

The Pendleton Redevelopment Commission (RDC) met August 22, 2019 at 6:00pm at the Pendleton Town Hall, 100 W State Street, Pendleton, Indiana. The meeting was called to order at 6:00pm by President Jessica Bastin. Commission Members present were Jessica Bastin, Michael Wright, Josh Ring, Craig Campbell and Bill Hutton. A quorum was established with four of five voting members present. Representing the Town were Assistant Planning Director Rachel Christenson and Town Attorney Alex Intermill.

Others in attendance were Scott Reske and Dan Gibson.

## MINUTES

**MOVED BY CRAIG CAMPBELL, SECONDED BY MICHAEL WRIGHT, TO APPROVE MINUTES OF JUNE 27 2019 MEETING. MOTION CARRIED.**

## OLD BUSINESS

- **Community Wellness Center Update**
  - Christenson advised there are some permitting issues with Klipsch Card, as well as working through water connection. Normal construction issues.
- **Heritage Way Extension**
  - There remains some signage that needs to be put out there. Hutton reported that last Thursday the school drive was not open yet, but looks like it can open at any time. Christenson added that all of the median trees were removed before the construction started. They will put fill and sod there for now and work on getting a grant or other funding so we can plant some appropriate trees for that space.
- **Falls Pointe – GDI**
  - Bastin reported that she and Tim McClintick met with Mike Sheek with GDI, the firm the Town has been working with over the past couple of years to market the business park we own, to better understand what their efforts have been. GDI put together a brochure, now dated, and they have been working with JLL, another Indy firm that specializes in marketing and recruiting businesses to this type of business park. We have asked them to update that brochure to include the Klipsch Card footprint and the three roundabouts going in. GDI will brainstorm and come to our next meeting for further discussion. She noted that the Town is not committed to them, but stated it was more encouraging than she had expected going into the meeting. GDI isn't paid unless they sell the property and if the Town is not happy with what they come back with at the next meeting, there is no obligation to stay with them.
  - Christenson added that with Klipsch Card going in, it changes the feel of the 'Industrial Park'. It is zoned Industrial and that was the original intension, however, with this new facility going in with the health focus on it, and then Dana Wright Dental Studio, it opens up other opportunities.
  - Bastin suggested that the Town might want to take a proactive step and have it rezoned.
  - Christenson agreed that might help move the property faster.
  - Klipsch Card property was rezoned Planned Business.
  - Wright noted rezoning the property before we know who might be interested seems awkward. Christenson said one way to think of it is, What is our RDCs vision for the remainder of the site. If zoned accordingly, it will be easier to attract that vision.
  - Ring believes a lot more research needs to go into this because we have already created the variety in there. Doesn't mean it can't be fixed, just should be thought out better.
  - Intermill stated the RDC needs to be careful not to spot zone. This didn't apply to Klipsch Card because it was 25 acres, but when it comes to 2 acre parcels, for example, spot zoning would create a patchwork and the Town would not want that. He added that if

Klipsch Card had not had the additional out lots, the Town probably would have pushed them to do a Variance instead of the rezone.

- Bastin asked the members to please feel free to share suggestions via email, in preparation of the next month's RDC meeting because GDI will be there to talk with them.
- **Project/TIF Funds**
  - Christenson reported that she had determined what had been spent and what the Town anticipates still spending on the Federal aid projects out by the interstate. INDOT has a state project where they are putting in roundabouts at the interchange ramps. She also reported that the local project is putting in a right-in right-out at Enterprise Drive, the Heritage Way intersection at State Street is now a roundabout and we are putting a pedestrian bridge over the interstate. The chart provided broke down Preliminary Engineering & Right-of-Way Services, Right-of-Way Acquisition, and Construction. The Expenditure Update breakdown was provided on the Google Drive Presentation.
  - Intermill advised, on the Right-of-Way Acquisition, the JDK Kids, and the property to the north of Heritage Way roundabout, he has a copy of the Warranty Deed but he has been waiting for the original since April. He has a check for them, but they appear to not be in a hurry to get the check.
  - Christenson reported that the Town paid 100% of the acquisition costs and she has to work through and submit those to INDOT and then we get our 80% back.
  - Because we are still in the Construction phase, there may be additional change orders and Christenson does not know how that will shake out in the end. Obviously we don't want to go over budget and there are some contingencies built into that and the MPO is willing to provide additional funding for us doing the 80%/20% match on any overage.
  - TIF Fund report was also reviewed and provided in the Google Drive Presentation showing the Balance of the TIF fund on July 31 2019 as \$436,273.34.
  - The pedestrian bridge is scheduled for late this September.
  - Bastin asked if we have started paying on the Wellness Center bonds and Intermill advised we have and Klipsch Card received the one million for cash flow.

Josh Ring believes the RDC should acquire certain properties around town that are adjacent to the TIF district. That is his idea of redevelopment. Specifically the property in front of Riley Automotive, where Anita's was going to go. Do a private/public partnership there. Christenson said that is in the TIF district. Ring added the RDC could then determine how that is developed as an entry way into Pendleton and it would behoove the RDC to own that property and then open it up to development.

Christenson reported that she just received an update from INDOT on the US 36 Project that might affect the US 38 and 67 intersection. Preliminary engineering is to start 2021 when the funds kick in for that.

Ring also suggested the Clevenger property just north of Water Street. Hutton shared concern about flooding every Spring. Ring said that would make a great multi-use facility location. That would bring in people and assessment value. Christenson pulled up the flood mapping for that area.

Intermill agrees that acquiring property is one of the powers this commission has, either by buying or through condemnation, but as far as buying the RDC has to have a willing seller and at the price that is no more than the median of the two appraisals.

Bastin added that the RDC can also help property owners market the property to help facilitate a deal. Ring agreed, but he was trying to bring in money through assessments.

Bastin shared one additional concept of doing this on their own or partnering with someone to do a shell building at the business park or somewhere the RDC might own property, and the concept of just the exterior of the building so a developer can come in and do whatever they specifically need. Campbell noted that this concept was discussed two or three years ago and it should be in the minutes. He wasn't

sure if there was any due diligence done at that time or simply discussion but might be worth reviewing meeting minutes. Ring didn't feel a shell would be the best approach from his experience with spec homes. He suggesting a more beneficial approach would be investing in quality of life, which will attract people and those people will build. By quality of life he explained building bigger, packing more people in, trails, park systems. That will then attract your businesses who want to build here because their employees live there. Christenson said the pedestrian project, for example, and she thinks about State Road 67 is one of our main corridors through town and it does not reflect who Pendleton is and it should.

## **NEW BUSINESS**

### **o 73<sup>rd</sup> Street Extension**

- o Scott Reske introduced himself and Dan Gibson the project engineer. He explained the 73<sup>rd</sup> Street Extension is a Congressionally funded project. A joint project between Pendleton and Anderson and parallels along 69 and it is a frontage road for economic development purposes. 80/20 split. Jessica Bastin advised that a brief on the project might be helpful.
- o Gibson addressed the commission. The purpose is to construct a frontage road parallel to I-69 between exits 219 and 222. It is still called 73<sup>rd</sup> Street extension for now. It is intended to enhance economic growth in southwest Madison County by providing regional and local access to currently developing tracks of land. We are doing an alternative alignment analysis. Gibson provided a map showing the alternatives. The roadway will be a 4 lane parkway with a raised landscaped median and multiuse paths on both side of the parkway. This will be ADA compliant and it will allow for alternative modes of transportation. It will have controlled access and have a length of about 4 miles. Estimated construction cost in 2022 will be about \$36 million. Land acquisition for that area is estimated at about \$3 million. The Community Advisory Committee (CAC) is made up of local businesses, residence, public officials, State officials. There is a Project Coordination Team (PCT) made up of officials and agencies that would help direct that. They took all of the information gathered to utilize for analysis of all four corridors to see which one would pan out to be cost effective and least environmentally damaging and they agreed on the same, created the draft report and took that to the project coordination team and discussed it. The comments from Federal Highway and INDOT need to be addressed and those should be coming forth soon. They will finalize the alternative of alignment analysis and that document sets the tone for the environmental assessment that needs to be done for this project. So they are laying the footwork. There will soon be another CAC meeting and they will present the findings. Then they need to have a public information meeting. They need to give a three week notice and will hold it up in Anderson at the City Building. As for plan development, they have all of the information into the City. Contracts have been approved. They are anticipating the actual plan development starting this fall. This will have a minimum of three year design life. Possibly four depending on land acquisition.
- o Gibson reported that he was not sure how it would be broken up for logical construction projects. If it starts at Old 132 and building on both sides of the road it may be a joint construction project. If it starts at the southern end, that would be a plan separation thing for Pendleton. If work begins at the north end it would be Anderson. Bastin confirmed that Pendleton will be responsible for the Pendleton portion, where the logical break is regarding funding and scheduling. Gibson said yes just shy of 31% would be Pendleton and 69% would be for Anderson and both bridges over Foster Branch will be in Anderson jurisdiction and Anderson will be responsible for 100% of those.
- o Christenson asked, if Pendleton decides to move forward with it and we partner on the design work of it, how long does the design last and how long does the environmental review last and how long would Pendleton have to construct it before we have to go back and do new environmental and new design work. Also, is there a time period where the

design is done and at some point Anderson and Pendleton decide not to construct it at all, do we pay back the Federal funds on the design. Gibson would suspect, but was not certain. Christenson said those would be questions that would need answered by the MPO. Gibson agreed.

- Christenson asked if there was a type of fund in place now, because she understands earmarked funds have changed. These are questions she has from the MPO prospective and she believes it would be mindful of us to talk with the MPO to see what they foresee for the future on funding and highway bills and what projects are on their horizon.
- Ring asked Reske what he felt about this project as a long time respected town resident. Reske felt it would benefit Pendleton by eliminating a lot of traffic and it creates another economic development area on the other side of the interstate. Its main intent is for economic development.
- Ring stated he sees it as a way for Anderson to get their tractor trailers to the interstate.
- Christenson said that is kind of inevitable because that is a natural connection between 132 and 38.
- Ring asked how much Pendleton acreage is going to be required and is that acreage going to pay us yearly in taxes or are we going to lose tax dollars. He doesn't want to give up the land to not get a big benefit.
- Reske added that if this project was just Pendleton and didn't include Anderson, Pendleton would probably do something like this anyway.
- Bastin asked if it would be an INDOT road or would it become local. The answer was local. It would be Anderson and Pendleton to their jurisdiction. 1300 developable acres over the 4 miles. Pendleton might be 25 to 30% of that. Old 132 is considered Pendleton.
- Campbell shared that when this was brought to the RDC years ago, Anderson was going to do this anyway so Pendleton jumped on board for the economic development part of it and also for Pendleton's protection and involvement in the thing. The more we can be involved, the better off we will be.
- Gibson advised that they made sure to word the selection of Alternate B so it would not reflect badly on or effect a future corridor on the northeast quadrant. Adding it was not selected because, at this time, if Pendleton built it, could the Old 132 bridge handle the traffic coming down into town that way.
- Christenson then added that looking forward it has been discussed extending the parkway even further south and how we can connect with Noblesville road system. And on the Heritage Way extension we are currently working to extend that down to Fall Creek Drive but then how will that Heritage Way extension north look and how do we connect to Pendleton Avenue to help relieve our issues downtown.
- Gibson added there is a segment noted in the long range plan to extend the west corridor south.
- Gibson advised that the contracts have been approved with INDOT, it is the agreement between Pendleton and Anderson that is pending. Obligating the funds by September of this year so the earmark doesn't go away, Gibson doesn't know that is tied to the MOU, but it wouldn't hurt to get the MOU signed.
- Gibson walked the RDC through the Design Fee Breakdown provided in the Google Drive Presentation.
- Wright requested that the RDC have a vote on this at the September RDC meeting instead of tonight. He also asked Christenson if he could get a printed copy of the presentation. He sees the potential for the economic development and likes the thoughts of the other long term pieces of this.
- Bastin summarized that it could be Federal money that will do the majority of the design, but that isn't allocated yet, and it is yet to be determined how the construction is funded, but approaching it this way would make it a strong candidate for Federal funds.

- Ring asked what happens if the land sells prior to our acquisition. Intermill advised it would go through the same process of two appraisals and the median as the purchase price. If they say no, someone will file a condemnation proceeding in Madison Circuit Court, then you start negotiating and see if you can arrive at a reasonable purchase point that makes sense.
- Intermill added, the important thing for the RDC to consider is that this project has been talked about for years and it comfortably benefits the TIF district and so, to utilize the TIF dollars, there is a very clear connection with this project if the RDC chooses to move forward
- Wright wanted to make sure putting this on the September RDC agenda would not throw off any timelines. Bastin suggested that if it ends up that they have to have a special meeting they can do that. Gibson said he would check tomorrow and, if it has been obligated, next month meeting would be fine.

**MICHAEL WRIGHT MOTIONED, SECONDED BY CRAIG CAMPBELL, TO TABLE THE 73<sup>RD</sup> STREET EXTENSION VOTE UNTIL THE NEXT MEETING.**

Ring asked if this goes to the Town Council as well. Bastin said they will make sure it is on the agenda for the next Town Council meeting. Intermill advised Council meets the second Thursday of the month, so September 12th, and if the RDC needs to have a special meeting beforehand they can make that work.

The next meeting is scheduled for September 26, 2019.

Meeting adjourned at 7:32 pm.

Kate Edwards  
Planning Clerk  
Town of Pendleton