

GOSHEN COMMON COUNCIL

Minutes of the March 21, 2022 Regular Meeting

Convened in the Council Chambers, Police & Court Building, 111 East Jefferson Street, Goshen, Indiana

Mayor Jeremy Stutsman called the meeting to order at 6:00 p.m. and led the Pledge of Allegiance

Mayor Stutsman asked the Clerk-Treasurer to conduct the roll call.

Present: Megan Eichorn (District 4) Julia King (At-Large) Doug Nisley (District 2)
Gilberto Pérez Jr. (District 5) Donald Riegsecker (District 1) Matt Schrock (District 3)
Council President Brett Weddell (At-Large)
Youth Advisor Adrian Mora (Non-voting) – Arrived at 6:19 p.m.

Absent: None

Mayor Stutsman asked the Council's wishes regarding the minutes of the March 7, 2022 regular meeting. Councilors King and Pérez moved to approve the minutes as submitted. Councilor Riegsecker pointed out an error on page 9 of the minutes, on line 19, referring to a motion to pass Amendment #2 of draft Ordinance 5116. That motion was made by Council President Weddell and seconded by Councilor Eichorn (not Councilor Nisley). Councilor King made a revised motion to approve the Council minutes of the March 7, 2022 meeting with the correction suggested by Councilor Riegsecker. Councilor Pérez accepted the change and seconded the revised motion. The motion to approve the corrected minutes passed 7-0.

Mayor Stutsman presented the agenda of the March 21, 2022 Council meeting. Councilors Eichorn and King moved to approve the agenda as submitted. The motion passed 7-0.

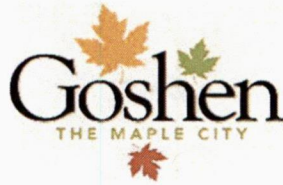
Privilege of the Floor:

At 6:04 p.m., Mayor Stutsman invited public comments on matters not on the agenda.

Glenn Null of Goshen said that today was a beautiful day and he saw a lot of people riding bicycles on his way to the Council meeting. He said that after last week's meeting of the City Community Relations Commission, he was driving his truck home and saw a bicyclist go through an intersection without obeying the stop sign. Null said he had to apply his truck's brakes to avoid hitting the bicyclist. He said the bike also was displaying a strobe light that was distracting. Null said motorists need to pay attention to bicycles on the road as the weather gets warmer, but bicyclists also need to follow the rules or they may get hurt in collisions with trucks or other vehicles.

There were no other public comments, either from those in the Council chamber or via Zoom, so Mayor Stutsman closed the Privilege of the Floor at 6:06 p.m.

1) **Special Presentation: Sreekala Rajagopalan, a longtime member of the Community Relations Commission** Mayor Stutsman said it was his honor to thank and present the key to the City to Sreekala Rajagopalan, a longtime member of the City's Community Relations Commission. The Mayor said he has known Rajagopalan for decades because he lived in the same neighborhood as Rajagopalan, her husband, Raj, and their children.



Mayor Stutsman praised Rajagopalan as “an asset to this community and a great community member.” He said she joined the Community Relations Commission in 1997 and has worked hard to help the community progress by increasing appreciation for the City’s growing diversity. He asked Rajagopalan to come forward and he presented her with a plaque for her service and contributions.

City Council members and the audience responded by giving Rajagopalan a standing ovation.

After the presentation, **Sreekala Rajagopalan** spoke for 14 minutes to the Council and audience. She began by reciting a Hindu prayer and then spoke on the following topics: her service on the Community Relations Commission (CRC), including serving as its chair; why she and her husband came to the United States and later moved to Goshen from Chicago; the background and formation of the CRC; her work to help establish the City’s Diversity Day celebration; the successful campaign in 2015 to have the City Council officially acknowledge and express regret for Goshen having been a “Sundown City,” which discouraged African-Americans from living in the City or visiting at night; the hiring of CRC Director AJ Delgadillo; the occasional setbacks and successes in promoting diversity in Goshen; and her gratitude for being honored by Mayor Stutsman and the City Council.

After her comments, **Mayor Stutsman** again said it was an honor to award Sreekala Rajagopalan the key to the City of Goshen for her service.

Council President Weddell extended the gratitude of the current Council and past Councils to Rajagopalan and acknowledged the presence of her husband. The Council President thanked Rajagopalan for bringing a peaceful approach to difficult situations, for offering a unique perspective and for her efforts to make Goshen a better place.

Councilor King also thanked Rajagopalan and said her daughter grew up attending Diversity Day celebrations that were often coordinated by Rajagopalan for the CRC. King added: “I think that made her a better citizen of the world and I appreciate that. Thank you.”

NOTE FROM THE CLERK-TREASURER: After the City Council meeting, Sreekala Rajagopalan prepared and provided the Clerk-Treasurer with a three-page summary of her remarks at the meeting, which she delivered to City Hall with donuts for City employees. Her summary is attached to these minutes as **EXHIBIT #1**.

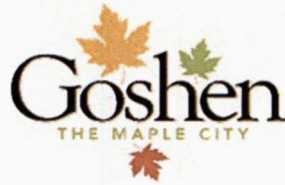
2) Public hearing: Community Development Block Grant (CDBG) Program Year 2022 Annual Action Plan
At 6:25 p.m., Mayor Stutsman opened a public hearing on the City of Goshen’s Community Development Block Grant Annual Action Plan for Program Year 2022

City Community Development Specialist Meagan Bylsma provided an overview of the CDBG plan, its priorities and the proposed action plan for 2022. Bylsma said the 2022 plan continues the priorities for community and neighborhood development that were identified in the 2020-2024 consolidated plan. She said the key priorities are: 1) Housing Opportunities; 2) Access to Services; and 3) Neighborhood Revitalization.

More specifically, the proposed strategies for the three priorities are:

1) Housing Opportunities

- Improve owner-occupied housing through rehab
- Increase quality of rental housing
- Increase transitional housing options
- Reduce housing cost burden through higher wage job opportunities and job training
- Provide permanent supportive housing for chronically homeless people



- Support affordable housing creation and preservation
- Provide emergency shelter for homeless individuals and families
- Expand housing options and assistance
- Maintain and facilitate the use of the Housing Choice voucher program

2) Access to Services

- Increase access to affordable healthcare
- Increase services for the mentally ill
- Support programs for youth
- Increase access to affordable childcare and early childhood education
- Support services for elderly and the disabled
- Support public transportation
- Provide emergency shelter for homeless individuals and families
- Provide permanent supportive housing for chronically homeless
- Support counseling/advocacy for underserved populations
- Increase access to substance abuse prevention and treatment
- Support life skill development
- Support nutrition programs and food assistance

3) Neighborhood Revitalization

- Improve owner-occupied housing through rehab
- Remove blighted residential properties
- Address issue of vacant/foreclosed houses
- Increase quality of rental housing
- Support public infrastructure projects
- Repair/replace existing sidewalks
- Support neighborhood parks

Bylsma told the Council the proposed use of CDBG funds for program year 2022 were as follows:

1. Public Service Grants – Provision of services to low- and moderate-income individuals and households Citywide (estimated at \$48,000).

2. Owner-Occupied, Single Unit Rehabilitation of homes occupied by low- and moderate-income households through loans, grants and deferred payment loans City-wide (estimated at \$100,325).

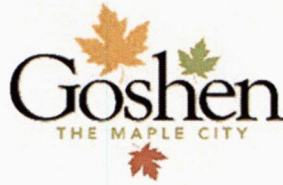
3. Multi-family Housing Rehabilitation – One multi-unit project to create and preserve affordable housing (estimated at \$130,000).

4. Planning, general administration, environmental reviews, and audit (estimated at \$60,000).

Bylsma said the estimated total CDBG budget was \$338,325. She said for 2022, the City of Goshen expects to receive an estimated entitlement allocation of \$274,469 in CDBG federal funds, which will be combined with an estimated program income amount of \$43,856 and \$20,000 in prior years' resources for an estimated total budget of \$338,325.

Bylsma added that there were no public comments received in opposition to the draft plan at a Jan. 27 public hearing. She said a summary of 2022 activities and expenditures were included in the Council's meeting packet.

There were no public comments on the City of Goshen's Community Development Block Grant Annual Action Plan for Program Year 2022, so Mayor Stutsman closed the public hearing at 6:29 p.m.



NOTE FROM THE CLERK-TREASURER: The City of Goshen's CDBG Annual Action Plan for Program Year 2022 is available for public review and comment. A hard copy is available for review upon request at the City Planning Office in the City Annex Building, 204 E. Jefferson Street, in downtown Goshen. The Plan also is available on the City website at:
<http://www.goshenindiana.org/cdbg>.

3) Legal Department: Resolution 2022-05, Grant agreement between the Indiana Criminal Justice Institute and Goshen Police Department for 2022 Edward Byrne Memorial Justice Assistance Grant Program Funds
Mayor Stutsman called for the introduction of Resolution 2022-05, Grant agreement between Indiana Criminal Justice Institute and Goshen Police Department for 2022 Edward Byrne Memorial Justice Assistance Grant Program Fund. **Council President Weddell** asked the Clerk-Treasurer to read Resolution 2022-5 by title only, which was done.

Weddell/Eichorn moved to approve Resolution 2022-05.

Mayor Stutsman said Resolution 2022-05 would allow the City to accept funds for the Police Department. There were no questions or comments from Councilors of the public.

Background: The Police Department applied for and was awarded \$34,602.32 in grant funding from the Edward Byrne Memorial Justice Assistance Grant Formula Program. The grant funds will be used for the purchase of an evidence camera and accessories

Resolution 2022-05 allows the City to approve the terms and conditions of the grant agreement and authorize the Clerk-Treasurer and Mayor to execute the Grant Agreement on behalf of the Goshen Police Department and City of Goshen. According to the agreement, the Police Department will update its technology with a Crime-lite AUTO forensic digital camera and accessories. This equipment will replace current, outdated equipment in the evidence department. Once trained, the evidence technicians will begin to utilize this equipment at any crime scene to obtain forensic evidence that can assist the department in solving more crimes and convicting criminals.

On a voice vote, Councilors approved Resolution 2022-05 by a 7-0 margin, with all Councilors present voting "yes," at 6:30 p.m. Youth Adviser Mora also voted "yes."

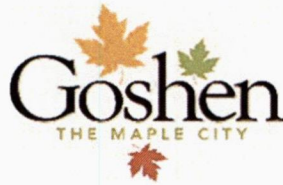
4) Redevelopment Department: Resolution 2022-06, Economic Development agreement with AP Development LLC and AP Cycleworks LLC

Mayor Stutsman called for the introduction of Resolution 2022-06, Economic Development agreement with AP Development LLC and AP Cycleworks LLC. **Council President Weddell** asked the Clerk-Treasurer to read Resolution 2022-6 by title only, which was done.

Weddell/Eichorn moved to approve Resolution 2022-06.

Background: Presented to the City Council was **Resolution 2022-06**, an Economic Development Agreement with AP Development LLC and AP Cycleworks LLC for the acquisition, financing and development of the **property at 620 East Douglas Street in Goshen, which is also known as the former Western Rubber Inc. manufacturing site.** AP Development LLC and AP Cycleworks LLC are proposing a mixed-use development with approximately 138 units of residential apartments and 5,000 square feet of commercial/institutional space.

Mayor Stutsman began consideration of **Resolution 2022-06** by addressing the many audience members who had gathered in the Council chamber to learn about and comment on the proposal.



Mayor Stutsman said he believed that many people had come to the night's Council meeting in response to a **flier that had been distributed to residents** in recent days alerting them that the City intended to quickly approve an apartment development that would be bad for the neighborhood, bad for the City and bad for the environment. Before a presentation on the proposal from **City Redevelopment Director Becky Hutsell**, apartment developer **Jonathan R. Anderson** and public testimony, **Mayor Stutsman** said he wanted to address "misleading" information in the flier about the project's background and the City's review and approval process.

First, **Mayor Stutsman** said the City of Goshen cleaned up the contamination that had been on the site from many years of industrial production. He said it took many years and cost many dollars to do so.

Second, **Mayor Stutsman** said about five or six years ago, the property had been cleaned and the City initiated the process of issuing a Request for Proposals (RFPs) to develop the property. He said the City received proposals for industrial and residential uses of the property. He said three distinct proposals were considered.

Third, **Mayor Stutsman** said that during the most recent round of Request for Proposals, the City received just one response, which is the proposal that is now being considered by the City Council.

Fourth, **Mayor Stutsman** said the flier incorrectly implied that the City Council intended to "railroad," or hastily approve, the proposal with inadequate public input. In fact, the Mayor said the proposal was subject to a public meeting of the City Redevelopment Commission last year and two public meetings this year.

Mayor Stutsman said approval of the development proposal tonight would give AP Development LLC and AP Cycleworks LLC the "positive direction" to continue developing the project. He said many questions would still need to be answered, including the adequacy of on-site parking and the feasibility of the proposed stormwater system.

Mayor Stutsman said: "We go through a very intensive process of the developer giving us very detailed plans. They have to go through tech review here at the City, with every department making sure what they would do and whether it's actually going to work to the best of our abilities and there's going to be Plan Commission meetings. They're going to have to create a PUD, which is a Planned Unit Development. Those are going to be public meetings, again. The group will have to go there to get permission to do everything they want to do."

Mayor Stutsman continued: "The Board of Works is another public board. They'll have to go there. The City Council will probably have two to three more votes before this is all finished. The Redevelopment Commission will also have to do two or three more votes. This is the process. The reason we have all these meetings is so that we can gauge the support of Council members, Redevelopment Commission members, Plan Commission members and community members.

Mayor Stutsman continued: "I'm actually really glad the room is full because we don't usually get this when we're doing one of these things. And we want to make sure this works not only for Goshen, but for the surrounding neighborhood, the surrounding businesses. We want to make sure this is working for everybody. And so this is the beginning of that process. So, I don't want anybody thinking that this is a done deal, because it has a long way to go."

Mayor Stutsman said that the project also will require rezoning, a bond will need to be issued and a Tax Increment Finance (TIF) district will need to be created. And there also will need to be traffic and other studies.

As to why a development agreement was being sought at this time by AP Development LLC and AP Cycleworks LLC, **Mayor Stutsman** said, "No developer wants to move forward spending all the money to do all the detailed design until they know if at least the community is interested in the project. So, we're looking forward to hearing from everybody because that's valuable for how the City Council will vote and how future Redevelopment Commissioners will vote ... So I appreciate you being here."



Mayor Stutsman repeated that the City was not seeking to quickly push the project through and was working with the developer to assess whether the proposal would work for everyone. Noting that the flier was unsigned, with no author or sponsor listed, Mayor Stutsman added that when people receive anonymous communications, it's best to be skeptical of the content before taking action. The Mayor then invited **City Redevelopment Director Becky Hutsell** to provide an overview of the project and the proposed economic development agreement with AP Development LLC and AP Cycleworks LLC.

City Redevelopment Director Hutsell said she was asking the City Council to approve an economic development agreement with AP Development LLC and AP Cycleworks LLC for the development of the former Western Rubber Inc. property. She said the City issued a Request for Proposals for the property last summer, and received one proposal from the current developer. Hutsell said the initial proposal was different from the current proposal, but was the developer's first attempt of a plan that could work.

Hutsell said that in August 2021, the Redevelopment Commission gave the Redevelopment Department the authority to negotiate with AP Development LLC. She said the current proposal is the first step in the process of seeking to find a proposal that might work for the property. Hutsell said City staff members have spent many months talking to the developer and exploring many issues, including stormwater and financing and what would work for the City.

Hutsell said the developer is proposing to invest \$31 million for the project and is asking the City to issue a \$4.42 million-dollar Economic Development Revenue Bond with a 100% Tax Increment Financing (TIF) pledge, until the bond is repaid in no later than 25 years, as well as City support for a \$5 million READI grant application to the South Bend-Elkhart Regional Partnership. She said the developer also is seeking the development of a site-specific TIF district for this project, which would require the parcel to be removed from the existing Consolidated River Race TIF and established as its own district.

As proposed, the development plan includes a mixed-use project including 138 residential units with 5,000 square feet of commercial space within the southern building on the property. The proposed plan accounts for the site's condition as a brownfield, incorporates extensive green infrastructure to address the lack of stormwater connection within this area and has been designed to prohibit ingress/egress onto Plymouth Avenue and to provide connection to the 9th Street trail way. The developers have named the project Ariel Cycleworks as a tribute to the Ariel Bicycle company that originally existed in the northwest corner of this property and the design of the southern building adjacent to Plymouth Avenue incorporates industrial elements as a tribute to the site's history while also considering the development's placement within an existing neighborhood to ensure it fits.

Hutsell said most, if not all, of the housing units would be priced within a 60% to 120% of average median income range for rent, which the city considers to be "workforce housing" and an underserved part of the city's housing stock. The developer has agreed that 20% of the residential units within the project would be offered to persons employed as first responders, health care workers and teachers, who all are designated as "Essential Workers." She said the developers also are proposing green infrastructure and keeping all stormwater on the site, so there is no runoff from the property.

Hutsell said that the developer has reached out to neighbors for feedback and is committed to continuing to engage with them through the review process. She said that if the project is approved by the City, the developer's goal is to begin construction of the project before the end of 2022.

Hutsell said the developers were attending the Council meeting via Zoom and would like to discuss their proposal.

Mayor Stutsman added that the developers had schedule conflicts and were unable to attend the meeting in person.



Jonathan R. Anderson, the principal/attorney for Anderson Partners LLC, the developer of the Western Rubber site, was invited to give an overview of his “Ariel Cycleworks” proposal via Zoom. He shared a PowerPoint presentation that was first presented at the Feb. 18, 2022 meeting of the City Redevelopment Commission (**EXHIBIT #2**).

Anderson, who confirmed he could not attend the meeting in person, said he has been working on the proposal for quite a while with the City. He said his company seeks similar development projects in Indiana like the one proposed for the Western Rubber site. He described a slide that showed photos of four completed or pending projects – the Central Lofts in Evansville, the UB Block in Huntington, the Backstay Lofts in Union City and the Ben Hur Hotel in Crawfordsville. Anderson said his company seeks to rehabilitate historic buildings and to make them useful again, which he said was the goal for the Western Rubber site.

Anderson said the company sought a project for the site that would align with the City's 9th Street Corridor Redevelopment Goals. These goals are:

- Create a Mixed-use Redevelopment Project
- 4,000 SF Maker Space and 1,000 SF coffee shop
- 145 units of market rate, entry-level apartments
- Sustainable Environmental and Energy Design
- Storm water
- Energy efficiency as feasible
- Connect development green space to 9th St. trail and school networks
- Partner with Goshen Schools, Goshen College and other institutions on Maker Space that reflects the industrial heritage and entrepreneurship of the 9th Street Corridor

Anderson said company representatives met with neighborhood members on Nov. 4, 2021 and later met with people at Goshen College and then made changes to the design based on the feedback and the concerns expressed.

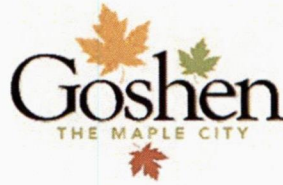
Because it is a “challenging site,” Anderson said the company was planning to incorporate sustainable elements including substantial green space and connecting to the 9th Street bike trail.

Because the company likes to rehabilitate historic buildings, **Anderson** said a goal will be to incorporate some of the past design, including the former bicycle plant that was on the site. He said the buildings would have a historic look.

Anderson said the original design had six buildings, but it has been scaled back to five buildings, which would be situated around courtyards and 150 parking spaces. He said there would be no entrances or exits on Plymouth Avenue. He added that architects are continuing to work on designs of the project and engineers are seeking to address the stormwater issues.

In support of his request for \$6.1 million in Tax Increment Financing from the City, Anderson shared the following project infrastructure cost estimates:

Site Preparation & Grading	\$ 175,000
Drinking Water & Sanitary Sewer lines	\$ 565,721
Storm Water Controls	\$3,077,620
Sidewalks	\$ 173,320
Street Repaving, Pervious Pavers, and Curbs	\$ 677,400
Community Amenities in central Green Area	\$ 500,000
Engineering Design, Construction, & Inspection	\$ 982,122
TOTAL Project Infrastructure Estimate:	\$6,151,183



Jonathan Anderson, the project developer, also shared the following total development costs:

ARIEL CYCLEWORKS – TOTAL PROJECT FINANCIAL SOURCES

Financial Sources - Construction/Permanent	TDC%	Amount
Developer Contribution	8.00%	\$ 2,480,000
Construction Loan HUD	76.6%	\$ 24,518,529
- Debt Serviced by Project Revenues		\$ 20,018,529
- Debt Serviced by Project-based TIF		\$ 4,500,000
City of Goshen	0.00%	\$ -
IRTC Tax Credit/READI - State	15.6%	\$ 5,000,000
TOTAL SOURCES	100%	\$ 31,998,529
Value Creation without public investment		
Cap Rate		8.0%
Projected Assessed Value per Baker Tilly		\$ 14,083,500

Financial GAP closed by:
 - Deferred Dev Fees
 - 100% TIF to Increase HUD Loan Debt
 - NO Direct City Funds
 - READI Grant

Financial GAP \$17M per Baker Tilly



Draft for Deliberative Financial Planning Purposes Only

After reviewing the project costs, **Anderson** said there have been discussions with neighborhood residents as well as City staff. And he said he wanted to learn more about neighborhood concerns and to address them.

Providing a perspective from the Redevelopment Commission, **Council President Weddell** said the developers of this project came twice before the Commission and changes were made to the proposal. Initially, he said some commissioners did not like the concept, but their minds were changed after a presentation on the proposal.

Mayor Stutsman said that for the redevelopment commission and City staff, two of the major concerns have been over parking and stormwater, but those issues may be able to be resolved through the design process.

At 6:54 p.m., **Mayor Stutsman invited questions or comments from Council members.**

In response to a question from **Councilor Eichorn**, **Redevelopment Director Hutsell** clarified the project's financing, and in particular the proposed Economic Development Revenue Bond, which she said was listed as \$4.42 million, and later as help for the developer to pay for \$6.1 million in infrastructure costs. As in the case with similar recent bonds issued by the City, **Mayor Stutsman** said the City would have no liability for repaying the bonds.

Councilor King said she liked the concept being proposed, but wanted to know if green roofing was possible.

Anderson said he will be consulting with his architect to discuss sustainability issues and will be exploring the use of green roofs and other measures to reduce stormwater runoff as long as they can fit within the project budget.

Councilor King said she is most enthusiastic about the sustainability and green components of the project and she wanted the developer to understand that. **Councilor Eichorn** agreed with Councilor King. **Anderson** said his company is finishing two projects that will earn high rankings for green building standards.

In response to a question from **Council President Weddell**, **Anderson** said the developers plan to include electric vehicle charging stations on the site, although the number and locations are not yet known.



In response to a question from **Councilor Pérez, Jonathan Anderson** clarified the location of parking. Anderson said the company was seeking a design that didn't include a giant parking lot. Instead, Anderson said he wanted parking in several locations to be surrounded by green space.

Council President Weddell asked whether Anderson's pledge to provide housing units priced within a 60% to 120% of average median income range for rent would last for an initial period or the life of the project. **Anderson** said the intention is to provide housing within 60% to 120%, but the length of the commitment is not certain. He said the rate will be a factor in arranging for federal financing.

Asked by **Councilor Eichorn** about the cost of rentals per month, **Anderson** said the top rent, for a two-bedroom apartment, would be \$1,375 a month, while studio apartments would rent for \$975 monthly. He said the project would be "heavy on studio and one-bedroom apartments," which are in high demand, with fewer two-bedroom apartments.

Councilor Pérez asked about the proposed housing density on the Western Rubber site, noting that there tended to be small homes nearby while the proposed development would be for up to 165 units and as many as 500 people. He also asked about the impact of traffic on surrounding streets. **Redevelopment Director Hutsell** said traffic would be limited on Plymouth Avenue and because of the proposed number of units, especially studio and one-bedroom apartments, the City estimates there would be fewer than 500 residents on the site.

Councilor King noted that when Western Rubber was operating, it had about 450 employees. She said there was a tradition of that many people driving in and out of the site daily. King said it was important to remember the history of the site. **Hutsell** said some of the residents on the site may be able to walk or take bikes to Goshen College or nearby schools. **Anderson** added that he believes there will be closer to 200 people living on the site and that the development will be connected to walking and biking trails.

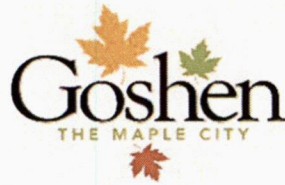
Councilor Pérez asked if this is the first project designed in Goshen to provide "workforce housing." **Hutsell** said this is the first redevelopment project that would meet that goal, although that doesn't mean there aren't apartments and duplexes that may provide that already. She said there are also recent projects that provide such housing. In response to a question from **Councilor Pérez**, **Hutsell** said apartments priced at \$975 to \$1,375 per month would be considered workforce housing in Goshen.

Councilor Riegsecker said he favors TIF projects that provide 75% of funding for projects with 25% reserved for infrastructure for nearby future development. Riegsecker also said he favored repayment in 20 years and not 25 years. **Councilor Nisley** said he wasn't against the project, but was concerned about the financing of the bond. Nisley said he also would favor the 75% and 25% division of TIF funds, with 25% reserved for future city use, and repayment in 20 years.

Mayor Stutsman responded that unlike the recent Indiana Avenue apartment project, which had the 75-25% TIF division, the Western Rubber site has unique challenges, including the need to prevent stormwater runoff. **Hutsell** further clarified the costs of both projects, adding that a higher cost was justified for the new proposal.

Youth Adviser Mora asked if the infrastructure proposed was solely for the project or could it be used for additional development on 10th Street. **Hutsell** said the project could alleviate some runoff adjacent to the street and that new curbs and sidewalk would be included.

Councilor Riegsecker asked what the site was like when owned by Western Rubber and whether the surfaces absorbed runoff. **Hutsell** said 97% of the site consisted of hard surfaces. **Director of Public Works and Utilities Dustin Sailor** said that there once was a stormwater stub south the site on Plymouth Avenue that extended to 10th Street. After stormwater analysis, Sailor said the City decided there should be no further runoff from the site.



Council President Weddell said that at one time, the City considered a proposal for a major industrial development on the Western Rubber site that would have included many semi-truck-trailers and other vehicular traffic going into and out of the site daily. He said it never happened, but it was a proposal.

Mayor Stutsman said the City was concerned about the volume of traffic and noise the proposed manufacturing facility would have generated and the impact on the neighborhood. **Redevelopment Director Hutsell** added that the City has considered other proposals for the project, but none of them worked. She added that the current project has many good components, including mixed-use of the site, green spaces and a connection to the hiking/biking trail. In response to a comment from **Councilor King**, **Hutsell** said that the City has made extensive efforts to seek feedback from neighbors about proposals for the Western Rubber site.

At 7:19 p.m., Mayor Stutsman opened a public hearing on Resolution 2022-06, an Economic Development Agreement with AP Development LLC and AP Cycleworks LLC for the acquisition, financing and development of the property at 620 East Douglas Street in Goshen, which is also known as the former Western Rubber Inc. manufacturing site.

Beverly Stegelmann, who lives on 12th Street in Goshen, said there has not been much public outreach about plans for the Western Rubber site. She said City officials encouraged her to go online for more information, but Stegelmann said she is 90 years old and doesn't use a computer much. She said she read a news story over the weekend, which mentioned that the developer met with residents.

In response to questions from **Stegelmann**, **Jonathan Anderson** said his company is based in Brownsburg, which is outside Indianapolis, and that he has been a redevelopment attorney for 25 years and has represented developers, banks, investors, non-profits agencies and cities and towns. Anderson also said he has projects all over state and is not building projects to turn around and sell them. Anderson said he rehabilitates and holds onto properties. He added that he hires managers for his projects, but projects remain part of his portfolio. Anderson added that he is 51 years old and that he would hope to hold on to the Western Rubber property for as long as possible.

Stegelmann said that she lives within three blocks of the Western Rubber site and that traffic in the area is a serious problem. She described it as being as bad as a "virtual race track." She said that Goshen is a larger City than when Western Rubber operated and she recommended a traffic study before the project moves forward.

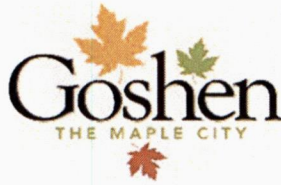
In response to another question from **Stegelmann**, **Anderson** said he is the principal behind Ariel Cycleworks LLC and AP Development LLC and has 100 percent ownership in both entities. He said the Ariel Cycleworks name was selected for the project to pay homage to a previous use of the property. Anderson said he got more excited about the name when he learned that a bike trail was just west of the property.

Stegelmann repeated that there has been inadequate public outreach about the project and that traffic was a serious problem in the area.

Dallas Gonzalez Morgan of Goshen asked how many people who will vote on the project live near 10th street.

Mayor Stutsman responded that he didn't know the answer to Morgan's question, but he listed the number of members of the Economic Development Commission (3), the Plan Commission (7), the Redevelopment Commission (5), the City Council (7) and Board of Works (5), and said all of these members live in the City of Goshen. He said a few live near the site.

Morgan said the majority of those voting on the project won't face any consequences from voting on it. She said that she lives on 10th Street.



Morgan said that people who are supposed to benefit from the project will not be able to do so because they don't earn high enough salaries to pay for the expected apartment rental costs. She said employees of nearby businesses, like Goshen Stamping and Gleason Industrial Products, won't even be able to afford the studio apartments.

Morgan said she believes that people moving into the apartments are likely to have roommates, adding that she believes far more than 200 people will eventually live in the apartments. She predicted closer to 300 people will eventually live on the site.

Morgan also expressed concern about the impact of construction, including on traffic, road work, noise and safety on children. She said her personal life and the lives of her children and her eventual grandchildren will be adversely affected by the project.

Myrna Burkholder, who lives on 8th Street in Goshen, said there hasn't been adequate consideration of the impact of passing trains and their noise. She said she doesn't know how 9th Street residents put up with the noise. Noting that the proposed apartments will be built right next to the railroad tracks, Burkholder said she wondered if the impact of noise was adequately considered.

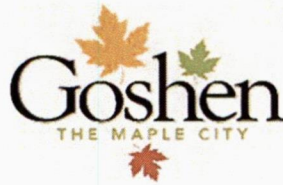
Dolores Bond, who lives in the Greencroft Communities in Goshen, expressed concern about the increase of traffic in Goshen. She said that from 1:30 p.m. until after 5 p.m., there is heavy traffic in the City. Bond said local roads were not designed to carry the current levels of traffic. She said major road work will be needed to accommodate the current levels of traffic and enhance safety. Bond said she believes the school population has been dropping because of the traffic. She said that at the time Western Rubber was operating, there were far fewer recreational vehicle plants, so there was far less traffic. Bond said she feared what will happen if there is another downturn in the RV industry. She added that the RV and traffic issues need to be addressed.

David Kendall, who lives on 8th street in Goshen, thanked Redevelopment Director Hutsell and developer Jonathan Anderson for providing the context of the proposal for the Western Rubber site. Kendall said he was initially alarmed about the proposal because it would virtually be in his backyard.

Reading from a letter he had prepared, **Kendall** said that he and his wife purchased their home in the 900 block of 8th Street in 2006. Kendall said he and his wife admired the area because of its canopy of trees, its proximity to schools and Goshen College and its overall neighborhood charm. He said that the proposed project will have a direct and lasting impact on residents who have made intentional decisions to live in this area.

Kendall said very few neighbors have been given adequate information to make informed decisions about the project. He also expressed concern about: the impact of adding hundreds of new residents to the existing neighborhood, traffic in an already congested area, inadequate parking; an unrealistic plan to encourage bike usage in a vehicle-centric area, and the proximity of noisy railroad tracks and factories to the apartments. He also wondered whether employers would be making any contributions for the housing and asked about the impact of additional stormwater runoff. While Kendall conceded more housing is needed in Goshen, he asked whether it had to be provided at this site or if there were better options elsewhere.

David Pinkerman, the president of the United Food and Commercial Workers Union in Goshen, said he didn't believe workers would be able to afford to rent the apartments. He said his members are paid a starting wage of \$15 an hour, and he asked Council members to take these workers into consideration.



Pinkerman said he came to the Council meeting to speak for his union members. He also asked about the impact on traffic in the area. He said workers like the area the way it is now and wondered what will happen to them if the project is approved.

Hollie Rieth, who lives on 10th Street in Goshen, said she very upset about the proposed project. She said he lives across the street from the Western Rubber site and will lose green space if the apartment project is approved.

Rieth said her neighborhood has long been ignored by the City. "We're not a part of any association," she said. "We don't belong to anything and now you want to put all those cars, all those people, across the street from us."

Rieth said she has lived in the neighborhood for 30 years and remembers when Western Rubber was operating. She said its workers parked throughout the neighborhood and the problem will be repeated if the project is approved. She said the area still doesn't have curbs and sidewalks and streets are often blocked by trucks unloading at factories.

Rieth said the project will make things worse. "Please take this off the table," she said. "Please stop. Do something for us for a change because we deserve it."

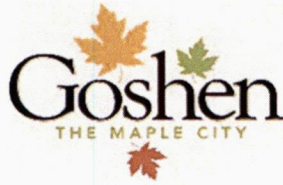
Kyle Richardson, who lives on 7th Street in Goshen, said he strongly supports the project. He said he is excited about new neighbors moving to the community if the project is approved. Richardson said the Elkhart County unemployment rate is .9% percent and that Goshen needs more people and more housing. He said the project is in the "walkable" part of Goshen and in close proximity to shopping, a trolley stop and a bike path, and close to downtown. "We need more people. We need more density. This is a good project and I support it," he concluded.

Mayor Stutsman said he noticed that **Richard Worsham** had been raising his hand and asking for the opportunity to speak, but the Mayor had not called on him because Worsham is a member of the City Plan Commission. Mayor Stutsman said that if Worsham were to speak at this point, he might be precluded from voting on the project in the future. In response to a question from the **Mayor**, **City Attorney Bodie Stegelmann** said it could be a conflict of interest if a Plan Commission member was suspected of bias or prejudice for or against a proposal.

Former Goshen Councilor Tom Stump, who lives on 7th Street, at Plymouth Avenue, in Goshen, said he has lived for 35 years at the location. He said there is a lot of traffic in the neighborhood and it doesn't need any more. Stump said a study by the City showed that this was the densest area for traffic in the City. Stump said adding 200 to 400 more residents will make the problem worse.

Stump said he also didn't understand why the City would give the developer \$5 million to build apartments that neighborhood residents don't want. He also questioned the need for the housing. He said a company could develop the property for an industrial use without any public funds. Stump said that when he was a member of the Redevelopment Commission he indicated he would not support this proposal and was then not reappointed to the commission. He urged a "no" vote on the proposal.

William "Bill" Malone of Goshen said there has been speculation about who prepared and distributed the flier opposing the project on the Western Rubber site and whether it was a conservative or progressive person. Malone said the flier was for anyone in the City who is concerned about the proposal and a project that could bring as many as 500 people to the site. He said if the City wants the project so badly, why wasn't it being proposed for downtown or on the Millrace?



Malone said he has been told that the City of Goshen has twice as many Tax Increment Financing (TIF) funds as Elkhart. He disputed that using TIF funds would not be a long-term liability for the City. **Mayor Stutsman** said that his comment about liability was in reference to a bond issue and not the use of TIF funds.

Malone said that if this proposal wasn't being railroaded, why was Tom Stump removed from the Plan Commission?

Mayor Stutsman responded that this project was not the reason Stump was not reappointed to the commission.

Mayor Stutsman also said that he had left two or three messages in the past two months for Malone about the site, but that Malone didn't respond. **Malone** denied receiving any messages from the Mayor or the City about the project.

Mayor Stutsman extended an offer to meet with Malone, who said he would like to meet.

Malone said he prepared the flier and spent the weekend distributing copies throughout the neighborhood. He said he didn't include his name on the flier because he handed it to people in person. He repeated that he opposed the project and said that the Western Rubber site should be used for industrial purposes.

Omar Riehl, who lives in the 10th Street neighborhood in Goshen, said the project would worsen traffic in the area. He said there's already too much traffic from Plymouth Avenue and from Goshen High School. He added that more traffic was not needed from apartments.

Dana Miller, who lives about three blocks from the Western Rubber site in Goshen, said that there is a lot of traffic in the neighborhood and many unsafe drivers. However, Miller said the flier he received over the weekend only made him more supportive of the project because it contained half-truths and inaccurate information.

Miller said there should be more communication about the project, but there is a larger issue. As a builder and a remodeler, Miller said he knows Goshen "needs more housing and I'm not going to build it." He said the average cost of a single-family home in Goshen is pricing many people out of the market.

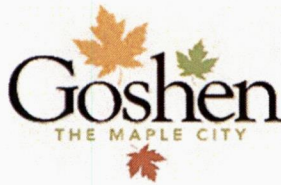
Miller said he has lived in his neighborhood for 42 years and the small residences used to be considered "starter homes." He said that's no longer the case. He said there needs to be more options for people coming into the market. While conceding that traffic is an issue, Miller said he favors the city moving ahead and continuing to consider the proposal.

Lewis Morse, who lives on 10th Street in Goshen, said he worked at Western Rubber when it had about 400 employees. He said one cannot compare that workforce with the number of people who would live in the apartments. He said Western Rubber operated three shifts and employees parked on 10th Street and across the street and the company also had a big parking lot. So, it could get by with less space.

Morse said the Western Rubber site was polluted and it had drainage problems. He said the factory also had sewage problems. He added that there should be a smaller commercial facility on the site.

There were no further public comments about Resolution 2022-06, so the Mayor closed the public comment period at 8:01 p.m.

Mayor Stutsman thanked audience members for attending and speaking at the Council meeting. He said public testimony helps the Council make decisions. He also said the City is seeking to improve communication with residents. Mayor Stutsman said the City hired a Communications Coordinator five years ago to increase communication with residents. He also said the City mails notices of proposals to nearby residents.



Mayor Stutsman said that approval tonight of the development agreement would only allow the project to move forward, but there would be many more steps before final approval of the project.

Deputy Mayor Mark Brinson said the Council was being asked to take a "preliminary step" tonight, but there would still have to be the approval of a bond, votes by the Plan Commission and further review by the Board of Zoning Appeals, the Redevelopment Commission and the City Council.

Mayor Stutsman said he is pushing hard to increase affordable housing in Goshen and will consider any proposal that comes to the City. Still, the Mayor said that doesn't mean housing has to be built at the Western Rubber site.

Council President Weddell said Councilors heard many neighborhood concerns about vehicles speeding in the area. He encouraged people to pass on their concerns to Police Chief Miller and others in the City. He said the Police Department would be more than willing to address problems if it is informed about them.

Mayor Stutsman said the City is aware of issues regarding the street in question. He said the City can move speed signs to the street to encourage motorists to slow down. He also said the city also is working to keep freight trains moving through the City and not blocking street crossings.

Councilor Nisley said he favored changing the TIF financing for the proposal to devote 75% of funds to the project and 25% for other needs in the area. He said he would be making that amendment to the development agreement.

Deputy Mayor Brinson said the development agreement specifies using all TIF financing for the project because it is a more complicated site than the Indiana Avenue apartment project, which is why staff supports using 100% of funding for the Aerial Cycleworks project with a 25-year repayment period. Brinson said staff would be happy to meet with Councilors to explain the proposal if Councilors were uncomfortable voting tonight.

Mayor Stutsman said it would be better to delay a vote on the agreement, to allow more time for discussion and consideration by Councilors, rather than amend the agreement. **Councilors Eichorn and King** agreed.

Councilor Pérez said it was helpful to hear from residents and to learn what they are experiencing by living in the neighborhood. In terms of low-income housing, Pérez said he believes there is a misperception that that level of housing attracts certain kinds of people. He said affordable housing doesn't necessarily lead to increased police calls or more emergencies. He said for the most part, this type of housing won't create more work for police officers.

Pérez said he understood residents have many concerns about the Aerial Cycleworks proposal. However, given the need for more housing, he said he would be in favor of tabling the proposed agreement tonight to continue considering the project and to allow more time to hear from residents as well as City staff and the developer.

Mayor Stutsman agreed with the value of further consideration of the proposal, but added that there would be no detailed studies unless the development agreement is approved.

Councilor Riegsecker acknowledged all of the concerns voiced by residents, especially over traffic and drainage. He said he didn't know if the traffic on Plymouth Avenue was equivalent to the traffic on College Avenue because traffic on College Avenue is driven by manufacturing vs. housing on Plymouth Avenue.

Councilor Riegsecker said he didn't want to kill the project tonight, but would be OK with tabling it. Like **Councilor Nisley**, **Council Riegsecker** said he would like to reserve 25% of TIF funds so the Redevelopment Department can address issues in the neighborhood and would still want repayment in 20 years and not 25 years. Riegsecker said he wondered what more the developer could do about the financing. Riegsecker also said that he knows green initiatives are more expensive and he doesn't oppose them, but wondered if this was the right time to be concerned about them because of the dire need for housing. Similarly, Riegsecker said he favors electric vehicles, but the government shouldn't force people to buy them. He would prefer to make his own decision about buying one.

Riegsecker added that it would be good to give the developer more time to consider other design options for the site.



Noting that the project was in her district, **Councilor Eichorn** said she wanted to make some comments. She said she was excited to see so many people come out to learn and speak about the proposal. Eichorn said that after moving to Goshen in 2000, she lived in two different neighborhoods before choosing to live downtown among amazing people who appreciate the historic nature of the area.

Eichorn said that when she first heard about the Aerial Cycleworks proposal, she was really excited about it. She said that at present, there are only 16 homes for sale in Goshen. She said there is a desperate need for housing, but that the City needs to take care in deciding where new housing should be located. She said she appreciated the comments made tonight and welcomed emails about the project. She also encouraged people to keep an open mind about the proposal and to stay connected with the City to learn about further hearings on the project.

Mayor Stutsman said that if people want to be informed about future meetings on the proposal, they can provide their email addresses, and they will be notified about them by the City.

Councilor King said she appreciated all the people who attended the meeting and spoke. She said public comments make a difference for the City Council. She said the City faces a housing crisis and an environmental crisis and that Councilors are doing their best to listen to the public as well as City staff and to make the best decisions they can.

Councilor Schrock said he has been quiet this evening, but listened closely to the public comments and appreciated the honest opinions expressed. He said if the City decided to use 25% of TIF funds for neighborhood improvements, he wondered if the funds could be used for substantial 10th Street improvements. Schrock asked whether a headlight deflector system could be installed to minimize lights going into neighboring homes from apartment vehicles. He also asked if there could be a plan to fix traffic on Plymouth Avenue, including the installation of an underpass.

Mayor Stutsman responded that an underpass at Plymouth Avenue was considered, but has not been pursued because the installation of an underpass would require the removal of 40 or 50 homes. He added that the City has a backlog of \$42 million in street improvement projects, but has only a few million available to spend per year.

Councilor Nisley, Deputy Mayor Brinson and Mayor Stutsman discussed the options on how to proceed.

Council President Weddell said he has a different perspective because he has considered the proposal for a while and was also aware of concerns from the public. If the matter is tabled, he said he would like to hear from Goshen Community Schools Superintendent Steve Hope. Council President Weddell said there has been conversation about the district having work space in the project as well as the district's capacity to accept more students. He also said he would like to hear from the developer about the proposed 75-25% split in TIF funds and a 20-year repayment.

Mayor Stutsman said he has been impressed that the developer has made design changes in response to City and neighborhood concerns. He said the developer wants a good relationship with the community.

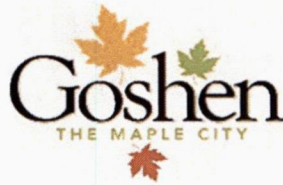
Council Eichorn asked whether there was a need for a motion to table to matter. Mayor Stutsman agreed.

At 8:26 p.m., Councilors Eichorn/Riegsecker moved to table consideration of Resolution 2022-06.

On a voice vote, Councilors voted to table Resolution 2022-06 to the April 18, 2022 Council meeting by a 7-0 margin, with all Councilors present voting "yes," at 8:25 p.m. Youth Adviser Mora also voted "yes."

Mayor Stutsman told William Malone that he was serious about his willingness to meet with him and discuss the project. He also apologized for any past misunderstandings.

Jonathan Anderson, the project developer, thanked Mayor Stutsman and the Council for considering his proposal. Councilors responded by thanking Anderson for his participation in the meeting.



5) Redevelopment Department: Resolution 2022-07, Interlocal agreement with Elkhart County for reconstruction of County Road 33, from CR 38 to CR 36

Mayor Stutsman called for the introduction of Resolution 2022-07, Interlocal agreement with Elkhart County for reconstruction of County Road 33, from CR 38 to CR 36. **Council President Weddell** asked the Clerk-Treasurer to read Resolution 2022-7 by title only, which was done.

Weddell/Pérez moved to approve Resolution 2022-07

Mayor Stutsman said this was an intricate matter and he asked **Redevelopment Director Becky Hutsell** to present the proposed Interlocal Agreement to the City Council.

Redevelopment Director Hutsell said she was requesting approval of an Interlocal Agreement with Elkhart County for the Reclamation of CR 33, from CR 36 to CR 38.

Hutsell said that as part of the East College Avenue Industrial Development project, a minimum of four contractors will be working at the same time on the same road space. She said portions of the County Road will be closed while work is underway and CR 36/College Avenue adjacent to the development will be closed for a majority of the 2022 construction season as well as portions of 2023 while the full scope of the public infrastructure project is completed. In consultation with Elkhart County, **Hutsell** said it's been determined that the best detour will be County Road 33, between County Road 36 and County Road 38. **Hutsell** said City staff met with Elkhart County staff and, while they supported the detour, they County indicated that County Road 33 needed work in advance of using the roadway for the additional traffic.

Hutsell said County staff indicated they had not planned to reconstruct or complete a full reclamation for this stretch of roadway for a few more years, but they agreed to proceed with the work at the beginning of this construction season if the City Redevelopment Commission was able to participate in the cost. In the proposed Interlocal Agreement, the City would agree to fund half of the cost for the reclamation of CR 33, from CR 36 to CR 38. Once work is complete, **Hutsell** said Elkhart County agrees that the City's use of this roadway as its primary detour route will be acceptable. **Hutsell** asked the Council to approve the Interlocal Agreement. She said the estimated cost of work would be approximately \$308,000. Per the agreement, all work will be completed by June 15

Mayor Stutsman said price and material increases could complicate or delay the project. Before moving forward with City funding, the Mayor said he will be waiting for firm commitments from the County. **Mayor Stutsman** said he will delay signing Resolution 2022-07 until the County follows through with its financial commitment.

Hutsell said there are so many variables that it would be best for the Council to approve the resolution tonight.

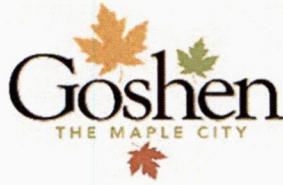
Council President Weddell said construction cost estimates are rapidly increasing. **Mayor Stutsman** agreed.

At 8:35 p.m., Mayor Stutsman invited questions or comments from the public about Resolution 2022-07.

There were no public comments about Resolution 2022-07, so the Mayor closed the public comment period at 8:35 p.m.

There were no other questions or comments from Councilors and they indicated they were ready to vote.

On a voice vote, Councilors approved Resolution 2022-07 by a 7-0 margin, with all Councilors present voting "yes." Youth Adviser Mora also voted "yes."



Elected Official Reports:

Mayor Stutsman said that at the April 18 Council meeting, he and the Clerk-Treasurer **will be proposing an amendment to Resolution 2021-31, the City's American Rescue Act Plan ARP Fund Plan**, which was passed by Councilors on Nov. 2, 2021. The Mayor said a rules change will allow the City to **designate up to \$10 million of the City's ARPA funds as "revenue replacement."** The Mayor said he will be proposing that the City designate its entire \$6.7 million in ARPA funds as revenue replacement. Mayor Stutsman said the funds distribution formula approved by the Council would still be followed, but changing the designation to revenue replacement **would simplify tracking and reporting procedures.** He said state officials are aware that communities across Indiana plan to do this and he noted that the timelines and procedures for spending funds and reporting expenses would remain the same. However, the reporting procedures would be simplified. Mayor Stutsman also said **he will be seeking to amend some of the spending in the plan and provide more funding to non-profit organizations.** Under the plan, the City wanted to distribute \$300,000 to non-profit agencies, but about \$750,000 in requests were received from 19 organizations. The Mayor said he doesn't recommend funding the maximum level of requests, but would like to transfer to the non-profits \$64,000 from the \$100,000 set aside for COVID-19 vaccine incentives and an additional \$45,000 to \$50,000 from the funds reserved for utilities infrastructure improvements.

Mayor Stutsman also said that on March 21 he **will be signing Ordinance 5116, An Ordinance to Establish a Redistricting Advisory Commission**, which was amended and approved by the City Council on March 7, 2022. He **asked Councilors Eichorn, Nisley, Pérez, Riegsecker and Schrock to select their appointees to the Redistricting Commission and pass on information about them to the Mayor's Office within two weeks.** As is done for all City boards and commissions, Mayor Stutsman also asked Councilors to collaborate on their appointments to ensure there is diversity on the Redistricting Commission. He said he **would like Councilors to appoint Redistricting Commission members to better reflect the City of Goshen's diversity.** He added that Ordinance 5116 requires that the remaining commission members be the Mayor, the two-at-large Councilors, the City Attorney and the Clerk-Treasurer, so that there is no other way to diversify the Commission except through the appointment of diverse Commission members by the district Councilors.

Councilor Nisley said he brought to City Attorney Bodie Stegelmann's attention that because the Legislative Assembly recently passed a reclassification of cities and towns, **it was his understanding that the City of Goshen can now be designed as a Class 2 city. He asked whether this will require the City to pass two redistricting plans.** He said Stegelmann promised to explore this.

Mayor Stutsman said his understanding is that once an Indiana city exceeds the 35,000 resident threshold, it can become a Class 2 city, like Elkhart and South Bend, or remain a Class 3 city. If Goshen became a Class 2 city, it would need to add one more at-large Councilor and another district Councilor. In addition, the clerk and treasurer positions would be separated, with the clerk remaining an elected position and the controller appointed by the mayor. He said there also would need to be a redistricting if Goshen became a Class 2 city.

Mayor Stutsman said if the Goshen population exceeds 35,000 after the 2030 Census, it will have the option of moving to Class 2 or remaining a Class 3 city. But if the population exceeds 35,000 after the 2040 Census, he said Goshen would be forced to choose. The Mayor added that there are a number of Indiana towns that exceed 35,000 population, but are still designated as towns.

Councilor Nisley said he believes the Legislative Assembly passed a law lowering the population threshold, so that Goshen can now be designed as a Class 2 city.



Mayor Stutsman responded that legislators lowered the population threshold to 34,500, but that it remained the discretion of cities to decide whether to remain Class 3 cities or move to the Class 2 classification.

Councilor Nisley said he understood that the new population threshold would go into effect in a few months and that Goshen had already reached the new population limit and would have to become a Class 2 city. Nisley said it would be "crazy" if the City needed to pass a redistricting plan this year and approve another redistricting plan next year.

Mayor Stutsman agreed that would be unfortunate. The Mayor said that he believed officials from the City of Plainfield sought the new law because they would like Plainfield to be designated as a Class 2 city. The Mayor added that he wasn't enthusiastic about Goshen becoming a Class 2 city, but would be open to a discussion about the idea if Councilors would be in favor making the switch.

Clerk-Treasurer Aguirre said there was a presentation earlier in March at a meeting of the Indiana League Municipal Clerk Treasurers about new laws passed by the Legislative Assembly this year. Aguirre said the law Councilor Nisley referenced was among new laws that were discussed and he asked if it would apply to the City of Goshen. Aguirre said he learned that the law only applies to Indiana towns and not cities. He added that it does seem odd that there are towns in Indiana with more than 35,000 residents.

City Attorney Bodie Stegelmann said the Town of Fishers has about 90,000 residents.

Mayor Stutsman said he understands the law that was passed would give municipalities the option of becoming Class 2 cities, but wouldn't require that.

Mayor Stutsman also gave an update on the City's efforts to encourage Norfolk Southern trains to stop blocking street crossings by splitting trains. The Mayor said Norfolk Southern said that the company hasn't been able to split all stopped trains because of staffing issues. Mayor Stutsman said a local resident was recently badly hurt when he passed between the cars of a stopped train and was struck by another passing train. The Mayor said the man had been walking home after working a third shift. **Mayor Stutsman** said parked trains remain an issue and he is working with Norfolk Southern to collaborate on a series of public service announcements to promote train safety.

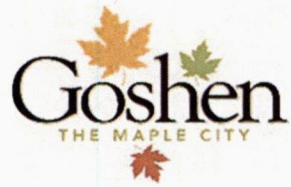
There were no further comments by the Mayor or by Councilors.

Councilor Nisley made a motion to adjourn the meeting, which was seconded by Councilor Eichorn. On a voice vote, Councilors voted to adjourn the meeting by a 7-0 vote, with all members present voting "yes."

Mayor Stutsman adjourned the meeting at 8:47 p.m.

EXHIBIT #1 (3 pages): Letter of appreciation from Sreekala Rajagopalan addressed the City of Goshen summarizing her remarks to the City Council on March 21, 2022.

EXHIBIT #2 (10 pages): PowerPoint presentation of the "Ariel Cycleworks" proposal for the Western Rubber site by Jonathan R. Anderson, the principal/attorney for Anderson Partners LLC., which has shared via Zoom at the City Council meeting. This PowerPoint originally was presented at the Feb. 18, 2022 meeting of the City Redevelopment Commission.



APPROVED:

A handwritten signature in black ink, appearing to be "J. Stutsman", written over a horizontal line.

Jeremy P. Stutsman, Mayor of Goshen

ATTEST:

A handwritten signature in blue ink, appearing to be "Richard R. Aguirre", written over a horizontal line.

Richard R. Aguirre, City Clerk-Treasurer

EXHIBIT #1

March 21, 2022

**MY THANKS TO THE CITY FOR BEING GIVEN THE KEY TO THE CITY OF GOSHEN
FOR BEING A FOUNDING MEMBER FOR THE COMMUNITY RELATIONS
COMMISSION**

Greetings: Mayor Jeremy Stutsman, Richard Aguirre (Clerk-Treasurer) Council President Brett Weddell (At-Large), Julia King (At-Large), members of the City Council & Youth Advisor: Adrian Mora

A.J. Delgadillo, (Director of CRC), Cathie Cripe (chair), Ed Groff (Secretary-Treasurer) & members of CRC:

Thank you all for the gracious acknowledgement of the work I have done for the City of Goshen, the City I love, and have spent 49 years of my life.

I had wanted to share this letter of appreciation to inform you of some of the work that was done to enhance our city, in which I had actively participated or started, in the last 30 to 35 years in becoming a welcome place to live in.

We came to Chicago from India 1972, and from Chicago to Goshen in 1973. I got included in all Diversity activities as that was my passion. We met a lot of missionaries from India in Goshen, who accepted us for who we were, which helped us to feel at home.

Unfortunately, the first few days we stayed at the Hattle Hotel, the name was misleading, it was a dingy place infested with cockroaches. Later we heard that nonwhite people were not allowed to stay there. But somehow, we had no problems but for the cockroaches, the loud noise of arguments and dirty bathrooms. We met an Indian friend and spent most of the time with him. We looked for a decent home found one which is still our home as of today... This was the early experience of discrimination

Soon after I was in all kinds of Diversity activities. For 15 years I chaired the Diversity Day Ethnic Festival at the Goshen College, representing India.

The big impact which started as an **unofficial Diversity Day** was when the KKK came into the City of Goshen which was a threat to everyone's safety, if they

were not white. The KKK were masked, causing fear. They rallied downtown Goshen City, instilling fear into the new immigrants in Goshen. The KKK was also affiliated with the ICE group who were just as bad as the KKK. With their masks they recognized us, but we never knew who they were, which was not a secure feeling.

The then Mayor Allan Kaufman, and Mayor Mike Puro who started the first Unofficial Diversity Day along with other organizations encouraged people from different countries to sell foods of their countries, showing that Goshen stood for Diversity. It was the birth of Samosas and Mango Milk Shake representing India. The KKK and ICE tried their best to stay on in Goshen, but realized that they better move on, thanks to Mayor Kauffman, the City Council and the people who supported Diversity in Goshen.

Goshen was on the list for "sundown Towns", but with Dan Shenk, Lee Roy Berry., and Allan Kauffman in Goshen a resolution was passed acknowledging the racially exclusionary past of Goshen, Indiana as a "Sundown Town"

I soon realized that racial discrimination was strongly rampant, was also based on color, accent, religion and gender. Yet I was the only one so far who has had a Hindu prayer ever chanted in our Goshen Chambers. Thanks to Adam Scharf, who was the Clerk-Treasurer. A leap in the right direction.

I was lucky that I did not let discrimination bother me. Just accepted it as a way of life in the U.S, though it made no sense, I asked a lot of questions whenever I saw discrimination. We made a lot of adjustments, fortunately had good reliable friends who helped us. Much against our parents' wishes, of not wanting us to move so far away, we decided to move, hence felt we had to adjust to the new ways of life, there was no choice. Thankful that because we were so naïve and really did not understand it all, we could accept our situation,

Diversity Day became an annual event. Had an Educational Booth on religions from around the world which made some residents feel threatened. They wanted to protest and stop Diversity Day from happening but that did not happen. From then for a few years, we had some police protection.

From being in Human Relations Commission and becoming Community Relations Commission in April 2004 was a lot of hard work. I was chair for 5 years. Being

part of the City made it easier to reach some of our goals. My two dear dependable friends Maureen Coyne and Beth Berry were my guardian angels. Sadly, Maureen died of cancer in our 15th year of Diversity Day. Beth did come for our celebration but is not doing too well.

We had tried to pass a resolution to protect the LGBTQ community. We had conservative protestors from outside of Goshen City and it did not pass, hopefully someday soon.

Study circles has been a good project started by Phil Thomas. It helps in knowing the needs of the community for its growth and safety. We heard about the bullying in Middle Schools but with Covid, changes could not be made.

Goshen was on the brink of having a Detention Center Thanks to many organizations, City leaders, businesses, Richard Aguirre, Marilyn Torres, CRC, it did not happen.

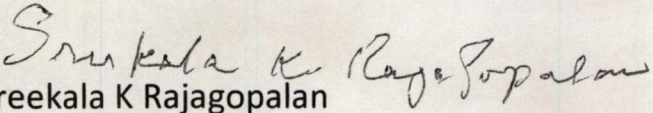
My understanding is that everyone needs safety and protection. Once CRC and the City can provide it, the city and its people will grow.

We helped to pass a resolution that we will not tolerate any racial discrimination.

When we decided to come to the U.S with our children and because of the distance, my dad was totally against the idea of us moving so far, I told him we just wanted to explore. We stayed in our new country. However there has been many times that I have wondered about our decision especially during good and bad times.

Getting an award like the key to the City of Goshen makes it all worthwhile. I can't express my happiness, hope the "All American Donuts" will help. My sincere thanks to all of you.

With Gratitude,


Sreekala K Rajagopalan

vrajago416@gmail.com

Ariel Cycleworks

REDEVELOPMENT COMMISSION MEETING

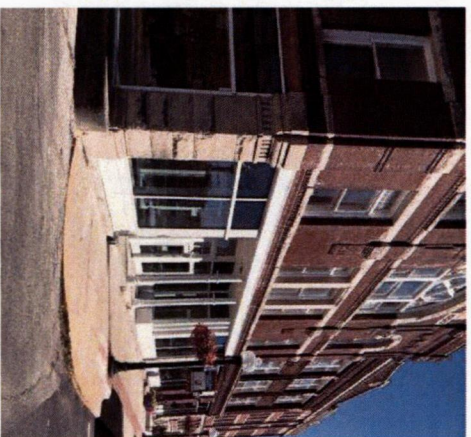
GOSHEN, INDIANA

February 18, 2022

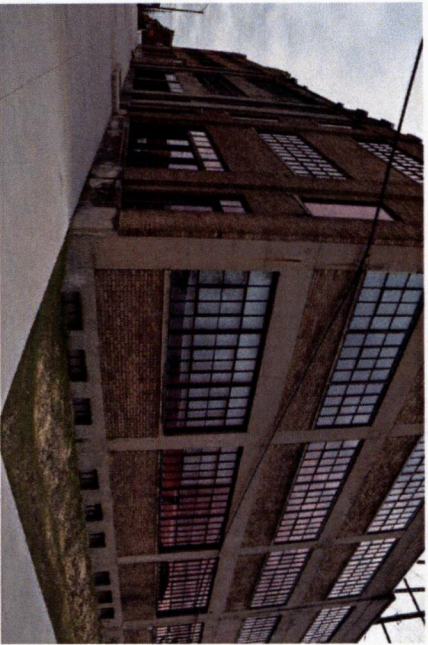




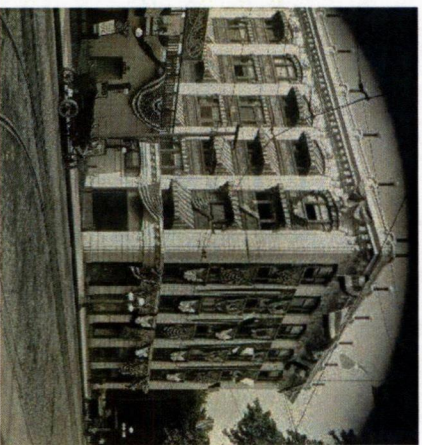
CENTRAL LOFTS – Evansville, IN



UB BLOCK – Huntington, IN



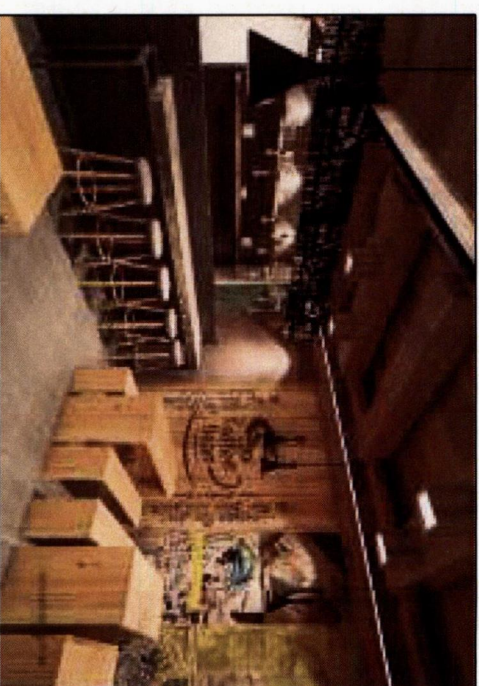
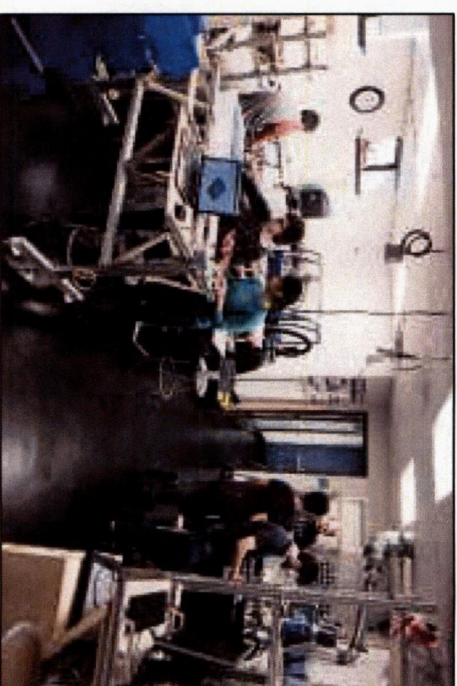
BACKSTAY LOFTS – Union City, IN



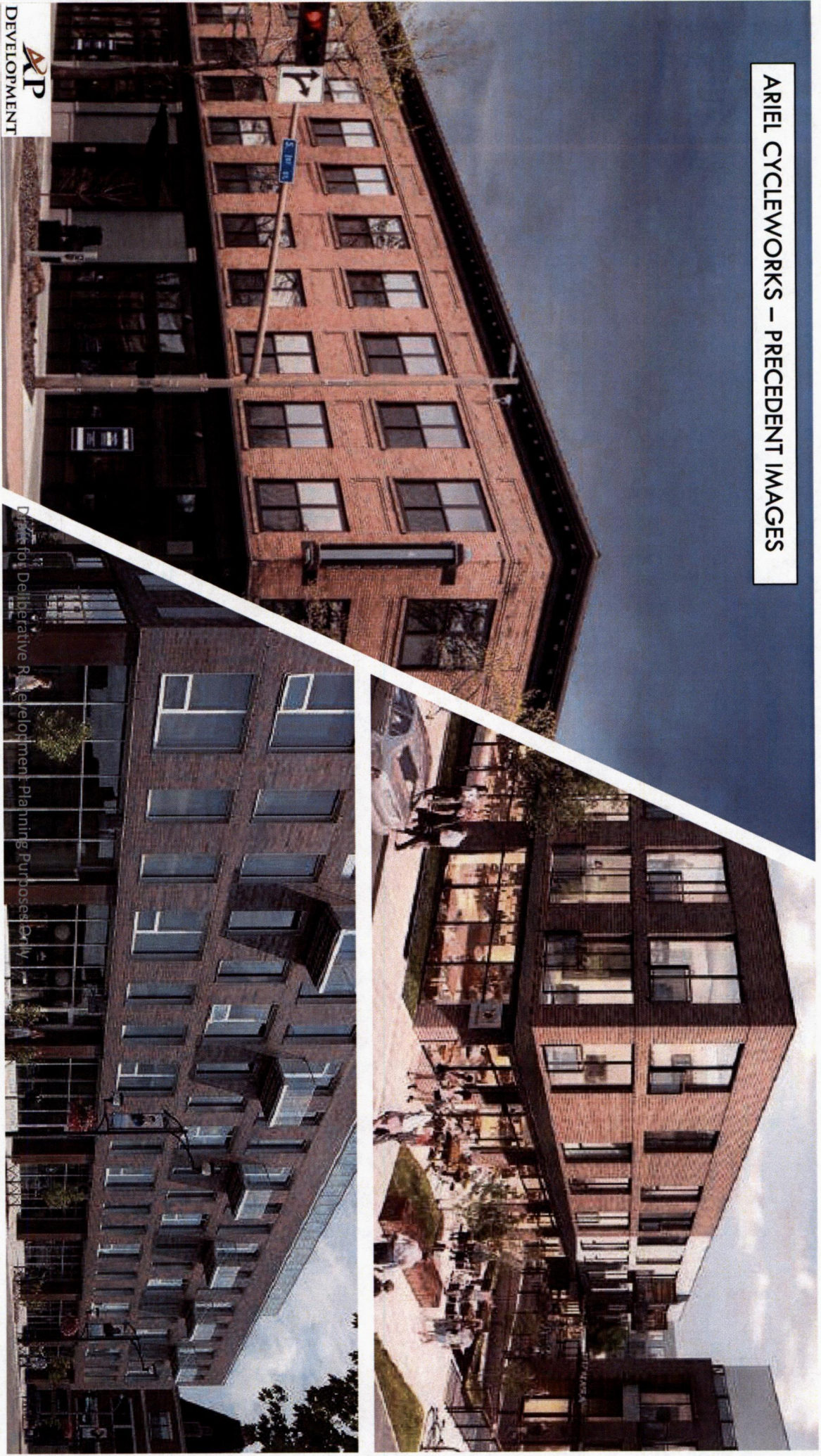
BEN HUR HOTEL – Crawfordsville, IN

Ariel Cycleworks aligns with City's 9th Street Corridor Redevelopment Goals

- Create a Mixed-use Redevelopment Project
 - 4,000 SF Maker Space and 1,000 SF coffee shop
 - 145 units of market rate entry level apartments
- Sustainable Environmental and Energy Design
 - Storm water
 - Energy efficiency as feasible
- Connect development green space to 9th St. trail and school networks
- Partner with Goshen Schools, Goshen College and other institutions on Maker Space that reflects the industrial heritage and entrepreneurship of the 9th St. Corridor

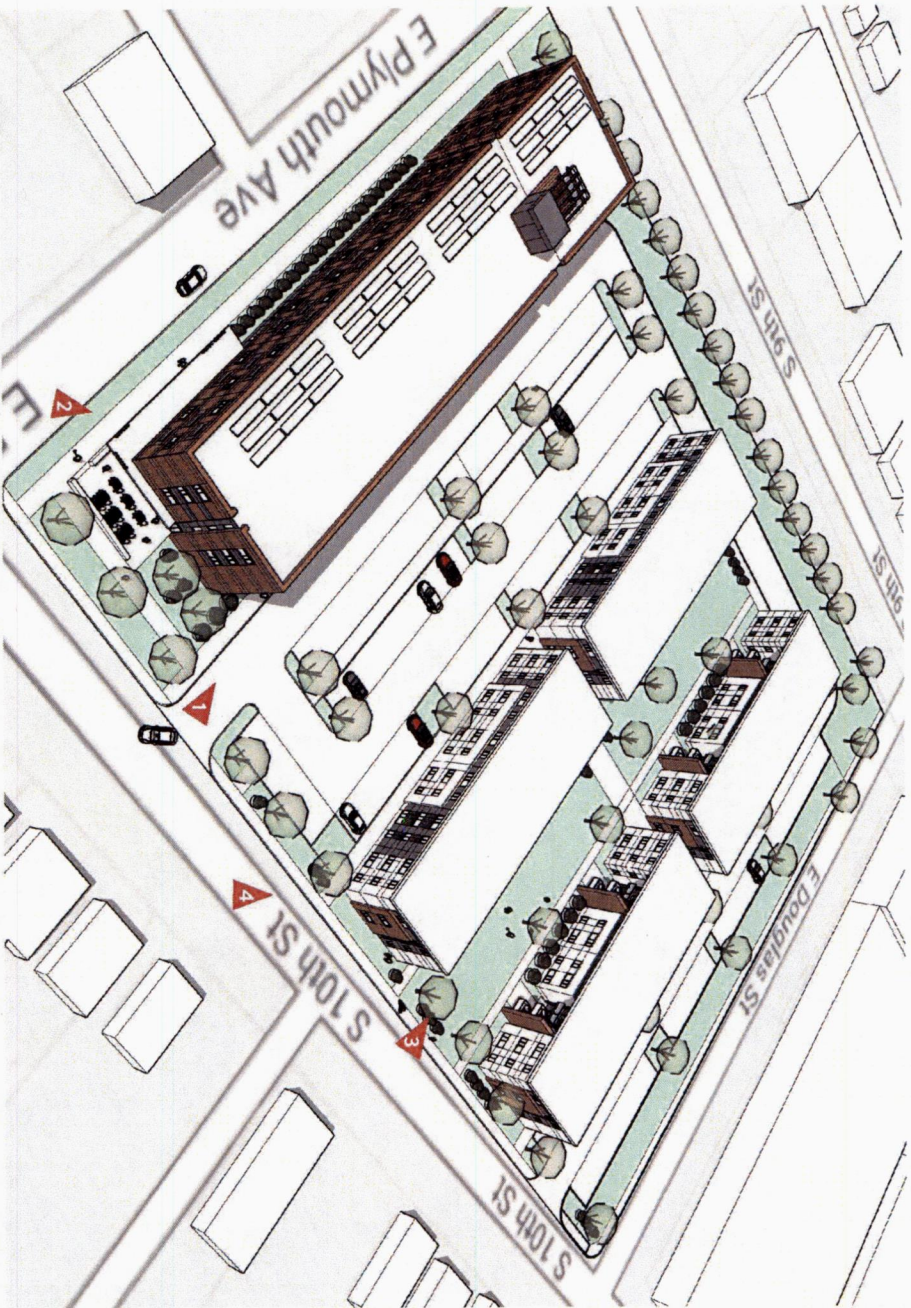


ARIEL CYCLEWORKS – PRECEDENT IMAGES



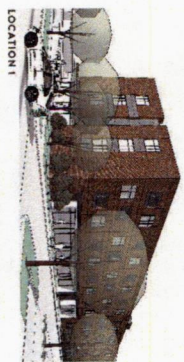
ARIEL CYCLEWORKS

AXONOMETRIC VIEW
FROM SOUTHEAST



Draft for Deliberative Redevelopment Planning Purposes Only

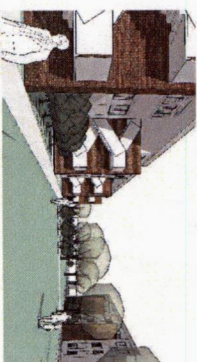
GROUND LEVEL VIEWS
LOCATIONS AS NOTED



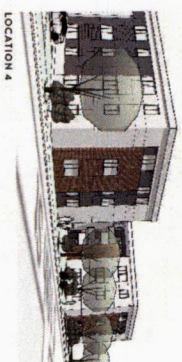
LOCATION 1



LOCATION 2

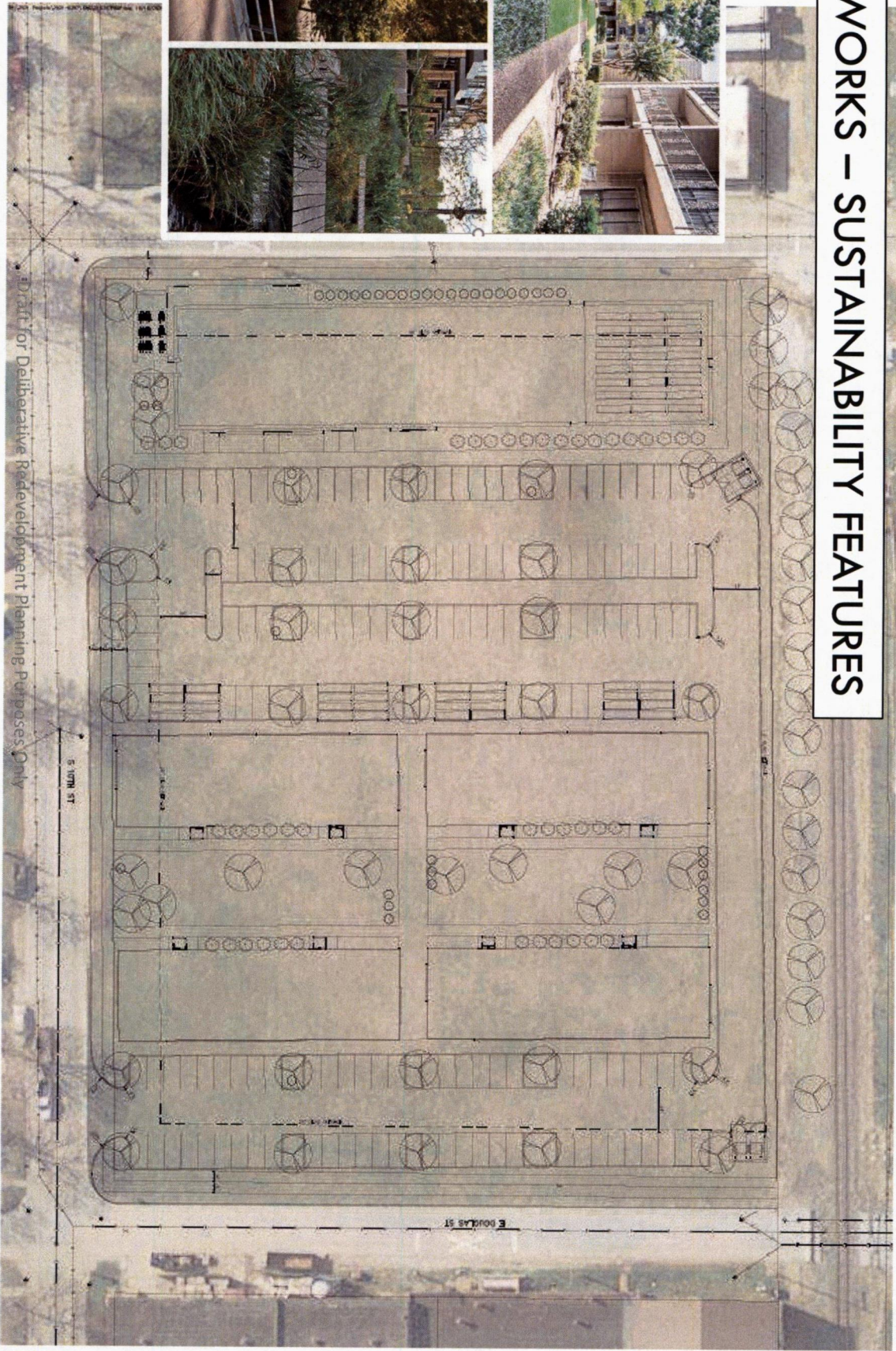
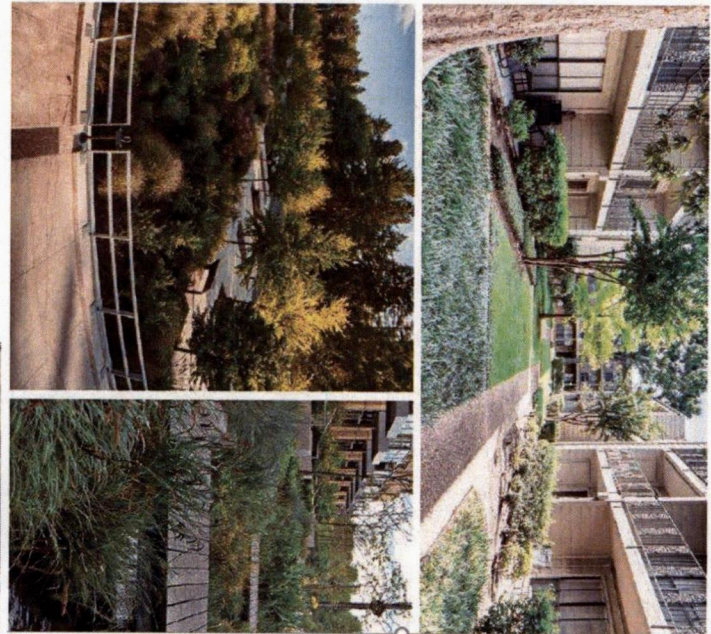


LOCATION 3



LOCATION 4

ARIEL CYCLEWORKS – SUSTAINABILITY FEATURES



ARIEL CYCLEWORKS – PROJECT INFRASTRUCTURE COST ESTIMATES

Site Preparation & Grading	\$	175,000
Drinking Water & Sanitary Sewer lines	\$	565,721
Storm Water Controls	\$	3,077,620
Sidewalks	\$	173,320
Street Repaving, Pervious Pavers, and Curbs	\$	677,400
Community Amenities in central Green Area	\$	500,000
<u>Engineering Design, Construction, & Inspection</u>	<u>\$</u>	<u>982,122</u>
TOTAL Project Infrastructure Estimate	\$	6,151,183

ARIEL CYCLEWORKS – TOTAL PROJECT DEVELOPMENT COSTS

DEVELOPMENT COSTS - USES	Total	\$/Unit	\$/SF
Real Estate Acquisition Costs	\$ 75,000	\$ 517.24	\$ 0.48
Project Infrastructure	\$ 6,151,183	\$ 42,422	\$ 39.25
Building Construction Costs/SF	156,706	\$ 18,237,052	\$ 125,773
Total Construction Costs	\$ 24,463,235	\$ 168,712	\$ 156.11
Design and Engineering	5% \$ 1,691,516	\$ 11,666	\$ 10.79
HUD Financing Costs, Finance Costs, Interest, Legal and Closing Costs	7% \$ 1,620,023	\$ 11,173	\$ 10.34
Contingency and Reserves	5% \$ 1,743,755	\$ 12,026	\$ 11.13
Developer Fee (Invested into Project)	\$ 2,480,000	\$ 17,103	\$ 15.83
TOTAL DEVELOPMENT COSTS	\$ 31,998,529	\$ 220,680	\$ 204.19

ARIEL CYCLEWORKS – TOTAL PROJECT FINANCIAL SOURCES

Financial Sources - Construction/Permanent	TDC%	Amount
Developer Contribution	8.00%	\$ 2,480,000
Construction Loan HUD	76.6%	\$ 24,518,529
- Debt Serviced by Project Revenues		\$ 20,018,529
- Debt Serviced by Project-based TIF		\$ 4,500,000
City of Goshen	0.00%	\$ -
IRTC Tax Credit/READI - State	15.6%	\$ 5,000,000
TOTAL SOURCES	100%	\$ 31,998,529
Value Creation without public investment		
Cap Rate		
Projected Assessed Value per Baker Tilly		\$ 14,083,500

Financial GAP closed by:

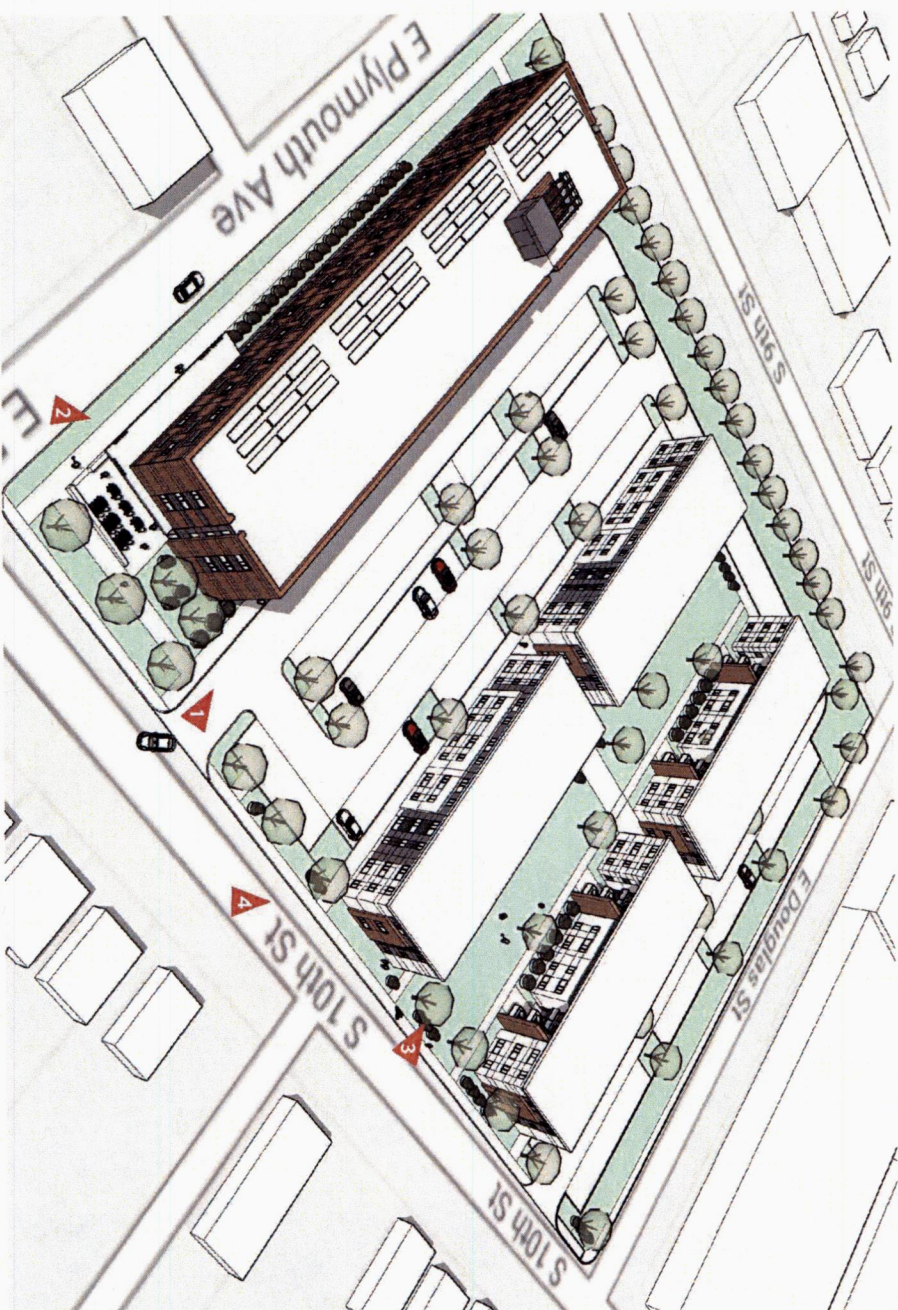
- Deferred Dev Fees
- 100% TIF to Increase HUD Loan Debt
- NO Direct City Funds
- READI Grant

Financial GAP

\$17M per Baker Tilley

ARIEL CYCLEWORKS

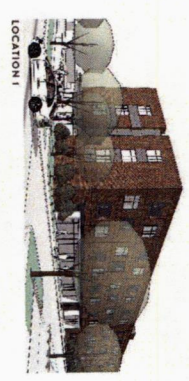
AXONOMETRIC VIEW
FROM SOUTHEAST



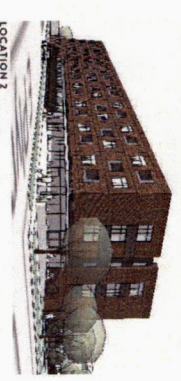
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GROUND LEVEL VIEWS

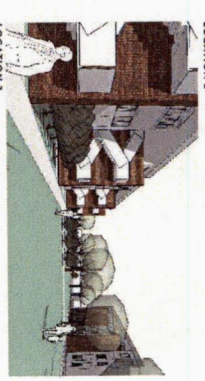
LOCATIONS AS NOTED



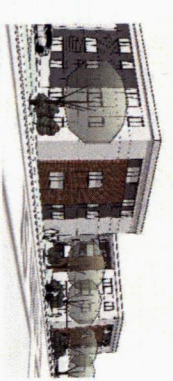
LOCATION 1



LOCATION 2



LOCATION 3



LOCATION 4