC
2073 W WAYZATA BLVD #50
LONG LAKE MN 55356

40 20-118-22 21 0027
MARVIN DEVELOPMENT III LLC
5425 BOONE AVE N
NEW HOPE MN 55428

40 20-118-22 24 0063
NORMAN & KIM OKERSTROM
3300 GARLAND LA N
PLYMOUTH MN 55447

40 20-118-22 13 0003
CITY OF PLYMOUTH
3400 PLYMOUTH BLVD
PLYMOUTH MN 55447

40 20-118-22 24 0015
TIMOTHY & CATHERINE FISCHER
16700 33RD AVE N
PLYMOUTH MN 55447

40 20-118-22 24 0064
GERALD & VICKIE RUEGEMER
3290 GARLAND LA N
PLYMOUTH MN 55447

40 20-118-22 13 0004
CITY OF PLYMOUTH
3400 PLYMOUTH BLVD
PLYMOUTH MN 55447

40 20-118-22 24 0016
BENJAMIN J TRAPPEN
CASSANDRA A TRAPPEN
16710 33RD AVE N
PLYMOUTH MN 55447

40 20-118-22 24 0068
STEVEN J & LORI L HASKAMP
3320 GARLAND LA N
PLYMOUTH MN 55447

40 20-118-22 13 0005
CITY OF PLYMOUTH
3400 PLYMOUTH BLVD
PLYMOUTH MN 55447

40 20-118-22 24 0017
HOMEWARD BOUND INC
12805 HWY 55 #400
PLYMOUTH MN 55441

40 20-118-22 24 0069
ALI A SAIFLEH
LEYLA BILLE WARSAME
3310 GARLAND LA N
PLYMOUTH MN 55447

40 20-118-22 21 0016
GORAN ZECEVIC
LJUBICA ZECEVIC
3410 HOLLY LA N
PLYMOUTH MN 55447

40 20-118-22 24 0018
KATRINA J BOCCHI
MICHAEL A BOCCHI
3310 FOUNTAIN LA N
PLYMOUTH MN 55447

40 20-118-22 24 0070
BRIAN D & CYNTHIA L BOYD
3345 EVEREST CT N
PLYMOUTH MN 55447

40 20-118-22 24 0071
SHAE ALTHOFF
BRETT ALTHOFF
3335 EVEREST CT N
PLYMOUTH MN 55447

40 20-118-22 24 0072
DAVID W SLAVIK
3325 EVEREST CT N
PLYMOUTH MN 55447

40 20-118-22 24 0073
MATTHEW LANIER
3330 EVEREST CT N
PLYMOUTH MN 55447

40 20-118-22 24 0074
JAMES HAHM/KARI E HAHM
3340 EVEREST CT N
PLYMOUTH MN 55447

40 20-118-22 24 0075
NATHAN D STARKS
NICOLE A NELSON
3325 DUNKIRK LA N
PLYMOUTH MN 55447

40 20-118-22 24 0076
V KOLOMIYETS & O KOLOMIYETS
3315 DUNKIRK LA N
PLYMOUTH MN 55447

40 20-118-22 24 0079
FELICIA R LOKEN
3315 GARLAND LA N
PLYMOUTH MN 55447

40 20-118-22 24 0080
KIM A & NORMA J REAUME
3305 GARLAND LA N
PLYMOUTH MN 55447

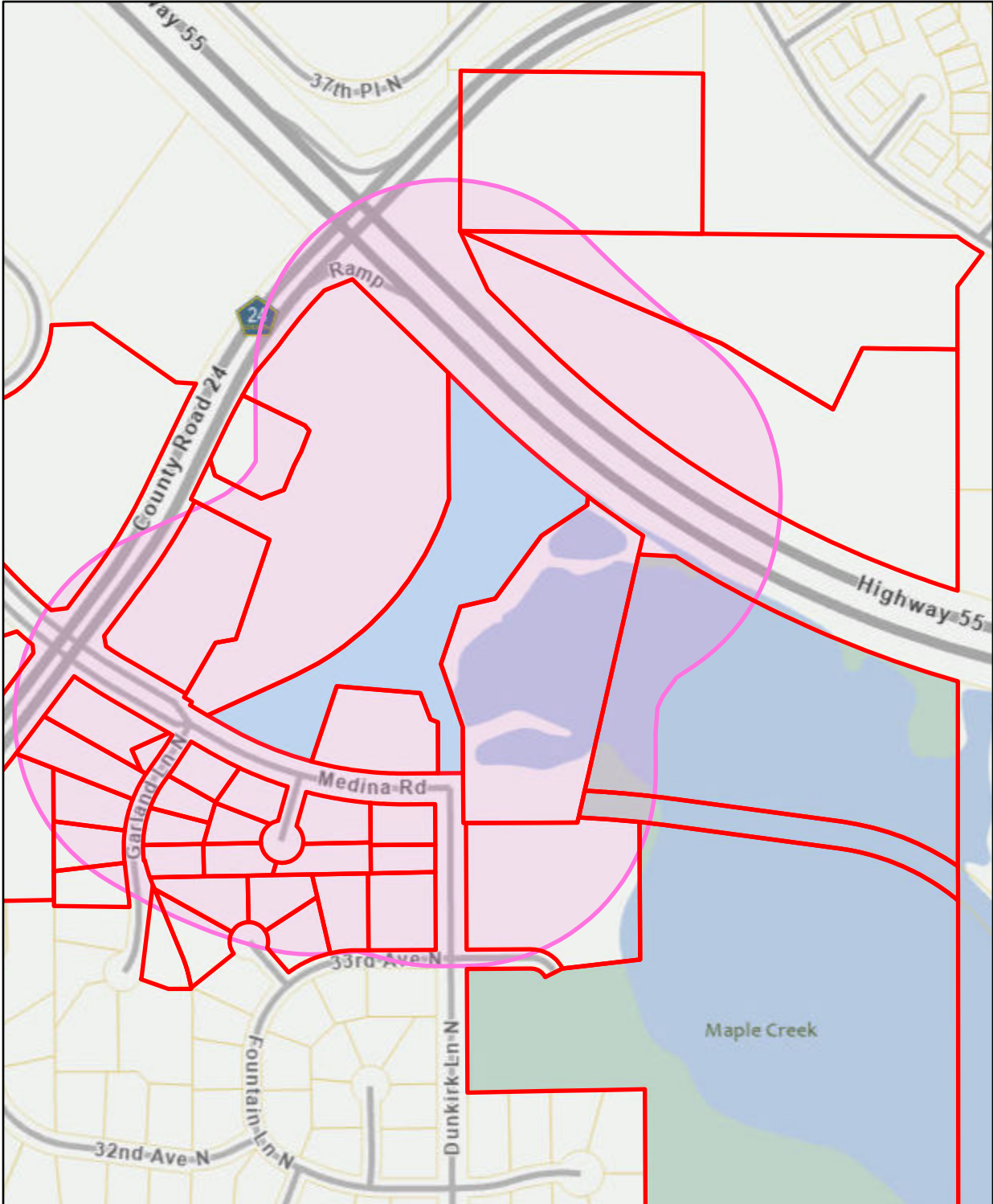
40 20-118-22 24 0081
JASON L HEDLUND
17005 CO RD NO 24
PLYMOUTH MN 55447

40 20-118-22 24 0084
MIKAYLA R HARRIS
3325 GARLAND LA N
PLYMOUTH MN 55447



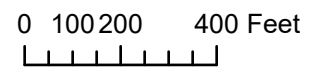
Hennepin County Locate & Notify Map

Date: 12/22/2025



Buffer Size: 500

Map Comments:



This data (i) is furnished 'AS IS' with no representation as to completeness or accuracy; (ii) is furnished with no warranty of any kind; and (iii) is not suitable for legal, engineering or surveying purposes. Hennepin County shall not be liable for any damage, injury or loss resulting from this data.

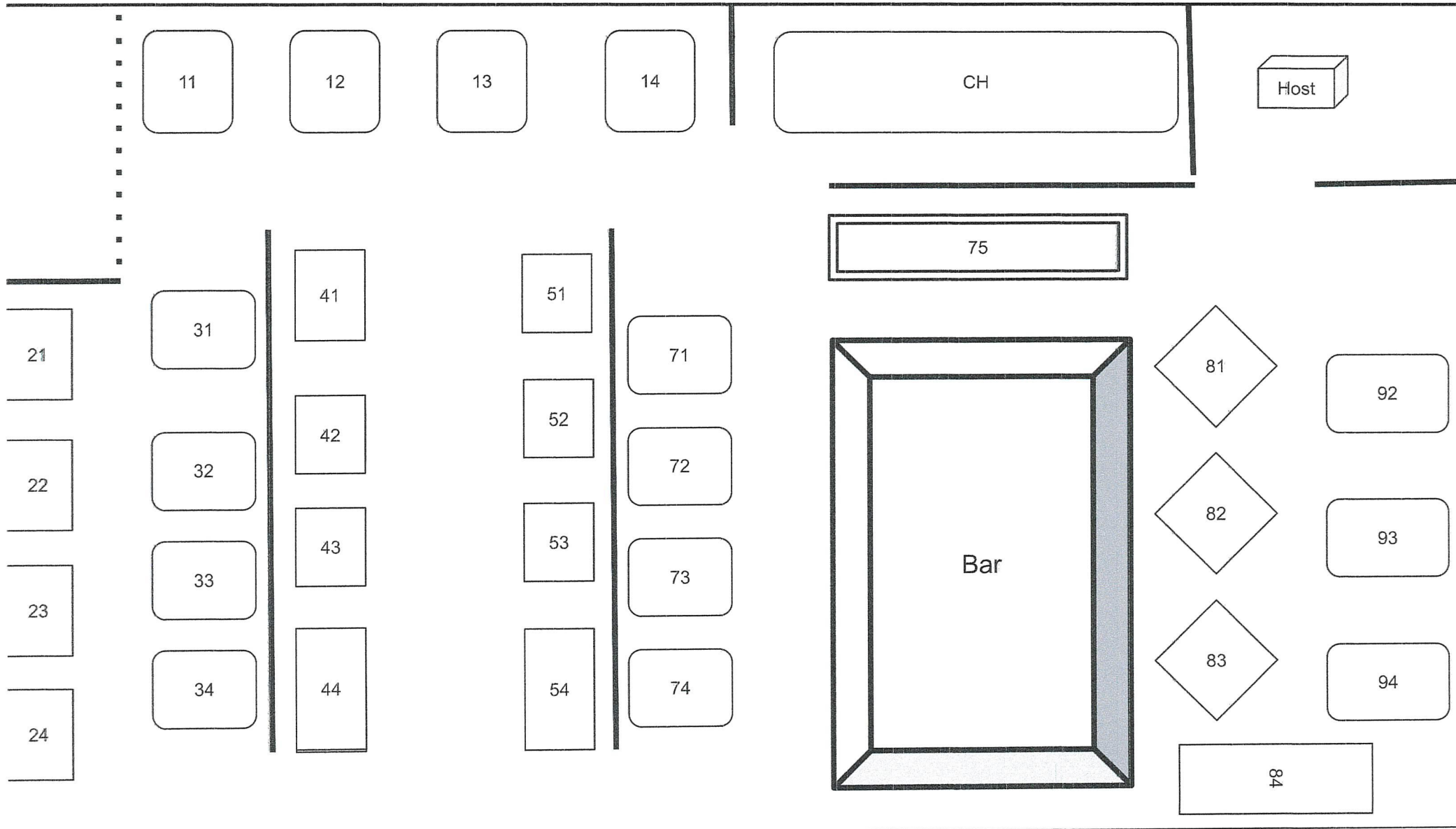
For more information, contact Hennepin County GIS Office
300 6th Street South, Minneapolis, MN 55487 / gis.info@hennepin.us

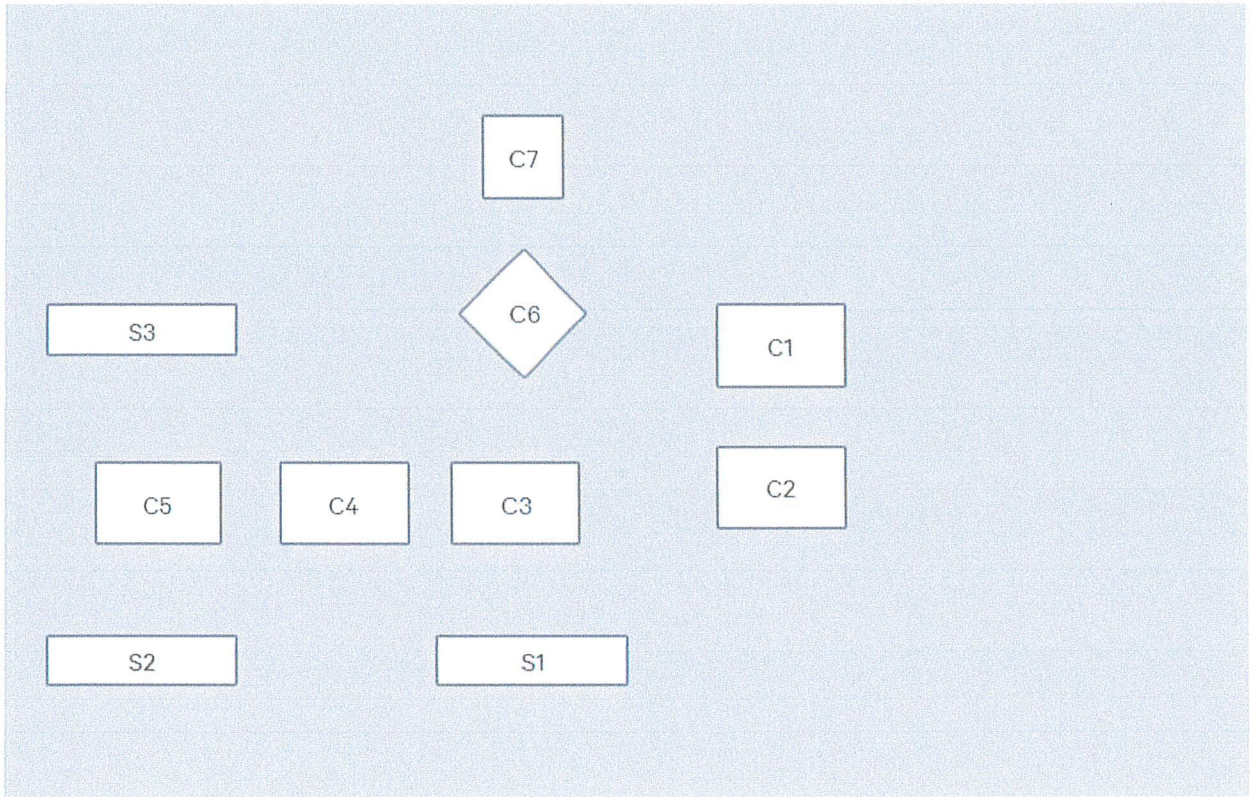
MAIN DINING ROOM

134 DINING SEATS

20 BAR STOOLS

154
Total
SEATS





"CLUB HOUSE"

36 TOTAL SEATS



804A 804B

805

806

807

808A 808B

803

802

801 B

801 A

PATIO =
116 total
SEATTS

903

904

FIREPIT

901

906

809

810

811 B

811 A

701

702

703

704

705

706

EXIT

601

PATIO DOOR

602

CART

603

604

CITY OF PLYMOUTH

RESOLUTION No. 2026-025

RESOLUTION APPROVING ON-SALE INTOXICATING LIQUOR LICENSE APPLICATIONS WITH SUNDAY SALES OF KLER RESTAURANTS L.L.C. D/B/A ROCK ELM REVIVAL, 16605 COUNTY ROAD 24, SUITE 211

WHEREAS, KLER Restaurants L.L.C. d/b/a Rock Elm Revival, 16605 County Road 24, Suite 211, has submitted applications for On-Sale Intoxicating Liquor License with Sunday Sales for a restaurant located at 16605 County Road 24, Suite 211; and

WHEREAS, the Police Department has conducted a background investigation and has found no reason to deny the application.

NOW, THEREFORE, BE IT HEREBY RESOLVED BY THE CITY COUNCIL OF THE CITY OF PLYMOUTH, MINNESOTA that the On-Sale Intoxicating Liquor License applications with Sunday Sales of 16605 County Road 24, Suite 211, is approved for a license period that will expire January 31, 2027.

BE IT FURTHER RESOLVED that approval is contingent upon the city receiving all documentation as required in the liquor license application.

APPROVED by the City Council on this 13th day of January, 2026.

To: Dave Callister, City Manager

Prepared by: Jennifer Tomlinson, Parks and Recreation Director

Reviewed by:

Item: **Approve support of a local sales tax referendum**

1. Action Requested:

Adopt resolution supporting the authority to impose a local sales tax to fund specific capital improvements of regional benefit, establish the duration and revenue amount, and authorize the city to issue bonds supported by the sales tax revenue.

2. Background:

In October 2024, council conducted a visioning session to understand priorities for potential sales-tax-funded projects and directed staff to refine the scope of projects. In July 2025, council approved the use of up to \$1.2 million in surplus funds to hire an architect to lead the city through the schematic design process for the following projects:

- Plymouth Ice Center Renovation and Expansion to include construction of a fourth sheet of ice, renovation of the existing facility and associated improvements
- Plymouth Community Center Fieldhouse Expansion to include the construction of a permanent structure to replace the temporary inflated dome, an additional gymnasium and associated improvements
- Four Seasons Regional Sports Complex for construction of outdoor recreational amenities, and associated improvements

Throughout the fall, staff has been meeting with users groups to gather feedback on current and future needs to be incorporated into the designs. Schematic design and cost estimating were completed on January 8, 2026. In anticipation of the 2026 Legislative session, the council is required to pass a resolution supporting the authority

to impose a local sales tax to fund specific capital improvements of regional benefit, establishing the duration and revenue amount and authorizing the city to issue bonds supported by the sales tax revenue.

3. Budget Impact:

The city estimates a local sales tax of 0.5% (one-half percent) would generate \$10 million annually.

4. Attachments:

1. Presentation
2. City Council Resolution 2026-026



Resolution supporting a local sales tax

Dave Callister, City Manager

Jennifer Tomlinson, Director of Parks and Recreation



Agenda

- History
- Process
- Projects
- Resolution
- Financing
- Next steps



History

- June 2024-Council discussed using a local sales tax as an alternative funding source for future regional capital projects
- November 2024-Council further refined potential projects
- July 2025-Council approved the use of up to \$1.2 million in surplus funds to lead the city through schematic design of the projects to gain better clarity around construction costs
- October 2025-Council discussed operating models associated with potential projects
- November 2025-Council reviewed the preliminary designs for the PIC renovation and expansion, permanent fieldhouse and Four Seasons Regional sports complex
- January 2026-Resolution of support for a local sales tax referendum



Process

2023-24-needs identified

- User group feedback was gathered and staff internally scoped major repairs and renovations for existing facilities to develop opportunities for expansion and needed updates to facilities
- Preliminary design work on the fieldhouse and PIC were completed to understand the scope of work
- Legislative work occurred concurrently although a moratorium was placed on new sales tax for two years for the legislature to study the process

2025

- Council directed staff to further refine project scope
- Extensive user group interviews and data collection to understand current deficiencies and projected future needs
- Schematic design development

Process

2026

- Cost estimating in anticipation of local sales tax resolution
- Council decides on resolution in support of local sales tax referendum
- Resolution submitted to the legislature by end of January
- Legislative session considers sales tax proposals from cities
- Pending approval by the legislature, move forward with public education in anticipation of November ballot initiative
- November ballot initiative for voters to decide on the measure
- Pending successful ballot initiative, begin design development

2027

- Issue construction documents in March
- March-April bidding
- May-begin construction PIC and fieldhouse to run concurrently

2028

- August-complete construction



Design Intent

Enhance the existing facilities to better serve the growing needs of our community by providing inclusive, accessible, and sustainable spaces that promote health, wellness, and community engagement.

1. Expand Capacity & Functionality

Increase the facility's capacity to accommodate more users and a wider variety of programs

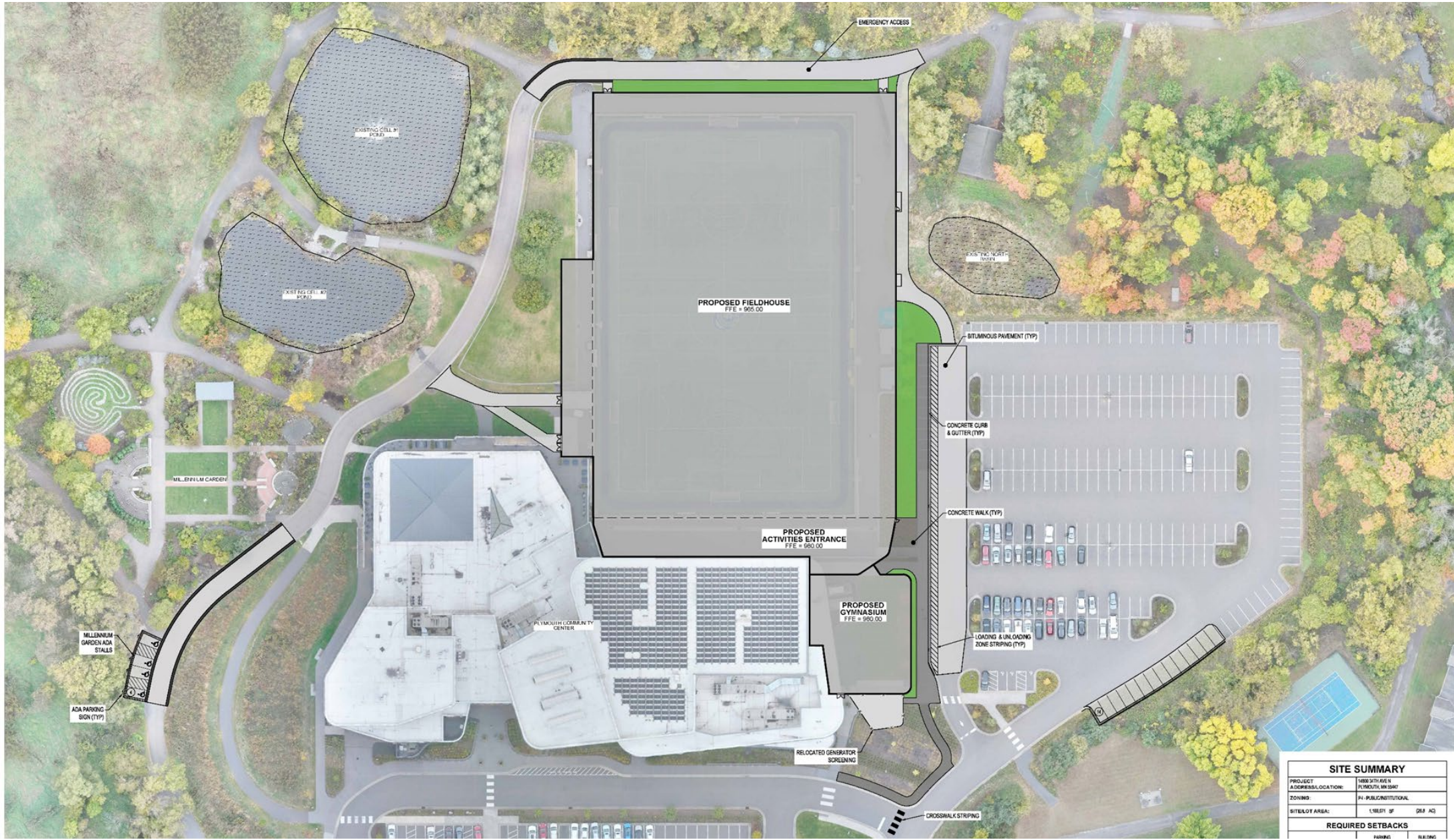
2. Enhance Accessibility & Inclusivity

Ensure the expanded facility is and welcoming to individuals of all ages, abilities, and backgrounds.

3. Sustainability & Efficiency

Incorporate green building practices, energy-efficient systems, and sustainable materials to reduce environmental impact and operational costs.

Projects-Community Center and Fieldhouse Expansion



SITE SUMMARY	
PROJECT ADDRESS/LOCATION:	1800 9TH AVE N PLYMOUTH, MN 55441
ZONING:	P1 - PUBLIC/INSTITUTIONAL
SITE/LOT AREA:	1,188,511 SF GRS AC
REQUIRED SETBACKS	
PARKING	REARING









Projects-PIC Expansion and Renovation





EXTERIOR - STREET VIEW



Architecture + Engineering + Environmental + Planning

PLYMOUTH ICE CENTER
PLYMOUTH, MINNESOTA - 11/04/25
ISG PROJECT NO. 25-33427

ISGinc.com







FOUR SEASONS SITE ATHLETIC COMPLEX

PLYMOUTH, MN | #33499
 JANUARY 13, 2026



1 FLOOR PLAN
1/8" = 1'-0"



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PROJECT
CITY OF PLYMOUTH
FOUR SEASONS ATHLETIC COMPLEX
 PLYMOUTH, MINNESOTA

DATE	REVISION/ISSUE	DESCRIPTION	BY

PROJECT NO. 23-2140
 FILE NAME
 DRAWN BY
 CHECKED BY
 REVIEWED BY
 SPECIAL SCALE(S)
 PLOT PROJECT NO.

TITLE
RESTROOM & CONCESSION BUILDING

SHEET
A1-21

PRELIMINARY NOT FOR CONSTRUCTION

Local Sales Tax Financing

Project Amounts (not to exceed)

- Plymouth Community Center Fieldhouse and Gym - \$55M
- Plymouth Ice Center Renovation and 4th Ice Sheet - \$55M
- Four Seasons Regional Sports Complex - \$20M

Assumptions:

- Annual Inflation on Construction Costs is Three Percent
- Project Contingencies are 15 percent of Project Costs
- No State Bonding Dollars
- No Association Donations
- No Sponsorships

Local Sales Tax Financing

- Proposal is for a .5 Percent Local Sales Tax Rate (Maple Grove .5 Percent and Golden Valley 1.25 Percent)
- \$10M Annual Local Sales Tax Collections for 20 Years (no inflation)
- Local Sales Tax Collected From Non-Residents is 55% (\$5.5M Annually)
- Local Sales Tax Collected From Plymouth Residents 45% (\$4.5M Annually)
- Sales Tax Versus Property Tax
- If Sales Tax is Utilized, Each Household Would Pay \$102 Annually for a .5 Percent Local Sales Tax
- If Property Tax Financing is Utilized, the Annual Property Tax Impact on the Average Home in Plymouth would be \$518



Next steps

- Submit resolution and supporting documentation of regional significance to the legislature. The deadline is January 31, 2026
- Legislative Authorization May 18, 2026
- Acceptance of Special Law-May/June 2026
- Public education campaign to continue to inform residents
- Ballot initiative-November 3, 2026
- Adoption of Ordinance and Tax Implication by City Council
- Construction to begin early 2027 upon approval of ballot initiative by voters



CITY OF PLYMOUTH

RESOLUTION No. 2026-026

RESOLUTION SUPPORTING THE AUTHORITY TO IMPOSE A LOCAL SALES TAX TO FUND SPECIFIC CAPITAL IMPROVEMENTS OF REGIONAL BENEFIT, ESTABLISHING THE DURATION AND REVENUE AMOUNT, AND AUTHORIZING THE CITY TO ISSUE BONDS SUPPORTED BY THE SALES TAX REVENUE

WHEREAS, the city has engaged community residents and businesses, and identified the following capital improvement projects to be funded by a local sales tax, including:

- Plymouth Ice Center Renovation and Expansion to include construction of a fourth sheet of ice, renovation of the existing facility and associated improvements
- Plymouth Community Center Fieldhouse Expansion to include the construction of a permanent structure to replace the temporary inflated dome, an additional gymnasium and associated improvements
- Four Seasons Regional Sports Complex for construction of outdoor recreational amenities, and associated improvements

WHEREAS, the projects will provide substantial benefits to residents and businesses of Plymouth as well as non-resident visitors, organizations and businesses throughout the region; and

WHEREAS, funding the project(s) with a local sales tax will more equitably distribute the cost of the project(s) among users of the facilities, including non-resident users; and

WHEREAS, the project(s) are estimated to cost approximately \$135 million plus the cost of interest and debt issuance; and

WHEREAS, the city estimates that a local sales tax of 0.5% (one-half percent) would generate \$10 million annually; and

WHEREAS, the projects are regionally significant and will offer significant economic benefit to Plymouth residents and businesses, as well as persons residing or businesses located outside of the jurisdiction; and

WHEREAS, the estimated local sales tax revenue and estimated time needed to raise that amount of revenue for each project is as follows:

- For the Plymouth Ice Center Expansion and Renovation: The city will collect up to \$55 million over 20 years
- For the Plymouth Community Center Fieldhouse Expansion: The city will collect up to \$55 million over 20 years
- For the Four Seasons Regional Sports Complex: The city will collect up to \$25 million over 20 years

WHEREAS, revenues collected from the local sales and use tax will be used solely for the voter-approved projects and related debt service costs; and

WHEREAS, Minn. Stat. § 297A.99 authorizes the imposition of a general sales tax if permitted by special law of the Minnesota Legislature; and

WHEREAS, Minn. Stat. § 297A.99 requires the city to pass a resolution authorizing such a local tax and to obtain Legislative approval prior to approval by the local voters to enact the local tax.

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

1. The city council supports the authority to impose a general local sales tax of 0.5% for a period of 20 years to fund the aforementioned project(s).
2. Upon approval of this resolution, the city will submit the adopted resolution and documentation of regional significance to the chairs and ranking minority members of the House and Senate Taxes committees for approval and passage of a special law authorizing the tax, on or before January 31 of the year that it is seeking the special law.
3. Upon Legislative approval and passage of the special law authorizing the tax, the city will adopt a resolution accepting the new law, which will be filed with a local approval certificate to the Office of the Secretary of State before the following Legislative session.
4. The city will put a detailed ballot question(s), which includes separate questions for each project, on a general election ballot for local voter approval. This will be done within two years of receiving legislative authority.
5. If one or more ballot questions pass, the city will also pass an ordinance imposing the tax and notify the commissioner of Revenue at least 90 days before the first day of the calendar quarter that the tax will be imposed.
6. Upon completion of the aforementioned requirements, the local sales tax will commence and run until January 1, 2047, or until a sum sufficient to fund the voter approved project(s), including the costs of bond issuance and interest on bonds, is raised, whichever comes first.

APPROVED by the City Council of this 13th day of January, 2026.

STATE OF MINNESOTA)
COUNTY OF HENNEPIN) SS.

The undersigned, being the duly qualified and appointed City Clerk of the City of Plymouth, Minnesota, certifies that I compared the foregoing resolution adopted at a meeting of the Plymouth City Council on January 13, 2026 with the original thereof on file in my office, and the same is a correct transcription thereof.

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

City Clerk

To: Dave Callister, City Manager

Prepared by: Ben Scharenbroich, Water Resources Supervisor

Reviewed by: Michael Thompson, Public Works Director

Item: **(Previously 6.18) Approve 2026 membership dues for Bassett Creek, Elm Creek and Shingle Creek Watersheds**

1. Action Requested:

Adopt attached resolution authorizing payment of 2026 membership dues for the Bassett Creek Watershed Management Commission, Elm Creek Watershed Management Organization and Shingle Creek Watershed Management Organization.

2. Background:

In 1982, the Minnesota Legislature approved the Metropolitan Area Surface Water Management Act (Minnesota Statutes 103B.201 to 255), which requires local governments in the seven-county metro area to develop and implement comprehensive surface water management plans through membership in a watershed district, management commission, or management organization. Four watersheds have boundaries in Plymouth including Bassett Creek Watershed Management Commission, Elm Creek Watershed Management Organization, Shingle Creek Watershed Management Organization and Minnehaha Creek Watershed District.

Bassett Creek, Elm Creek and Shingle Creek watersheds were established through joint powers agreements between municipalities and the city is responsible for a proportionate share of the annual operating costs for each of these three organizations. Generally, operating costs include administrative, engineering, legal, water quality monitoring and educational activities. The joint powers agreement for each watershed outlines the procedure for member assessments, which are based primarily on property values and proportion of watershed area. Minnehaha Creek was established as a watershed district and exercises independent taxing authority to fund annual operating costs and, therefore, the city does not pay a membership assessment. Staff leverages these partnerships to assist in meeting the terms of the Municipal Separate Storm

Sewer System (MS4) and Total Maximum Daily Load (TMDL) mandates.

The city's membership assessments for Bassett Creek, Elm Creek and Shingle Creek watersheds in 2025 totaled \$383,809. The city's membership assessments in 2026 total \$388,037, an increase of \$4,228 or 1.10%. The attachment includes membership assessment information as well as a comparison of the operational costs to Plymouth per acre between the Bassett Creek, Elm Creek and Shingle Creek watersheds.

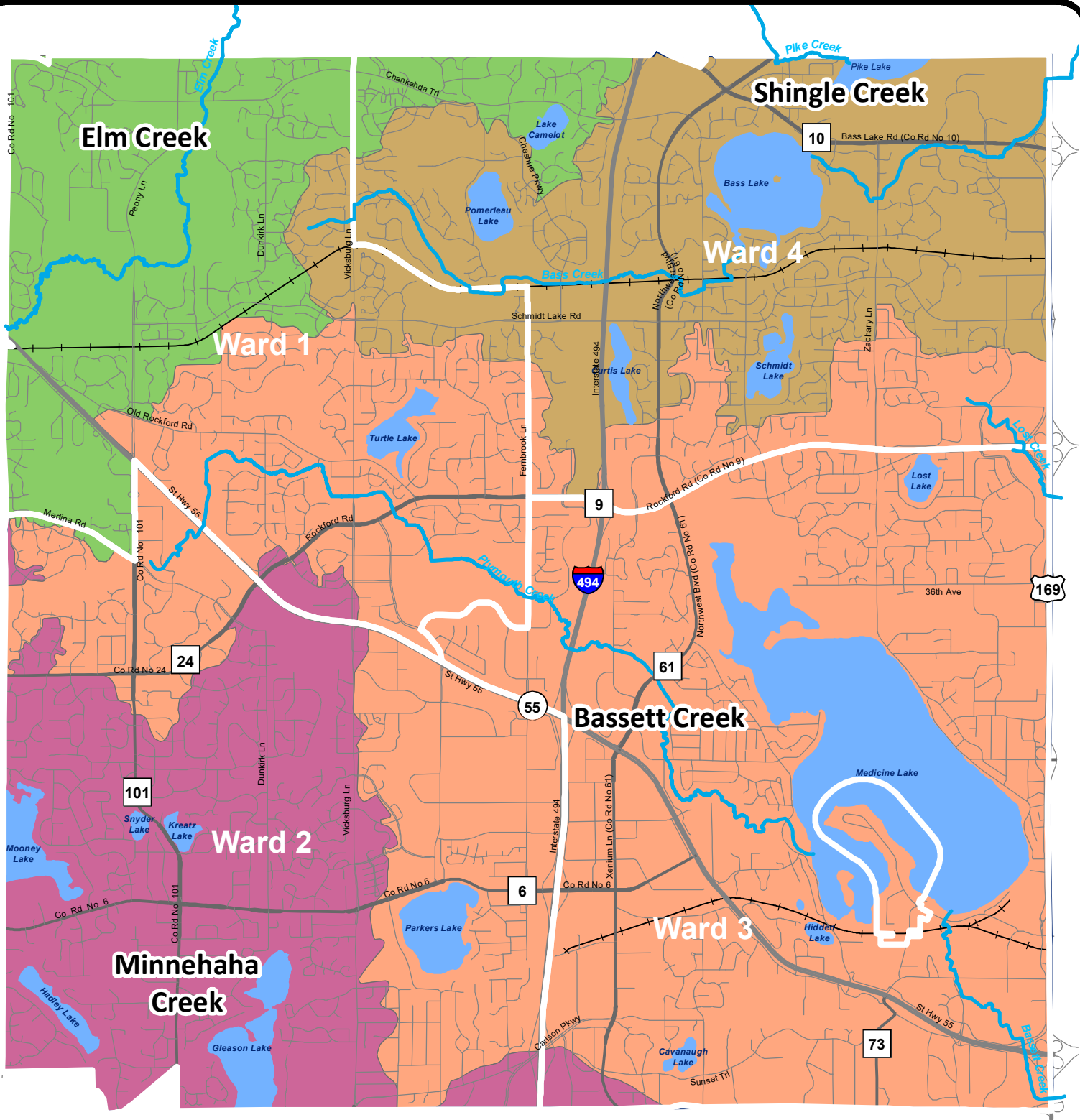
For comparison, Minnehaha Creek Watershed District, will collect approximately \$158,873 for operational expenses in 2026 from Plymouth residents, or \$42.56/acre. Funds are used for operational expenses including planning, permitting, education, operations, communications, support services, research and monitoring.

3. Budget Impact:

Watershed membership assessments for Bassett Creek, Elm Creek and Shingle Creek watersheds for 2026 total \$388,037 and will be funded from the Water Resources Fund. The 2026 budget includes \$406,500 for watershed membership assessments.

4. Attachments:

1. Watershed Map
2. Bassett Creek Assessment
3. Elm Creek Assessment
4. Shingle Creek Assessment
5. 2026 Watershed Annual Cost Breakdown
6. City Council Resolution 2026-027



Watersheds in Plymouth

- Creek
- Bassett Creek
- Elm Creek
- Minnehaha Creek
- Shingle Creek



0 1 Miles



October 2024

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



Bassett Creek Watershed Management Commission

INVOICE
Notice of Annual Assessment
2026 Assessment to City of Plymouth
From Bassett Creek Watershed Management Commission

December 15, 2025

Remit Payment by February 1, 2026 to:

City of Plymouth
 Jodi Gallup, City Clerk
 3400 Plymouth Blvd.
 Plymouth, MN 55447

Bassett Creek WMC
 c/o City of Plymouth
 3400 Plymouth Blvd.
 Plymouth MN 55447
 Attn: Ryan Vadnais
 Electronic payments:
 A/C: 104799382791 Rout: 091000022

Description	Amount Due
Fiscal Year 2026 (January 1, 2026 – December 31, 2026) Annual operating funds for administration, monitoring, studies, education, and other projects and programs performed by the Bassett Creek Watershed Management Commission	\$303,186
TOTAL	\$303,186

Complete 2026 operating budget, notes and assessment tables can be found at:
<https://www.bassettcreekwmo.org/document/annual-report-budget>

If you have questions regarding this assessment contact:
 Laura Jester, Administrator
 Bassett Creek Watershed Management Commission
laura.jester@keystonewaters.com
 952-270-1990

elm creek Watershed Management Commission

3235 Fernbrook Lane · Plymouth, MN 55447
Telephone (763)553-1144 · FAX (763)553-9326

Invoice Number:
384

Invoice Date:
December 24, 2025

Due Date:
January 31, 2026

Sold To:

City of Plymouth
3400 Plymouth Blvd
Plymouth, MN 55447

Description	Amount
2026 Member Assessment	28,093.00

Please make check payable to Elm Creek WMO
and mail to:

Judie A. Anderson, Deputy Treasurer
Elm Creek WMO
3235 Fernbrook Lane
Plymouth, MN 55447

Subtotal	28,093.00
Total Invoice Amount	28,093.00
Payment/Credit Applied	
TOTAL NOW DUE	28,093.00

If you have questions regarding this invoice, please call 763-553-1144.



Judie A. Anderson, Deputy Treasurer



3235 Fernbrook Lane · Plymouth, MN 55447
 Telephone (763)553-1144 · FAX (763)553-9326

Invoice Number:
354

Invoice Date:
December 24, 2025

Due Date:
January 31, 2026

Sold To:

City of Plymouth
 Attn: Ben Scharenbroich
 3400 Plymouth Boulevard
 Plymouth, MN 55447

Description	Amount
2026 Member Assessment	56,758.00

Please make check payable to Shingle Creek WMO and mail to:

Judie A. Anderson, Deputy Treasurer
 Shingle Creek WMO
 3235 Fernbrook Lane
 Plymouth, MN 55447

Subtotal	56,758.00
Total Invoice Amount	56,758.00
Payment/Credit Applied	
TOTAL	56,758.00

If you have questions regarding this invoice, please call 763-553-1144

Judie A. Anderson, Deputy Treasurer

2026 Watershed Annual Cost Breakdown

<i>Watershed</i>	2025 Assessment / Levy	2026 Assessment / Levy	2025-2026 Change (\$)	2025-2026 Change (%)	2026 Operational \$ per Acre
Bassett Creek	\$ 298,709.00	\$ 303,186.00	\$ 4,477.00	1.50%	\$ 25.52
Elm Creek	\$ 29,117.00	\$ 28,093.00	(\$ 1,024.00)	-3.52%	\$ 9.84
Minnehaha Creek*	\$ 159,251.00	\$ 158,873.00	(\$ 378.00)	-0.24%	\$42.56
Shingle Creek	\$ 55,983.00	\$ 56,758.00	\$ 775.00	1.38%	\$ 12.96
Grand Total	\$ 543,060.00	\$ 546,910.00	\$ 3,850.00	-0.71%	\$ 23.94

*Note: Minnehaha Creek Watershed District has independent taxing authority rather than member assessments for operational costs.



CITY OF PLYMOUTH

RESOLUTION No. 2026-027

RESOLUTION AUTHORIZING PAYMENT FOR 2026 MEMBERSHIP ASSESSMENTS FOR THE BASSETT CREEK WATERSHED MANAGEMENT COMMISSION, ELM CREEK WATERSHED MANAGEMENT ORGANIZATION AND SHINGLE CREEK WATERSHED MANAGEMENT ORGANIZATION

WHEREAS, the City of Plymouth is party to joint powers agreements with the Bassett Creek Watershed Management Commission, Elm Creek Watershed Management Organization and Shingle Creek Watershed Management Organization; and

WHEREAS, the watershed membership assessments were included in the 2026 Budget as approved by the City Council; and

WHEREAS, financing will come from the Water Resources Fund in the amount of \$303,186 for the Bassett Creek Watershed Management Commission, \$28,093 for the Elm Creek Watershed Organization, and \$56,758 for the Shingle Creek Watershed Management Organization.

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

1. The City Council authorizes payment of membership assessments for the Bassett Creek, Elm Creek and Shingle Creek watersheds totaling \$388,037.
2. Funding shall be from the Water Resources Fund.

APPROVED by the City Council on this 13th day of January, 2026.