

REGULAR SESSION, COMMON COUNCIL, SEPTEMBER 27, 2021

Be it Remembered that the Common Council of the City of Plymouth, Indiana, met in regular session on September 27, 2021. The meeting was held in the Council Chambers, on the second floor of the City Building, 124 N. Michigan St., Plymouth, Indiana and was called to order at 6:30 p.m.

Mayor Senter led the Pledge of Allegiance and Councilman Ecker offered prayer.

Senter presided for Council members Greg Compton, Duane Culp, Don Ecker, Jeff Houin, Shiloh Carothers Milner, Robert Listenberger and Randy Longanecker, all of who attended the meeting in person. City Attorney Surrisi and Clerk-Treasurer Xavier were also present. The public was able to see and hear the meeting through Microsoft Teams.

Council Members Ecker and Listenberger moved and seconded to approve the minutes of the last regular Common Council session on September 13, 2021, as presented. The motion carried.

The following Legal Notice was advertised in the Pilot Newspaper on September 14, 2021

**Notice of Hearing
City of Plymouth, Indiana
Vacation of a Portion of an
Alley**

**Within the Menominee
Heights Subdivision**

The Plymouth Common Council has received a petition from property owner DGT Corp. and property developer Construction-Management and Design, Inc. requesting the vacation of a portion of an alley within the Menominee Heights Subdivision. Pursuant to Indiana Code § 36-7-3-12, a hearing on the petition is now scheduled for the Common Council's regularly scheduled meeting on Monday, September 27, 2021, at 6:30 p.m., 124 N. Michigan St. (Garro St. Entrance, Second Floor), Plymouth, IN 46563. At the hearing, any person aggrieved by the proposed vacation may object to it as provided by Indiana Code § 36-7-3-13. After the hearing, the Common Council may, by ordinance, vacate the public alley.

Plymouth Common Council
Jeanine M. Xavier,
Clerk-Treasurer

September 14, 2021 PN327711 hspaxlp

Council Members Ecker and Compton moved and seconded to open the public hearing for the vacation of an alley for the Menominee Heights Subdivision. The motion carried.

City Attorney Surrisi stated that he sent notice to the utility providers about the proposed vacation. There was one response from NIPSCO with a few questions; they connected their engineers with RMA Consultants who were able to address their questions. They found that there would be no impact on the utilities with the vacation of the alley.

Council Members Houin and Culp moved and seconded to close the public hearing. The motion carried.

Clerk-Treasurer Xavier stated that the following legal notice was advertised on the Indiana Gateway website as required by law. This legal notice was also posted on the two public bulletin boards located at the front and back doors of the building for the public to see. She stated that the current tax levy was \$7.3 million dollars and the 2022 tax levy would be \$7.7 Million dollars. This would reflect the 4.3 assessed value growth quotient that was assessed by the state.

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Council Members Houin and Ecker moved and seconded to open the public hearing for the 2022 proposed budget. The motion carried.

Prescribed by the Department of Local Government Finance
Approved by the State Board of Accounts

Budget Form No. 3 (Rev. 2019)
Print
9/16/2021 9:32:02 AM

NOTICE TO TAXPAYERS

The Notice to Taxpayers is available online at www.budgetnotices.in.gov or by calling (888) 739-9826.

Complete details of budget estimates by fund and/or department may be seen by visiting the office of this unit of government at 124 N Michigan Street, Plymouth, IN.

Notice is hereby given to taxpayers of PLYMOUTH CIVIL CITY, Marshall County, Indiana that the proper officers of Plymouth Civil City will conduct a public hearing on the year 2022 budget. Following this meeting, any ten or more taxpayers may object to a budget, tax rate, or tax levy by filing an objection petition with the proper officers of Plymouth Civil City not more than seven days after the hearing. The objection petition must identify the provisions of the budget, tax rate, or tax levy to which taxpayers object. If a petition is filed, Plymouth Civil City shall adopt with the budget a finding concerning the objections in the petition and testimony presented. Following the aforementioned hearing, the proper officers of Plymouth Civil City will meet to adopt the following budget:

| | |
|-------------------------|---|
| Public Hearing Date | Monday, September 27, 2021 |
| Public Hearing Time | 6:30 PM |
| Public Hearing Location | Council Chambers, 2nd floor, 124 N Michigan St, (use Garro St entrance), Plymouth, IN |

| | |
|---------------------------|---|
| Adoption Meeting Date | Monday, October 11, 2021 |
| Adoption Meeting Time | 6:30 PM |
| Adoption Meeting Location | Council Chambers, 2nd floor, 124 N Michigan St, (use Garro St entrance), Plymouth, IN |

| | |
|----------------------------------|-------------|
| Estimated Civil Max Levy | \$7,700,037 |
| Property Tax Cap Credit Estimate | \$1,597,100 |

| ¹ Fund Name | ² Budget Estimate | ³ Maximum Estimated Funds to be Raised (including appeals and levies exempt from maximum levy limitations) | ⁴ Excessive Levy Appeals | ⁵ Current Tax Levy | ⁶ Levy Percentage Difference (Column 3 / Column 5) |
|----------------------------|---------------------------------|--|--|----------------------------------|--|
| 0005-CASINO/RIVERBOAT | \$109,240 | \$0 | \$0 | \$0 | |
| 0061-RAINY DAY | \$0 | \$0 | \$0 | \$0 | |
| 0101-GENERAL | \$8,136,267 | \$3,290,015 | \$0 | \$4,085,421 | -19.47% |
| 0113-NONREVERTING | \$75,740 | \$0 | \$0 | \$0 | |
| 0341-FIRE PENSION | \$76,200 | \$0 | \$0 | \$0 | |
| 0342-POLICE PENSION | \$312,200 | \$0 | \$0 | \$0 | |
| 0706-LOCAL ROAD & STREET | \$350,000 | \$0 | \$0 | \$0 | |
| 0708-MOTOR VEHICLE HIGHWAY | \$2,260,917 | \$2,265,813 | \$0 | \$1,612,535 | 40.51% |
| 1151-CONTINUING EDUCATION | \$30,000 | \$0 | \$0 | \$0 | |
| 1301-PARK & RECREATION | \$1,123,037 | \$1,718,869 | \$0 | \$1,187,351 | 44.77% |

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| | | | | | | | |
|---|-----------|-----------|-----|-----------|---------|-----|--|
| 1310-PARK NONREVERTING - CAPITAL | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | |
| 2102-AVIATION/AIRPORT | \$242,293 | \$234,810 | \$0 | \$71,141 | 230.06% | | |
| 2120-CEMETERY | \$514,092 | \$423,156 | \$0 | \$217,584 | 94.48% | | |
| 2379-CUMULATIVE CAPITAL IMP (CIG TAX) | \$16,800 | \$0 | \$0 | \$0 | \$0 | | |
| 2391-CUMULATIVE CAPITAL DEVELOPMENT | \$0 | \$195,950 | \$0 | \$195,950 | 0.00% | | |
| 9500-Aviation Rotary | \$203,310 | \$0 | \$0 | \$0 | \$0 | | |
| 9501-City Monetary Gift | \$22,000 | \$0 | \$0 | \$0 | \$0 | | |
| 9502-Transportation | \$15,000 | \$0 | \$0 | \$0 | \$0 | | |
| 9503-City Development | \$0 | \$0 | \$0 | \$0 | \$0 | | |
| 9504-Deferral & Diversion | \$5,000 | \$0 | \$0 | \$0 | \$0 | | |
| 9505-Unsafe Building | \$65,000 | \$0 | \$0 | \$0 | \$0 | | |
| 9506-Local Road & Bridge Matching Grant | \$950,000 | \$0 | \$0 | \$0 | \$0 | | |
| 9507-2016 TIF Tax Money (TIF 4) | \$5,000 | \$0 | \$0 | \$0 | \$0 | | |
| 9508-Drug Free Community | \$0 | \$0 | \$0 | \$0 | \$0 | | |
| 9508-Common Cents | \$0 | \$0 | \$0 | \$0 | \$0 | | |
| 9510-Park Gift | \$17,000 | \$0 | \$0 | \$0 | \$0 | | |
| 9511-Park Deposits / Cemetery Deposits | \$15,000 | \$0 | \$0 | \$0 | \$0 | | |
| 9512-Crime Prevention / K-9 | \$0 | \$0 | \$0 | \$0 | \$0 | | |
| 9513-Financial Guarantee | \$150,000 | \$0 | \$0 | \$0 | \$0 | | |
| 9514-Resitution | \$0 | \$0 | \$0 | \$0 | \$0 | | |
| 9515-DARE | \$600 | \$0 | \$0 | \$0 | \$0 | | |
| 9516-FEMA FFY20 Grant Fund | \$348,000 | \$0 | \$0 | \$0 | \$0 | | |
| 9517-River Park Square Phase 2 Grant | \$750,000 | \$0 | \$0 | \$0 | \$0 | | |
| 9518-Police Dept Federal Equisable Sharing | \$0 | \$0 | \$0 | \$0 | \$0 | | |
| 9519-Hoosier Old Wheels Grant | \$500,000 | \$0 | \$0 | \$0 | \$0 | | |
| 9520-Hoham Drive Grant | \$825,000 | \$0 | \$0 | \$0 | \$0 | | |
| 9521-Airport Coronavirus Response Grant | \$0 | \$0 | \$0 | \$0 | \$0 | | |
| 9522-Community Improvement | \$30,000 | \$0 | \$0 | \$0 | \$0 | | |
| 9523-American Rescue Plan Grant | \$0 | \$0 | \$0 | \$0 | \$0 | | |

| | | | | | | | |
|--|--------------|-------------|-----|-------------|-----|-----|--|
| 9524-1993 TIF Tax Money | \$407,000 | \$0 | \$0 | \$0 | \$0 | \$0 | |
| 9525-2000 TIF Tax Money | \$50,000 | \$0 | \$0 | \$0 | \$0 | \$0 | |
| 9526-2005 TIF Tax Money | \$573,435 | \$0 | \$0 | \$0 | \$0 | \$0 | |
| 9527-TIF 5 / Winona TIF Area | \$476,976 | \$0 | \$0 | \$0 | \$0 | \$0 | |
| 9528-TIF 6 / Centennial Crossings TIF | \$185,640 | \$0 | \$0 | \$0 | \$0 | \$0 | |
| 9529-TIF 7 / Pretzels TIF Air Parcel | \$902,850 | \$0 | \$0 | \$0 | \$0 | \$0 | |
| 9530-Rees Theatre Grant | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | |
| 9537-Cemetery Trust | \$2,000 | \$0 | \$0 | \$0 | \$0 | \$0 | |
| 9538-Cemetery Perpetual Care | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | |
| 9539-LaPorte Street Footbridge | \$747,000 | \$0 | \$0 | \$0 | \$0 | \$0 | |
| Totals | \$20,490,497 | \$8,128,613 | \$0 | \$7,369,982 | | | |

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Xaver stated the following changes were made from the last time that the budget was presented to the council. These included the following.

- \$5,000 reduction of the promotion of the city as requested.
- Reduction of the Firehouse utilities from \$45,000 to \$15,000 and removal of the heart monitor that was purchased this year.
- Increase of Aviation fuel from \$1,000 to \$2,000
- Increase of Aviation Rotary fuel from \$70,000 to \$120,000
- Added Hoham Drive Grant for \$825,000
- Added East Laporte Footbridge Grant for \$500,000
- Added the TIF Interest and Bond Payment of \$122,720

Xaver stated that last year they had advertised a tax rate of \$2.49 and then final tax rate was \$1.77. This year they were advertising a tax rate of \$2.29. She stated that she was looking forward to the citizens of the City of Plymouth having a lower tax rate for 2022. She reminded the council that a citizen's tax rate is made up of multiple taxing units, so even if the city's tax rate drops the overall tax rate may not drop due to other taxing units tax rates for the year.

Xaver added that the budget had been advertised to be adopted on October 11th, so if the council members had questions or concerns that come up after the meeting, to get those to her so that she could answer them prior to adoption of the budget.

Houin stated that he really appreciated how Xaver answered all of this questions, some of which were answered before he could ask them.

Council Members Ecker and Milner moved and seconded to close the public hearing. The motion carried.

City Attorney Surrisi presented Ordinance 2021-2184, An Ordinance to Vacate and Alley Within the Menominee Heights Subdivision, on second reading.

Council Members Houin and Ecker moved and seconded to pass Ordinance 2021-2184, An Ordinance to Vacate an Alley Within the Menominee Height Subdivision, on second reading. The motion passed by roll call vote.

AYES: Compton, Culp, Ecker, Houin, Listenberger, Longanecker, Milner
NAYS: None

Listenberger asked if a new alley would be made after the vacation of this one. Surrisi stated that a new alley would be created off of Nutmeg and would be moved so that it did not cut a lot in half.

Listenberger asked if this alleyway would be paved. Surrisi stated that it would be made to match the existing alley which is currently not paved.

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City Attorney Surtisi presented Ordinance 2021-2184, An Ordinance to Vacate and Alley Within the Menominee Heights Subdivision, on third reading.

Council Members Ecker and Longanecker moved and seconded to pass Ordinance 2021-2184, An Ordinance to Vacate an Alley Within the Menominee Heights Subdivision, on third reading. The motion passed by roll call vote.

AYES: Compton, Culp, Ecker, Houin, Listenberger, Longanecker, Milner
NAYS: None

City Attorney Surtisi presented the Plan Commission's Proposal to amend the Zoning Ordinance and the Subdivision Control Ordinance.

Surtisi stated that both of these proposals entail making amendments to reflect the city's adoption of the complete streets policy. This would make sure that this policy was woven into these other documents.

Plan Consultant Ralph Booker was present to speak about these proposed changes and answer the questions of the board. Booker stated that they would be changing a portion of the sidewalk section of the Zoning Ordinance under the first paragraph, that would state that all developments would be required to install sidewalks along any public streets within and adjacent to the development. An exception could be granted by the Plan Commission and approved according to the accepted procedure adopted by the city's complete streets policy. Booker stated that an example of an exception would be an area where they would be splitting or developing a lot just outside the city limits that was located farther out than most foot traffic would follow. An exception would still be required by the Plan Commission for these cases.

Booker added that the second amendment would be in section four of the sidewalk portion of the Zoning Ordinance. It would refer to 96.061 for the corporate sidewalk limits which was already in effect. This would allow for a developer to know the specific sidewalk requirements for each road that they would be working on.

Houin added that the idea of this would be to allow a developer to look at one ordinance and be able to find the other places to look for other requirements through the references in the document.

Booker stated that the changes to Subdivision Control Ordinance would be found in section 5.4 which would refer to the sidewalk section of the Plymouth Zoning Ordinance for the requirement of providing public sidewalks. The other change would be in section 4.1 which would add a reference to the complete streets policy as well.

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Booker stated that at the public hearing by the Plan Commission there were no comments for or against these changes.

Council Members Compton and Houin moved and seconded to approve the Amendments to the Plymouth Zoning Ordinance and Amendments to the Plymouth Subdivision Ordinance. The motion carried.

City Attorney Surrisi presented Ordinance 2021-2185, An Ordinance for Appropriations and Tax Rates for the Fiscal Year 2022 for the City of Plymouth, Indiana, on first reading.

City Attorney Surrisi presented Resolution No. 2021-971, A Resolution of the Common Council of the City of Plymouth Approving Resolution No. 2021-964, A Resolution by the Plymouth Plan Commission Which Approved Resolution No. 2021-960, A Declaratory Resolution by the Plymouth Redevelopment Commission Amending the Economic Development Plan for the US 30/Oak Road Economic Development Area (TIF#1)

City Attorney Surrisi presented Resolution No. 2021-972, A Resolution of the Common Council of the City of Plymouth Approving Resolution No. 2021-965, A Resolution by the Plymouth Plan Commission Which Approved Resolution 2021-961, A Declaratory Resolution by the Plymouth Redevelopment Commission Amending the Economic Development Plan for the US 30/Pine Road Economic Development Area (TIF #3)

City Attorney reviewed the following Memo to the Council Members:

MEMO

| | |
|-------|---------------------------|
| TO: | City Council |
| FROM: | Sean Surrisi |
| DATE: | 9/24/21 |
| RE: | Veterans Parkway Analysis |

As a follow-up to our discussion regarding Veterans Parkway at your last meeting, here's a memo collecting some thoughts and data supporting the City's participation in the project. I believe that the evidence clearly demonstrates that the project is a great value and will be a true asset to the City.

Comprehensive Plan

At this time, the project is presented to you for consideration of whether you agree with the Plan Commission's determination that it is supported by and in line with the goals of the City's Comprehensive Plan. Your agreement with the Plan Commission, through the adoption of a resolution, is essential to the process for adding the project to the Redevelopment Commission's project list for its TIF Districts. When I drafted the Plan Commission's resolution approving of the project, I identified several places within our 2013 Comprehensive Plan where what was referred to as the Future 7A Road was referenced. In a recent conversation with Councilman Houin, he advised that he didn't feel that those references within the Comprehensive Plan demonstrated the City's support for the project. He felt that the plan merely set forth a warning to the City to be cognizant of this future plan of the County and to planning for that likely development by the County and the impacts it might have on the City. He also noted that the plan didn't seem to contemplate participating in the project with the County. He also noted an overall preference within the plan for focusing investments within the City's core on infill and redevelopment projects rather than investments at the fringes of the City.

I would agree with Councilman Houn that a large theme of the Comprehensive Plan is an emphasis on infill investment within the existing City boundaries. I would also agree that in 2013 it wasn't contemplated that the City might be participating in the construction of Veterans Parkway. At that time, it was solely viewed as a County project that might be something happening to us that we might need to react to rather than something that we might be participating in and shaping ourselves. However, I would push back on the idea that the plan merely casts a leery eye at the project and isn't supportive of it. Having participated on the steering committee for the plan, I know that there was a genuine enthusiasm for the potential 7A road project that surfaced throughout our discussions over the months of assembling the plan. Investing in infill and redevelopment projects within the City's core remains a top priority. We've made major investments in those areas in recent years and continue to do so with our Stellar projects and we're looking forward to future investments through the READI grant process (more details of which we will share soon). We have abundant resources which can be creatively deployed to continue to accomplish our goals in the City's core while still taking advantage of this opportunity to set the table for future growth on the City's northwest side.

I've copied in below some other references from the Comprehensive Plan that I believe also provide support for the Veterans Parkway project.

"Also, the improvement of vehicular access to U.S. 30 and U.S. 31 by employing access management solutions that reduce signalized intersections and provide consolidated access is highly desired." Page 19

"Several significant roadways (U.S. 30, U.S. 31, S.R. 17, Michigan, and Jefferson Streets) provide access to and through the community. Gateways to Plymouth and development along these corridors contribute to a visitor's first impression of the City." Page 22

"Seek to balance commercial core development in downtown with continued commercial growth in other areas of the City. In a city the size of Plymouth, downtown is not the only center of commercial activity. Centers of different scale have developed in several different areas. Seek continued growth of commercial uses appropriate to the scale of adjacent areas and offering a diversity of goods and services." Page 23

"Coordinate future planning efforts with county

Coordinate with Marshall County planning officials regarding the City's plans and policies for annexation of properties within the extrajurisdictional jurisdiction area (fringe). New development of a certain intensity within the fringe must be connected to municipal utilities and have roadways and infrastructure constructed to City zoning and updated subdivision standards." Page 31

- "Work with Marshall County Planning Staff and the Marshall County Economic Development Corporation (MCEDC) to agree to an annexation plan with strategies to annex property within the EIT prior to development and to require municipal sewer and water connections." Page 32
- "As development is considered in *likely growth areas west and north of the City* or east to the County Farm, the utility master plan should provide guidance to the developers and work with them to provide adequate, modern service. Holding strong to policies to provide utilities or roads to annexed areas is crucial and will result in a desirable and sustainable development pattern." Page 82 (emphasis added).

"Work with the Indiana Department of Transportation to improve safety along U.S. 30 through Plymouth.

As development around the U.S. 30 corridor continues, more traffic will be utilizing the highway. Additional points of access should be minimized and improvements to existing intersections should be made to ensure that motorists can utilize the corridor safely. The development of a frontage road system would also be beneficial. In the longer term, this may involve converting the corridor to a limited access highway." Page 86

"Continue active participation in regional planning, specifically through involvement with MACOG.

The issues of traffic congestion and its relationship to growth are not limited to Plymouth's city boundaries. Rather, these issues must also be addressed on a regional scale to be addressed effectively. Plymouth's continued participation with the Michiana Area Council of Governments will ensure that it receives appropriate resources to address its transportation needs." Page 86

- "Develop a set of corridor design standards to convey to [NDOT] for the US 31 Corridor project. The planned interchange at US 31 and 7A Road is an opportunity for a north gateway as identified on page 84 of this plan. Consider including landscaping, art, signage or some other marker to increase awareness that one has arrived in Plymouth and that it is a "place" to stop." Page 86

*Related Agencies and Regional Partners

Transportation planning does not occur in a vacuum. It is prudent to be aware of and participate in other planning efforts that may affect Plymouth's decisions. This is especially relevant since transportation itself is regional by nature: people and goods move through the transportation system as it crosses through and connects with other jurisdictions. Thus local transportation is affected by programs and decisions beyond its own boundaries." Page 88

"Work with the Indiana Department of Transportation to improve safety along U.S. 30 through Plymouth.

As development around the U.S. 30 corridor continues, more traffic will be utilizing the highway. Access should be controlled and improvements to existing intersections should be made to ensure that motorists can utilize the corridor safely. The development of a frontage road system would also be beneficial in the longer term, this may involve converting the corridor to a limited access highway

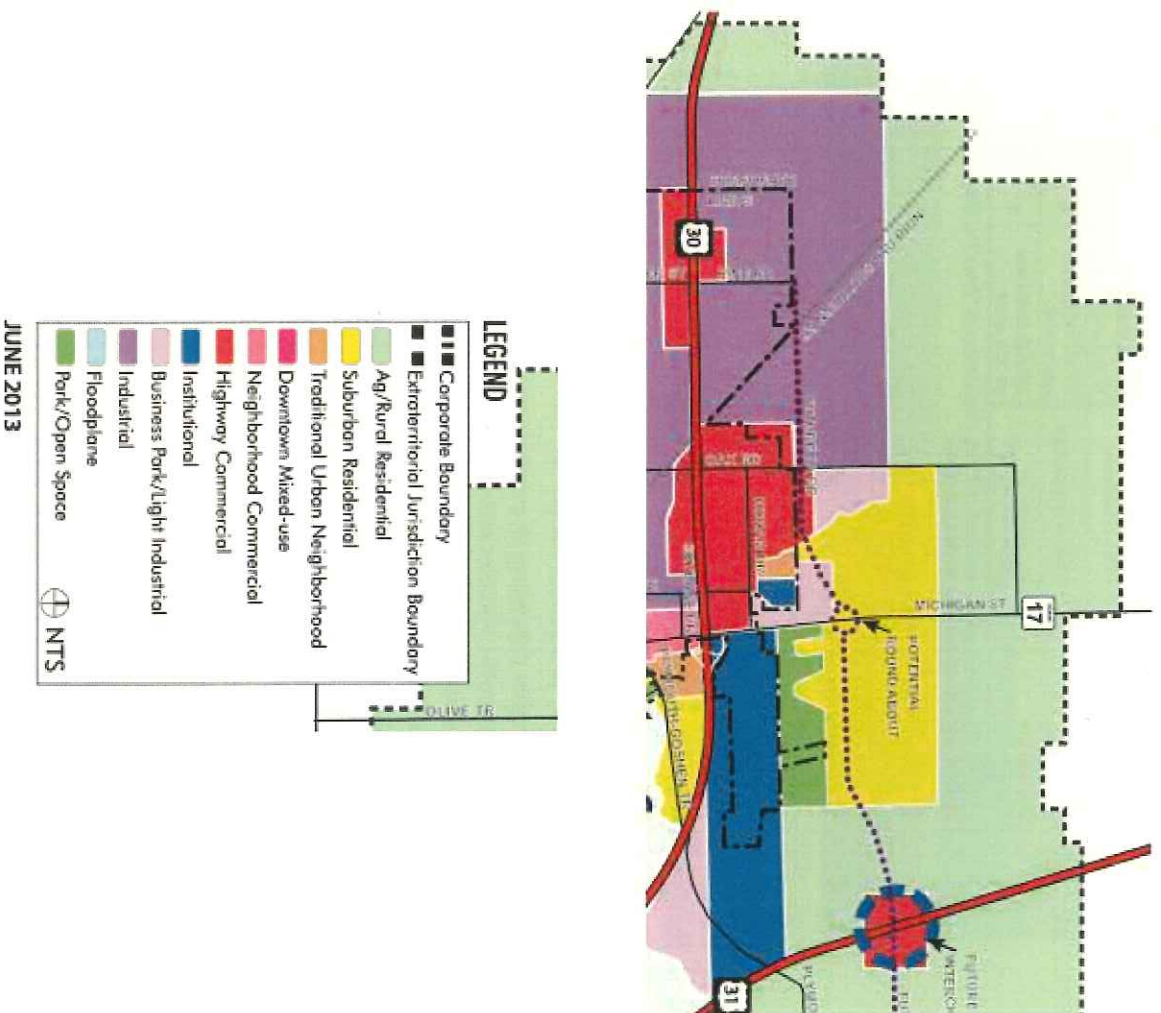
Arterial roadways, such as U.S. 30 and 31, are intended to provide large volumes of traffic with a smooth, uninterrupted flow between communities. As the number of intersections, traffic lights, and other interruptions increase, so does the potential for congestion and accidents. It is important that access be strongly limited along these roadways, and removed in some cases where safety is a prime concern. Page 89

"Create a system of designated truck routes through the community to serve the industrial parks and increase traffic safety.

It is often difficult for large trucks carrying freight for local industries to coexist safely and efficiently with other traffic in the community. Provide designated routes such as Pioneer Road, U.S. 30, Oak Street and Jefferson Street/ Lincoln Highway west of Oak. Upgrade these facilities accordingly. Including adequate turning radii for large trucks and durable surface materials. Consider relocating industrial and manufacturing concerns from the City center to reduce the need for truck traffic in that area. See the Future Land Use Map on page 101." Page 89

FUTURE LAND USE MAP

LAND USE
PLAN



Economic Benefits

I've attached a past document from MACOG entitled the 7th (A) Road From Pine Road to Linden Trail Application to the TIGER III Discretionary Grants Program. Below, I've copied a page from that document showing a 20 year benefit-cost analysis for the entire Veterans Parkway corridor. That includes the first phase of development from U.S. 31 to Michigan Road that is already completed. You'll see that the study shows that the project yields an approximately 3 to 1 benefit to cost ratio, not including the value of reduced maintenance costs on existing roads that will be travelled less.

Benefit-Cost Analysis Summary

A twenty-year benefit-cost analysis examines the connection between Pine Road and Linden Trail. The detailed version of the analysis can be viewed in Attachment B. The total cost for preliminary engineering, right-of-way and construction of the road is \$19,179,000. Marshall County will build this road to increase economic activity and productivity while providing an alternative route for traffic north of Plymouth to access the new economic corridor. Traffic has been forecasted to be 16,833 vehicles per day in 2031. These counts are derived by the Michigan Area Council of Governments (MACOG) using the FHWA's traditionally accepted four-step travel demand process in conjunction with a model developed specifically for Marshall County. Users of the new 7th Road include Marshall County residents, employers and employees especially in agriculture and manufacturing industries. Users also include residents and employees from surrounding areas, including LaPorte, St. Joseph, Starke, Pulaski, Fulton, Kosciusko, and Elkhart Counties. As recommended by the Department of Transportation, a discount rate of three percent (3%) and seven percent (7%), in 2031, were applied to get the following the benefit-cost ratio:

| Selection Criteria | Description | Inputs | Value | Monetized Value | |
|------------------------------------|---|---------------------|------------------------------------|------------------|------------------|
| | | | | Discount Rate 7% | Discount Rate 3% |
| Status of Good Repair | The project will reduce maintenance, preservation and improvement spending on other roads because it will shift traffic and capacity to 7 th Road. This benefit has not been quantified. | | | | |
| Economic Competitiveness | Fuel cost savings | Fuel cost savings | 19.9 million gallons of fuel saved | \$ 27,981,291 | \$ 42,347,741 |
| Livability | Increased mobility and connectivity | Travel time savings | 7.7 million person-hours saved | \$ 18,113,795 | \$ 27,444,179 |
| Environmental Sustainability | Reduced pollution | CO2 cost savings | 182,923 metric tons of CO2 saved | \$ 1,194,454 | \$ 1,807,724 |
| Safety | The project is safety conscious by utilizing roundabouts and "Every Day Counts" Safety Edge. Since this is new road construction, no data is available. | | | | |
| Total Costs (includes PE, ROW, CN) | | | | \$ 19,179,000 | \$ 19,179,000 |
| Total Benefits | | | | \$ 47,309,591 | \$ 71,599,645 |
| Net Present Value | | | | \$ 28,130,591 | \$ 52,420,645 |
| Benefit to Cost Ratio | | | | 2.46 to 1 | 3.73 to 1 |

Page 9

Here's a list of other project benefits set forth in the MACOG report.

Constructing the 7th Road from Pine Road to Linden Trail will provide the following benefits:

- Direct access to US 31 and local roads
- Trips to US 31 in Marshall County and the City of Plymouth will save between 3.3 and 5.0 vehicle miles depending on origin/destination
- Reduction of traffic volumes and congestion on US 30
- Reduction of total vehicle miles traveled will save 7.7 million person-hours and 19.9 million gallons of fuel
- CO2 emissions will be reduced by 182,923 metric tons due to a reduction in vehicle miles traveled
- Connections between both sides of US 31 and access to US 31 for emergency service responders, school buses, and freight vehicles
- Improves access to PIDCO/Plymouth Industrial Park and the techFarm Technology Park
- New corridor for potential business and/or residential to develop

Using 2009 federal data, the report provided that the investment of every \$92,000 of government money in an infrastructure creates 1 job-year (a job for a year). Page 19. Given those statistics the project at that time was proposed to create 177 job-years. Page 19. The latest statistics from the Council of Economic Advisors on the jobs impact of highway investment may be found here <https://www.fhwa.dot.gov/policy/votps/pubs/impacts/>. It provides that every \$1 billion of investment creates 13,000 job-years. Based on that ratio, the roughly \$15 million total Phase 2 Veterans Parkway project (County and City portion combined) will create 195 job-years. Those include jobs that are directly related to the project, indirectly related to the project, and those induced by the project. Of the approximately 195 job-years to be created about 65 would be attributable to the City's investment and about 130 to the County's

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I've also attached a letter from MACOG Executive Director James Tunwald supporting our INDOI grant application for the project last year. James also highlights some of the project's benefits.

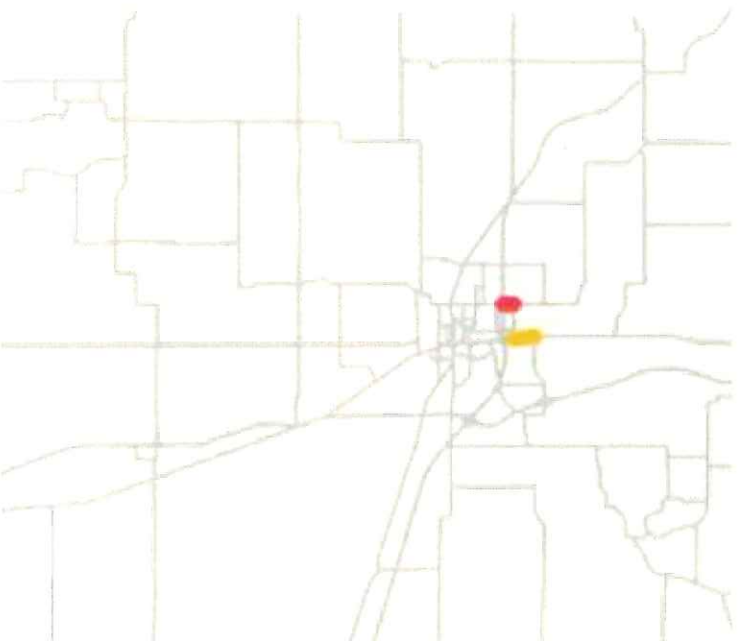
Laura Walls, President & CEO of MCEDC will be present at Monday's meeting to speak on the economic development benefits of the project from her perspective. It's no secret that the industrial park on the northwest side of the City has been a prime area for development in recent years. Pretzels, Inc. made what was most likely the largest industrial investment in the City's history in this area a couple years back. The Council is currently considering a tax abatement request from Complexus Medical for investment in this area. Laura is pursuing a couple of future developments along Jack Greenlee Drive, which would eventually become the western terminus of Veterans Parkway. As I understand it, when businesses Laura meets with learn of the plans for Veterans Parkway they are encouraged. At this point, we can't say that any business has planned to locate in this area actually because of the plans for Veterans Parkway, but it is a benefit when it comes to new business attraction. I view the extension of Veterans Parkway much like I do the work we did on the City's northeast side that set the table for the eventual development of the Centennial Crossing housing development. A number of years ago, the City extended a loop of

water service along Randolph St. in preparation for future development on Carl Stockberger's property to the north of Plymouth-Goshen Trail. At the time of the investment in the water infrastructure, those plans were far from definite. However, the preparatory work left us in prime position to move forward with the eventual annexation to support the development when the time came. Here, building out Veterans Parkway will make eventual incremental annexation and utility extension of parcels for economic development projects much easier to accomplish. I don't think that it's a pipe dream or taking a build it and they will come mentality to foresee additional industrial growth on the Veterans Parkway extension. It will be a natural outgrowth of our now thriving industrial area.

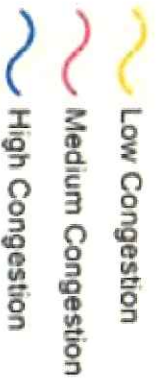
Other Benefits

Everything is relative. So, compared to some bigger communities traffic in Plymouth is a breeze. We are all aware of the issues of congestion and public safety associated with U.S. 30. As mentioned at our last meeting, the City and County have been actively engaged in the U.S. 30 Coalition's efforts to develop U.S. 30 as a freeway. You can read about that work here <https://www.us30coalition.com>. As a result of our efforts, INDOT has issued an RFP for consultants to perform a Primary Environmental Linkages (PEL) study of the U.S. 30 corridor from S.R. 49 in Valparaiso to the Ohio line, as well as a PEL study for the remainder of U.S. 31 from Hamilton County north to Marshall County. Those studies will get underway in 2022. When U.S. 30 becomes a freeway, the need for enhanced connectivity within the City's local road network will be heightened. Already having Veterans Parkway in place will be a big asset. The road will help in relieving the congestion that we do unfortunately experience here. MACOG's studies only notes two areas of measurable congestion within the City. Those are at the intersection of Oak Drive and U.S. 30 (medium congestion) and on Michigan Road/Street between Veterans Parkway and U.S. 30 (low congestion).

http://www.macog.com/docs/transportation/tp/2045_TransportationPlan_ApG.pdf.



Levels of Congestion



MACOG Michiana on the Move 2045 Transportation Plan, Appendix G., Page 185

Just anecdotally, I know that I already avoid getting on U.S. 30 when I'm travelling east and west within the City. If I'm south of U.S. 30 I usually take Jim Neu or Lincolnway to get to west side points of interest. Similarly, if I'm on the north side I'll take Hoham or Pilgrim Lane to Oak. This time of year that choice is largely driven by construction, but any time of year safety is also a factor. Also, staying on the local streets is often just as quick.

Opportunity Zone

Another factor here is the fact that the area along the proposed Veterans Parkway extension is within an Opportunity Zone. This is a federal tax incentive program created in 2017. The program offers long-term federal tax deferral on capital gains for investments in designated Opportunity Zones, with additional tax exclusion from new capital gains achieved from those investments. In 2018, we prepared an application to Governor Holcomb to have the area designated as an Opportunity Zone. In our application we highlighted the future Veterans Parkway extension providing:

"Other relevant information and additional reasons for recommending this census tract

The tract has excellent transportation and connectivity options. It's bisected by highway U.S. 30 and is linked to the Major Moves improved South Bend-Plymouth stretch of U.S. 31 by the recently constructed Veterans Parkway on the tract's eastern edge. Future plans exist to extend Veterans Parkway to the west throughout the northern third of the tract. Additionally, the tract has many opportunities for rail service with a line crossing it diagonally."

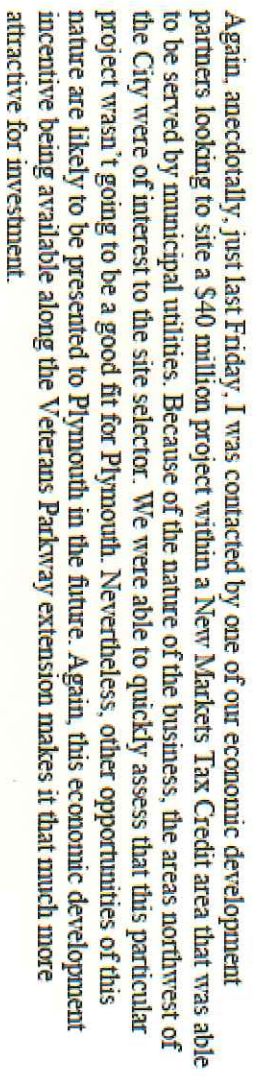
The Governor nominated many census tracts for Opportunity Zone designation to the U.S. Department of Treasury. In the end, only, 156 Opportunity Zones were selected in Indiana based on a combination of factors including existing economic development programs and local coordination, economic and community data, likelihood of attracting short- and long-term investment, and growing industry sectors within the community. This area is the only Opportunity Zone in Marshall County. That brings another available incentive to the table. Making the area along the Veterans Parkway extension even more attractive for investment.

More info on Indiana Opportunity Zones is available at the link below.
<https://www.in.gov/governors-office/opportunity-zones/>. Here's a map of the zone.



New Markets Tax Credits

The area adjacent to the Veterans Parkway extension is also in a census tract that is designated for the federal New Markets Tax Credits incentive program. The credit provides an incentive for investment in low-income communities. The US Department of the Treasury competitively allocates tax credit authority to intermediaries that select investment projects. Investors receive a tax credit against their federal income tax. Here's a map of that area.



As we discussed at your last meeting, as things currently exist, the City would only be responsible for the maintenance and repair of the portions of the roadway within the City limits

[illegible]

These are just a few of my thoughts on the benefits of the project. If you have any questions, please feel free to reach out to me at any time.

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There was a lengthy discussion between the Council, City Attorney Surtisi, representatives from USI Consultants, County Commissioner Mike Burroughs, David Miller and MCEDC Director Laura Walls.

After a proper motion and second, Resolution No. 2021-972, A Resolution of the Common Council of the City of Plymouth Approving Resolution No. 2021-965, A Resolution by the Plymouth Plan Commission Which Approved Resolution 2021-961, A Declaratory Resolution by the Plymouth Redevelopment Commission Amending the Economic Development Plan for the US 30/Pine Road Economic Development Area (TIF #3), were defeated by the following vote.

AYES: Compton, Culp
NAYS: Ecker, Houin, Listenberger, Longanecker, Milner

City Attorney Surtisi presented Resolution No. 2021-973, A Resolution of the City of Plymouth Declaring Certain Real Estate to be Within an "Economic Revitalization Area" Pursuant to IC 6-1.1-12.1 et seq for B&D Realty Holdings, LLC, DGA Complexus Medical.

Laura Walls, Executive Director of Marshall County Economic Development Corporation, reviewed the application, and gave information on the company. She stated that if this was approved, they would be back at the next meeting with a tax abatement request for real and personal property.

Council Members Ecker and Milner moved and seconded to approve Resolution No. 2021-

973, A Resolution of the City of Plymouth Declaring Certain Real Estate to be Within an "Economic Revitalization Area" Pursuant to IC 6-1.1-12.1 et seq for B&D Realty Holdings, LLC, DBA Complexus Medical. The motion passed by roll call vote.

AYES: Compton, Culp, Ecker, Houin, Listenberger, Longanecker, Milner
NAYS: None

City Attorney Surtisi presented Resolution No. 2021-974, A Resolution of the Common Council of the City of Plymouth to Approve the Application of Stephen Carter for a Commercial Revitalization Rebate Program Grant.

Stephen Carter was present to talk about his application and answer the questions of the council. He stated that this rebate would be to replace the roof on 118 W. Laporte Street. This would not be a full tear off, but a patch over the whole roof.

Ecker asked how much they would be looking at to rebate. Carter stated that the total amount was \$14,000. He added that he hoped to get this done before winter.

Council Members Ecker and Houin moved and seconded to approve Resolution No. 2021-974, A Resolution of the Common Council of the City of Plymouth to Approve the Application of

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Stephen Carter for a Commercial Revitalization Rebate Program Grant. The motion passed by roll call vote.

AYES: Compton, Culp, Ecker, Houin, Listenberger, Longanecker, Milner
 NAYS: None

City Attorney Surtisi updated the Council on the Stellar Communities projects. He stated that he and the mayor had recently gotten a tour of the work that had been happening at the Rees Theatre. The INDOT grant application for the Greenways Trail Phase III had been submitted and had received a favorable review. They will be working with MACOG on the next step here soon. The Troyer Group was working on the quarterly newsletter that will be submitted to OCRA and the council hopefully at the next meeting.

Clerk-Treasurer Xaver reported that the city received the following donations:

-\$400 from Ancilla Domini Sisters for the Latino Festival
 -\$100 from Bremen Castings Inc. for the Latino Festival

She asked if the council wished to accept the donation with the restricted terms, conditions, and purposes attached to the donation. If so, the donation would be receipted into the Monetary Gift Fund.

Council Members Ecker and Compton motioned and seconded to accept the donations with the restricted terms, conditions, and purposes attached to the donation. The motion carried.

Mayor Senter offered the privilege of the floor.

Council Members Ecker and Compton moved and seconded to accept the following

communications:

- Minutes of the Board of Public Works and Safety meeting of September 13, 2021
- 09.27.21 Check Register
- IDEM Air Permit Memo
- August 2021 Clerk Treasurer Financial Reports

The motion carried.

There being no further business to come before the Council, after a proper motion and second, Mayor Senter declared the meeting adjourned at 8:00 p.m.

Jeanine M. Xaver
 Jeanine M. Xaver, IAMC, CMC, ACPFIM
 Clerk-Treasurer

APPROVED

Mark Senter
 Mark Senter, Mayor