

REGULAR SESSION, BOARD OF PUBLIC WORKS AND SAFETY, September 11, 2023

The Board of Public Works and Safety of Plymouth, Indiana, met in Regular Session at 6:00 p.m. on September 11, 2023. The meeting was held in the Council Chambers, on the second floor of the City Building, 124 N. Michigan St., Plymouth, Indiana.

Mayor Senter called the meeting to order. Senter presided for Board Members Duane Culp, Jeff Houin and Shiloh Milner who were physically present. Board Member Don Ecker Jr. attended virtually. City Attorney Surrisi and Clerk-Treasurer Gorski were present. The public was able to see and hear the meeting through Microsoft Teams.

Board Members Culp and Houin moved and seconded to approve the minutes of the regular session of the Board of Public Works and Safety meeting of August 28, 2023. The motion carried.

Fire Chief Holm wished to give a quick rundown now that Blueberry is over. He states including the Thursday night startup, our department handled the EMT Basic Carts for Thursday and Friday and assisted by Union North, which includes Lakeville and Lapaz on Saturday. He lists that Tippecanoe Fire handled Sunday, with Culver Fire handling Monday. He states our paramedics worked all weekend for a total of over 55 hours they put in out there at the park. He states they also had some of their full-time EMT's working out there for just over 32 hours of their time. He states it was a bit of an increase but they ended up doing 44 refusals out at the park. He explains they saw people with complaints, they treated them and signed off with some advice and they were able to let them go. He states they did a total of 14 transports out at the park over the weekend. He states that is a little below average as they are usually between 18-20 transports so they were happy with that.

Street Superintendent Marquardt states Michigan Street will be closed at Hoham Drive and it is supposed to be Thursday, Friday and Saturday from the 14th-16th of September. He believes they are putting a line across. He states NIPSCO is still working out by Hoham Drive and Western Avenue. He explains he has not heard an exact date for when that will be open but NIPSCO did have more locates in for restoring stuff. He states in the world of Facebook, people keep wondering if it will be open once the three-day project is done and it will not be. He states Michigan should be open after three days this week from what they are told and Hoham Drive will still be closed throughout the season. He states hopefully with the delays that they can get a top coat and if not, it will be a base and they will go from there through the winter.

Mayor Senter asks if there is a specific detour.

Surrisi responds by stating they are supposed to get with the Lochmueller Group, who is the engineers on the project. He states on Friday they said they were supposed to be getting them some

PDF's of those so we will be able to distribute them. He states he spent the morning on Wednesday as soon as they found out what the closure would be visiting all the businesses north of US 30 to the roundabout to personally let them know about the concerns. He states they are working more closely with Key Bank as they seem to be the one that is going to have the most issues with customer access to their drive-thru and just to get in. He states they are losing their entryway off of Hoham Drive as well. He states they are continuing to work through that with them.

Marquardt adds that Ted Brown is aware of that through the Plymouth Community School Corporation for transportation. He states it affects a few students and they are aware of the plans too.

Surrisi states this is an INDOT grant funded project that which always take about 5 years from the initial grant award, design and development to construction. He states they are at the stage since July where they turned it over to Utilities for utility relocation and that was supposed to be concluded earlier this Summer as they gave them nearly a year for that relocation. He states there have been some significant delays from NIPSCO and their subcontractors relocating their medium and high-pressure gas lines. He states the high-pressure gas lines were all supposed to be started back in March and be done by June or July. He states it did not get started until June or July and has been drawn out. He states they are told it should all be done by the 18th and that has delayed the contractor, Milestone, who is going to do the roadwork. He states for safety concerns, particularly high-pressure gas lines, that NIPSCO can't clear the area for other people to be in there working. He states he has put a couple messages up on Facebook and now that Laura Mann has retired and they do not have anyone who is doing full-time communications for the city that he does not have time manage the comments and respond to folks. He asks if the media could share that little bit about the schedule of the project, that would be appreciated. He states they hope the work that Milestone will be doing starts this week and hopefully they will be all done by December and if not, they may not have the pavement markings.

Marquardt states they would either not have the pavement markings or not the top coat, which would be the worst-case scenario. He states Milestone has been intently looking at schedules to figure it out as they are frustrated as well with the delays.

Mayor Senter asks if there is a home Notre Dame game this Saturday. Gorski and Surrisi agree. Mayor Senter believes that will affect people getting to Holiday Inn Express.

Surrisi adds they did create a temporary entrance for Holiday Inn Express so people can at least get in.

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Airport Manager Sheley asks if there are contingencies for them not to be done Saturday.

Surrisi responds by stating at this time they fully anticipate it to be done.

Marquardt adds that at this time weather looks favorable.

Surrisi states all of their crews have been working six days a week. He states there is a possibility they may finish it up on Sunday if something went awry but they are aware it is a high priority to get this opened back up. He states he will follow up with them tomorrow to see.

Airport Manager Sheley explains he asked that question for Surrisi as the money that was appropriated last meeting for the hangar door is that the hangar construction starts that following Monday.

Clerk-Treasurer Gorski introduces two Street Closure Requests from the former Promotion of the City Coordinator Laura Mann. She explains these were made on her final day of employment and they are for the Annual Lighted Holiday Parade in 2023 and the Annual Downtown Tractor Show in 2024. Laura Mann was not in attendance for these requests.

Mayor Senter asks if both of these requests could be read and motioned together.

REQUEST FORM
CITY OF PLYMOUTH

Date 09/31/2023

Notice to BOARD OF PUBLIC WORKS AND SAFETY, CITY OF PLYMOUTH, INDIANA

Kindly take care of the following request:

Closure of Michigan Street from Adams to Laporte for the Annual Lighted

Holiday Parade on Saturday, November 25th 2023 from 5:45 pm til

6:30 pm. INDOT permit #E23LM108 obtained.

Laura Mann Promotion of the City Coordinator
Type
124 N. Michigan Street, Plymouth, IN 46553
Address 574-936-6717
Phone number

REQUEST FORM
CITY OF PLYMOUTH

Date 08/31/2023

Notice to BOARD OF PUBLIC WORKS AND SAFETY, CITY OF PLYMOUTH, INDIANA

Kindly take care of the following request:

Closure of Michigan Street from Adams to Laporte for the Annual Downtown

Tractor Show on Saturday, July 20th 2024 from 6:00 am til 4:00 pm.

INDOT Permit #E23LM109 obtained.

Laura Mann Promotion of the City Coordinator
Type
124 N. Michigan Street, Plymouth, IN 46553
Address 574-936-6717
Phone number

Determination of request:

Approved by Board of Works, September 11, 2023

Return original form to Clerk-Treasurer's Office after determination is complete.

Sheley, Clerk-Treasurer

Determination of request:

Approved by Board of Works, September 11, 2023.

Return original form to Clerk-Treasurer's Office after determination is complete.

Sheley, Clerk-Treasurer

Gorski adds as one of these requests is almost a year in advance that she will mark her calendar to bring this up as a reminder sometime in June so everyone will realize that the street will be closed.

Board Members Milner and Houin moved and seconded to approve both Street Closure

Requests from the former Promotion of the City Coordinator Laura Mann as presented. The motion carried.

City Attorney Surrisi reminds the Board for the discussion about the Water Street Townhomes Project that it is the project on the corner of Water Street and Garro Street that received READI grant funding last year. He states it is preparing for some zoning approvals as well as looking for some approvals from you this evening in regard to drainage and some other items. He states Kevin Berger from Easterday Construction and Culver Sandhill Farms is here along with Brent Martin who is the project architect.

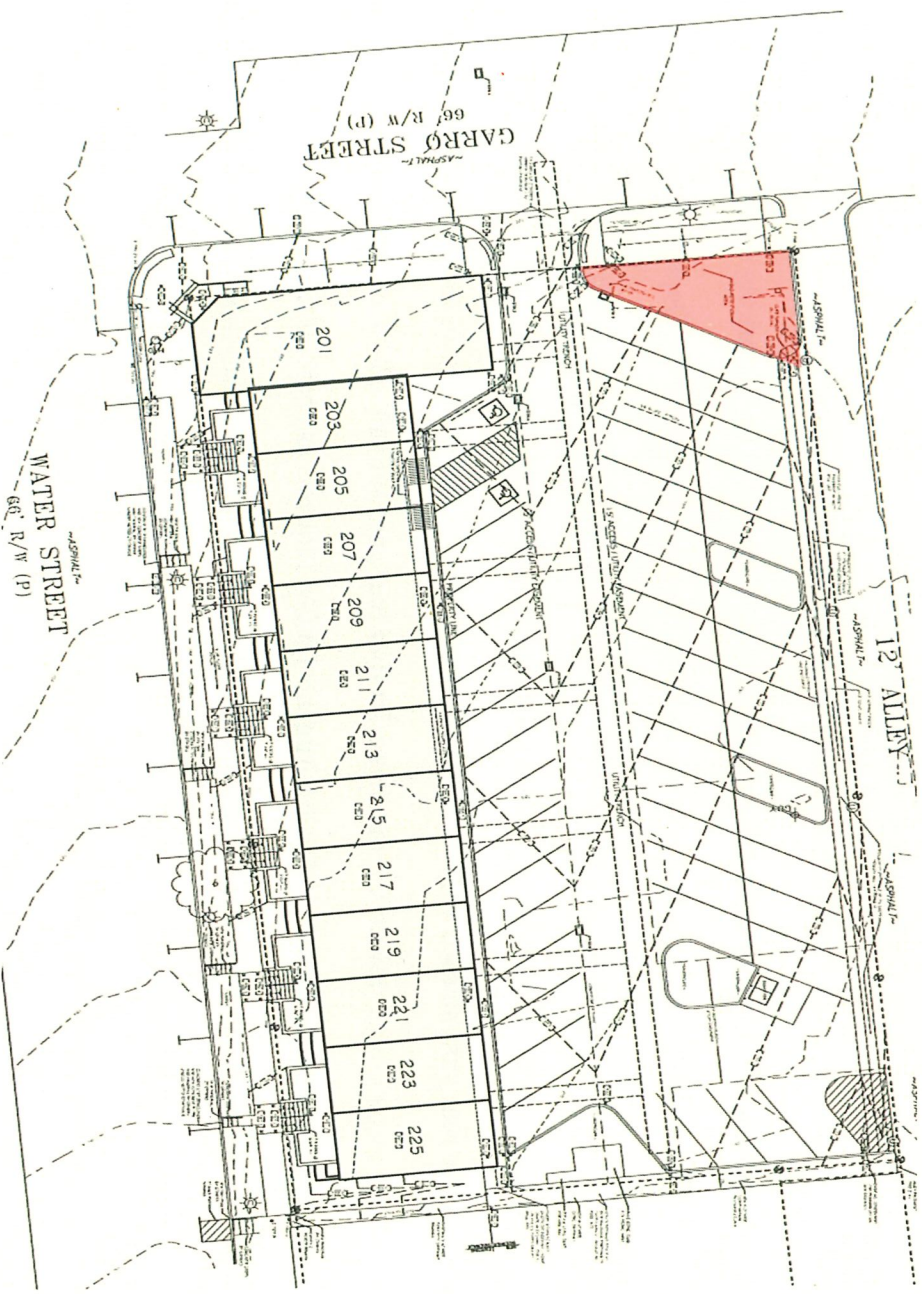
Berger states they are looking to put townhomes out along Water Street on the east side of the parking lot. He states it will be 12 two-bedroom townhouses with two one-bedroom flats and one commercial space. He states there are seven existing parcels out there and they are going to combine those into two parcels. He states there would be one parcel for the townhomes and a second parcel for the parking lot that goes back to the city on the plan. He states what they have done is they tried to maximize the parking going back to the city. He states they have had several discussions on how to do this and what they are looking at is giving the entire parking lot back to you. He states they will have to ask for some variances for that. He states it ends up being five different variances they will be asking for as listed below.

- No off-street parking – Ordinance requires 1/ dwelling unit
- Parking space size reduction – 10' x 20' to 9' x 19' (On new City Lot)
- Parking lot lane reduction – 20' to 17' (On City Lot)
- Side yard setback reduction – 20' down to 7'
- Rear yard setback reduction – 10' down to 2 feet 6 inches.

He states the apartments will be able to use that parking lot at the same time and they are adding parking spaces to that lot. He states they are asking for a parking space size reduction and that would be the size that is at the LaPorte street lot that meets the Department of Transportation standards. He adds that Plymouth standards are a little higher than others are. He states there is nothing downtown with a 20-foot side yard so they are going to take that down to 7 feet. He states the rear yard setback reduction is so they can give all the parking lot back to the city. He adds there is also nothing downtown that has a 10-foot rear yard setback. He states he wants you to be aware of some of the Board of Zoning Appeals (BZA) requests as some of them affect you as they are requests for the city's parking lot. He states if they do not go with those tight of spaces and once they start increasing the spaces, they start losing parking spaces. He explains they are trying to maximize and stay where they are at. He lists what his requests are from the Board of Public Works and Safety as seen below.

- Support for the above variances.
- Sanitary Sewer will run from Garro Street through new lot behind townhouses.
- Stormwater Control
- Drywell Storm Water Management
- Parking lot will be closed during construction.

He states for the sanitary sewer, what they talked about was that this is something that could be completed in house. He explains that Surrisi spoke to Davidson about this and it seemed like a reasonable thing to do as it cuts out a bunch of the paperwork and some of the other things and allows the city to schedule it on their timeframe. He states for stormwater control for the townhouses and for the parking lot, what is out there right now is a drywell system and they would like to repeat that. He states it is allowed in the ordinance and they would like to mimic what is required in the ordinance and streamline it. He believes that could be approved in house then so they do not have to go down to the engineer in Indianapolis and they can move things along a little quicker. He states the connection to the city's storm sewer will still be on Garro Street. He states they can connect into what is there but it is probably better to put a new line in and that would be done the same time as the sewer. He states there is a reduced orifice there now and they would be doing the same reductions as to not allow any more water in the storm sewer then what is there right now. He states they would also like to put a rain garden in. He gestures up to the upper left corner of the site grading provided outlined in red.



Berger states what they would like to do is pick up some of the water that is running down the alley and filter it through that rain garden. He states rain gardens can come in many forms but they are looking at something that is a little more landscaped. He states he had Surrisi put up a couple pictures of something that is a little more landscaped. He provided one with a stone filter bed that would be nice and then there is another one that is a little more naturalized. He states it is not designed yet but it is not just going to look wild and out of place. He states he wants to go for more of a landscaped approach. He states those are the items he would like to ask for your support on.

Surrisi wished to highlight from his discussions is that the rain garden wouldn't count toward the stormwater capacity retention requirement but it would just be a bonus that would collect more water.

Berger adds the ordinance does not address rain gardens, bio-swales, etc. He states the images are just showing two different size variations and both of them are not completely natural and they can pick things that look nice. He states right now you have two ruts running down the alley that all the water runs down and then directly runs down to Garro Street. He states they would be putting swale along there as right now you have got a curb to prevent any water coming into this parking lot. He states the swale will pick up that water and run it through this rain garden before it exits out. He quotes what Surrisi stated about how this does not change the capacity but it will detain the water somewhat.

Mayor Senter asks Davidson if these look good to him.

Davidson responds by stating for rain gardens that his question would be who would maintain it. He explains that he sees a lot of rain gardens that get planted with good intentions but then becomes a weed patch as they can see from other areas throughout the city how difficult it is to maintain with manpower.

Surrisi responds by stating that was one of the first concerns that he had and told Berger if they got approval for that they would like it to be put into the agreements that the maintenance of it would fall on the developer even though it would be considered city property.

Berger states he does not have a problem with that. He states it is bonus space so if you decide you do not like it at some point and want to pave it over that it would go away. He states this is one of those experimental ideas that could be a starting point for others. He states if it goes well here that you may want to add it to the ordinance.

Gorski adds that area is currently green space for dogs from the apartments to use.

Houin asks if they use the green space.

Gorski responds by stating on Garro Street they do right off the parking lot.

Culps asks if the parking spaces coming in off the back side of the apartments are going to be just for the tenants.

Berger responds by stating they are not. He states they are leaving it public so anybody can park there. He states one of the things discussed with Surrisi is if the city wanted to start a parking fee and have some tags for people so they can have some reserved spaces, they can do that. He explains with the number of spaces there that it shouldn't be necessary. He states it is more of an off-use type of thing. He believes more people from the apartments are going to be there at night or late evenings when the parking lot is not used as much given that it is more used throughout the day. He believes it should naturally work that way.

Culp asks if the spots on Water Street are going to be reserved.

Berger responds by stating they are not going to be reserved. He states he believes that is going to be the visitor parking. He states he has been watching the site and does not see those spots used a lot. He states it is a place when someone is visiting the apartments that they would come to the front door.

Culp asks if the apartments will be coming in both ways. He asks if there is a spot for two cars in the space with the line down through it.

Gorski responds by stating there is room for two cars in the space coming off the alley.

Berger responds by stating it is basically one way that loops around. He states it comes in off Garro Street and then comes up and hits the alley and then goes back around. He states they added the additional space by being able to do that. He states there is an island there where there will be a dumpster at the end of the road you are talking about. He states there is an island at the north end where they will put a picnic table in for that. He states the rain garden will be in the southern island.

Marquardt states once we start thinking about tables, they also have to think about where snow is going to be put in this parking lot as well. He states you are running out of places to put it.

Houin asks what happens to the snow now.

Marquardt responds by stating they plow to the end of it and pile it in the that was on their property. He states this won't afford much property given it goes right up to Schumacher's building. He states those islands can be used for snow too.

Houin asks if it is possible with those islands there.

Marquardt responds by stating it is.

Berger states it may have to be one of those situations where you lose a few places some place to pile snow.

Culp asks if the property across that was donated to this project.

Surrisi responds by stating the only property that was donated right where that island is in the upper right-hand corner. He states there was a little square of land that was owned by Dr. Schwartz who owns the Plymouth Podiatry building. He explains she donated that in exchange for us putting up a couple signs on those spots to reserve them for her customers during her business when she is open four days a week with a half day on Thursday. He states that helped them be able to clean up and make the parking lot a little bigger while squaring off the edge there.

Culp asks if all of these buildings are rentals. Berger agrees. Culp asks how many parking spots they are going to lose.

Berger responds by stating they are not losing any parking spots but instead are gaining parking spots.

Surrisi adds that is assuming the variance for the size of the spots is based by the BZA. He states as this is in the Downtown Overlay District, it has less of a parking requirement compared to other residences so each of these units will be required to have one off street parking instead of two. He states if each one of the units only had one that it would not take up all of those spaces on that line adjacent to the houses. He states there would be two or three spaces that would be under utilized potentially. He states that feeds into the thought that if they can get the variance to say the homes do not need to have any reserved spaces then they can open that up to free use for anybody. He states in speaking to the donation question, Berger's company purchased what is now those two houses on the north of the parking lot. He states in one way or another, however this is approved by the Planning and BZA that there is going to be a land swap between the city and Berger's company. He states right now the city owns all of the southern portion of where their townhouses are going to be and most of the parking lot area while Berger owns the northern third of the land where those houses are right now. He states they will redraw the lines and swap ownership for parts of each.

Mayor Senter asks who will be responsible for relining the parking spots.

Berger responds by stating the plan right now is it becomes the city's lot so once it is done it becomes the city's lot.

Marquardt states he would assume the way the parking lot is going that everything is going to be torn up. He believes it will all be repaved in the project and striped for the first time, as he has

not seen it from his budget. Berger agrees. Marquardt states that whole lot is going to be torn up to do this.

Culp asks if they will be repaving it or if the city will be repaving it.

Berger responds by stating it depends where you say the money will be coming from. He states this is where you have that partial match of 20% on things. He states that goes to the project and it will probably come from different places. He states one of the things they talked about is maybe they put this under your paving just so it is a little cheaper with mobilizations.

Surrisi states in order to get the READI grant which they sought more from READI but did not get the full amount they asked for. He states we were awarded \$520,000 for this project but the Redevelopment Commission has committed \$800,000 to this project. He states they are working with ICE Miller and Baker Tilly on putting together a bond issuance that would cover that commitment. He states that part of the READI grant process is all of that \$520,000 in READI money which came from the federal American Rescue Plan with the Covid Relief Law that it has lots of federal requirements associated with it. He states one way or another that money has to be put through a public procurement process so the thoughts are some of the bigger components of Berger's project and in particular ones that will remain public infrastructure, like the parking lot, could be bid out and receive bids through the Board of Public Works and Safety. He states that would utilize a portion of that \$520,000 in READI money to spend on those types of improvements. He explains that Berger and himself have had more meetings than they would like to talk about with the South Bend Regional Partnership folks to try and find out READI funds can be spent.

Berger states unfortunately they cannot use the money on the parking lot because if you recall they have to spend the READI money first and the paving is probably going to be one of the last things that will happen.

Culp asks Davidson if there is anything you will have to move or shift to get off that. He asks who has to reset the drain slopes.

Berger responds by stating that will all be done as part of this project so Davidson will not have to do anything with that.

Culp asks for clarification that there will be no lines he will have to move underneath the parking lot.

Davidson responds by stating nothing will need to be moved for the drainage as it is currently proposed. He would like you to keep in mind they just received this drawing late this

afternoon and there is not a lot of detail on it whatsoever. He states in not knowing for our budgets what the mystery expenses will be, that it is important for things like sanitary sewer if it will be part of their projects next year as far as match money. He states he understands that now after hearing what is proposed but he never knew it was happening until today. He states for the parking lot too, those are budget items that he thinks we need to know as soon as possible and get more detail on how this is going to work. He states he is not sure where the dry wells are going to go and they have no flow lines on the map on where the water is supposed to be directed so there is still a lot of work that needs to be done on it.

Culp states he doesn't want you to misunderstand but about 12 years ago when they purchased that project it was \$200,000 and then they turned around and had to pay to pave it and get all the slopes. He states he is not against it but he is saying that it will be beautiful and great but he is concerned if they have to come up with some more dollars out of the city taxpayers' coffers. He believes this needs to be a little more looked into.

Houin states for a couple of those details that it is a little early to have all the information. Berger states part of this changes if the BZA does not agree with the variances. He states things change again so they cannot go too far with things until they know what they can do in this step-by-step process.

Surrisi states the reason he came to you is that we had a meeting with Donnie Davidson, Chris Marshall, Kevin Berger, and Brent Martin. He states it was his understanding while this drywell system was identified in the ordinance that this is something that they do not utilize frequently and that there is a general preference to utilize a difference methodology that is also approved in the ordinance. He states because it was an infrequently used method that there was a desire to present that publicly and get your blessing on utilizing that drywell system. He states once that is attained then making sure it meets all the standards are the technical things that can be designed later.

Houin states he got a chance to talk to Berger and Martin last week and then after that he got to talk to Davidson and Marshall. He states as he tried to wrap his head around it, what he came to see as the issue was what Surrisi described as them using a drywell system for the stormwater drainage. He states it is contemplated in the city ordinance and there are formulas for calculating the size of the drywells but from talking to Davidson and Marshall that they had not yet received any of the designs or specifications to ensure the drywells proposed are adequate. He states that is one of those things where he is not sure if they have been fully designed yet so the question in their

mind is conceptually if they are okay with that as long as they are designed to be adequate size given Davidson's approval. He states the other question is talking about the parking lot. He believes most of the drywells aside from one existing one will be installed under the parking lot in which they plan to dedicate to the city. He states they will become city property and the city's responsibility. He states the ordinance does say that is allowed if the Board of Public Works approves it. He states they will have to approve to accept that contribution and it makes sense in a lot of ways to do the parking lot this way because it makes one parking lot for snow plowing. He states it is not the city plowing half of it and a private company plowing the other half. He states it is one parking lot for maintenance and repaving in the future. He states it opens up all those parking spaces to be used by the public so it increases the number of parking spaces available. He states it all makes sense but they have to go through the approval process.

Culp states they are squeezing the parking spots down and that he would just need a visual for him what 9 foot wide is because he drives a bigger truck.

Houin responds by stating 9' x 18' is a standard parking space size as it is the INDOT standard.

Mayor Senter states the lot right across from Yolanda's on E. LaPorte Street is 9' x 18'.

Compton states he is concerned these are not reserved spaces for the townhouses. He states he has his car parked over there now for this council meeting. He states if he were to get home at 5 o'clock and not have a space and he would have to park on Michigan Street to get to his home that he would want a reserved space.

Houin states they always have the option of doing that in the future as it is a city parking lot if that ever becomes an issue. He states at the same time there is a great big parking lot right across the street that is never full and is not used much at all.

Compton states it is full when they have the Farmer's Market or the Mayor's Month of Music.

Houin states we do not have council meetings during the Farmer's Market or the Mayor's Month of Music.

Compton states if he had to park two blocks away from his home that he would be pretty upset.

Surrisi states that is a valid concern that he states would be addressed by the BZA. He states he is unsure if it gets full from a council meeting. He states from his experience with that parking lot is that it is usually full from 8 am until about 1-1:30 pm but then it seems to free up quite a bit in

the evening. He states the BZA will have to weigh in on that otherwise it will be required to have one parking space per household. He states if it did not receive that variance then they would have to juggle the idea of whether it still makes sense to make it all one lot and put signs to reserve certain spaces for the units or do we go back to property lines where it stays their property.

Martin states in referencing the INDOT standards that they are 9' x 18' space. He states the driving lane is interestingly only for 60-degree angle parking but it is only 12.8 feet. He believes that is quite narrow but they are proposing 17 feet.

Gorski states her concern is they will lose that water retention curb that is on the alley, where that water runoff from the alley is going to go. She asks if it will go into the townhouses, then what liability does the city have for that.

Berger responds by stating in taking that curb out they are putting a concrete swale along there where it will direct the flow down to the rain garden. He states what does not flow to the rain garden will sheet flow across the parking lot. He states the drywell drains are at the back end of the parking spaces that but up to the parking lot and then it slopes back up to that curb. He states it is creating a swale that runs down towards Garro Street so that water will end up going in the same place. He states it will be about 6-8 feet wide and drop down about 3 inches to keep the water flowing in that direction. He states if you walk out there and look at that alley that it is pretty steep so it is going to kite down there. He states right now the water goes down the two ruts in the alley. He states when that alley is repaved it will be a little different but right now you have two defined tire ruts that run down the center of the alley and all the water goes down to Garro Street.

Houin asks for a reminder what is being asked of them tonight.

Berger responds by stating support for the variances because some of the variances relate to city parking lots so that is under their control. He states they are asking for consideration to use the drywells as opposed to doing other types of storage. He states he is also looking for the ability to do the rain garden too because it is not defined at all in the zoning ordinance. He adds they are not wanting to use it for storage.

Houin asks for clarification that a motion to approve the request would be simply a support for those requests.

Surtisi responds by stating if you are a building owner and you have a tenant who is going to apply for a BZA request. He explains Berger can make the representation when he files the application as part of the property is city property.

Berger states it is also so he has come and spoke to you and that this is not a surprise.

Houin states that is a recommendation in support of the variance request. He asks if the rain garden would essentially be the same in that they are making a recommendation in support of.

Surrisi responds by stating you would be approving that as it is drainage related and that it will be on city property.

Houin asks Berger as the property owner manager if he would be willing to take on the maintenance responsibility of the rain garden. Berger agrees.

Houin asks regarding the drywells that they are not currently that consideration of the donation of the property but that they are approving conceptually the use of drywells under the statute subject to approval by the city Water and Wastewater Department with contemplation that they would accept that donation of the parking lot in the future.

Surrisi states if all of that goes through the Plan Commission would approve a replat of that.

Houin states he understands that they can't approve that because it has not been approved but they can say their intention is to. He states he wants to understand everything before they take any action.

Davidson states as far as the drainage at a minimum, since the parking lot was designed with the drywell system that it was acceptable. He states they would at least want that available for that volume that currently exists but also that any additional hard surface is addressed in a similar manner.

Houin states the ordinance they discussed includes a formula to calculate that so he would expect that all of those formulas and calculations would have to be submitted to Davidson and Marshall and approved before the project receives final approval. He states they are just approving the concept of using that method instead of just the details of it at this time.

Culp asks Davidson given how hard it rains in that area if a swale will be enough in hard rain to prevent it from hitting those apartments and flooding them.

Berger responds by stating he cannot answer that until he has seen the site grading plan so he will have to look at that to make that judgement.

Board Members Houin and Ecker moved and seconded to approve the request with the following stipulations listed below. The motion carried.

- Recommendation to the Board of Zoning Appeals in support of the variances.
- Approval of a rain garden. The maintenance responsibility falls upon the property owner manger and not on the City of Plymouth.
- Approval of the conceptual use of a drywell as outlined above.

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Board Members Houin and Senter moved and seconded to allow the claims for September 11, 2023, as entered in Claim Register #2023-17. The motion carried.

Board Members Milner and Culp moved and seconded to accept the following

communications:

- September 11, 2023 Docket
- Plymouth Code Enforcement Activity Report – August 2023

The motion carried.

There being no further business, Board Members Houin and Milner moved and seconded to adjourn, Senter declared the meeting adjourned at 6:47 p.m.

APPROVED:


Lynn M. Gorski
Clerk-Treasurer


Mark Senter
Mayor

BUILDING COMMISSIONER
Code Enforcement

Activity Report Summary 2023

Type	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	YTD
Tall Grass				1	40	21	15	5					82
Owner Complied				1	37	17	12	4					71
City Action (Mowed)					2	3	3	1					9
Action Pending					1	1	0	0					2
Abandoned or Junk Vehicles													
Owner Complied													
City Action (Towed)													
Action Pending													
Debris/Junk on Property				1	3	6	10	19					39
Owner Complied				1	2	1	6	13					23
City Action (Cleaned)								6					6
Action Pending					1	5	4	0					10
Powl/Livestock													
Owner Complied													
City Action													
Action Pending													
Signs in Public Right of Way (Removed)					1	1							2