

**City of Greensburg
Redevelopment Commission Regular Meeting
City Hall 314 W. Washington Street
Thursday, October 5, 2023 at 7:00 p.m.**

President Dr. David Weigel called the meeting to order at 7:00 p.m. and led the Pledge of Allegiance to the Flag.

Roll Call: Board members Dr. David Weigel, Ken Dornich, Darren Burkhart, Jamie Humpert and Darrell Poling were present. Ex-Officio Mark Bower was absent. Mayor Joshua Marsh, City Attorney Chris Stephen, and City Engineer Ron May were also present. Judy Curd performed the duties of recording secretary.

Agenda: The agenda was approved as presented.

Minutes: The September 7, 2023 Regular Meeting Minutes were approved as presented.

OLD BUSINESS

Patrick Wooden, American Structurepoint, Inc.

American Structurepoint was hired by the Redevelopment Commission to develop two engineering assessment reports, one for Broadway Street from Veterans Way to State Road 3 and a second for a Multi-Use Path Over State Road 3. The following presentation is a draft that has been provided to the board for review and comment. We need to finalize these reports, hopefully, within 30 days' time after receipt of any comments the board may have.

- **The Broadway Street Reconstruction** – The Broadway Street Reconstruction area goes from Veterans Way to State Road 3. The purpose is to make Broadway Street a fully public street with the conversion of the current private section of that area to a public road which creates a more direct route from the Bypass to Veterans Way. We would close the north/south thru access of the Smith Road connection. However, we would still maintain the east/west portion of Smith Road for access for all of the residents and businesses located along that stretch. We would be looking to cul-de-sac Smith Road as part of this improvement.

As proposed, Broadway would be looked at as a full reconstruction of the street which includes curbs and gutters, a sidewalk on one side of the street, and a multi-use path on the other side. Per the traffic analysis, they are recommending a left turn lane be included in the north portion of Broadway at the intersection with Veterans Way. Adjacent to that would be the northbound lane that would also allow for right turn movements. We are not looking at additional turn lanes anywhere else on the corridor.

With the east/west portion of Smith Road that is to remain, they are only looking at partial rehabilitation improvements there with the exception of the construction of a new cul-de-sac at the western end of that section of Smith Road. For the north/south section along Smith Road that currently connects into Veterans Way, we are recommending for that to be closed as part of the Broadway improvements with pavement removal within that stretch so that access would be only via the Broadway Street corridor.

The primary concerns we have with the Broadway reconstruction area is how we would maintain drainage along this stretch of roadway. We are proposing a new storm sewer to convey the additional impervious surface water that would be created by the project and ultimately to divert that water to the west down Smith Road.

There is a jog along Broadway between the southern and northern portions of the corridor. Our proposed reconstruction of this roadway will straighten that roadway out. There is an existing lift station there that would be impacted by this correction. We are recommending that the lift station be relocated.

The overall construction cost for the improvements on Broadway are on the magnitude of \$4,000,000. The draft report does include some additional costs including preliminary engineering development, land acquisition and other associated costs with that.

Ron May asked if these costs included the costs incurred in moving the lift station located on Broadway. Patrick Wooden stated that the utility cost would be an addition if it was incorporated into the construction.

Darrell Poling asked about the area at the west end of Smith Road where the cul-de-sac will be constructed. I know there is an entrance into Kova at that point. Would that have to be shut off? Patrick Wooden answered: No, the idea behind the design is that this is the primary entrance for that facility and is a dedicated entrance through the cul-de-sac itself.

Darren Burkhart asked if the drainage improvements were included in the cost? Patrick Wooden answered: Yes.

Darren also asked: How a pedestrian crossing along State Road 3 would be regulated? Patrick Wooden answered: The at-grade crossing would be located on the west side of the intersection with State Road 3. There is a divided median along the highway so we called for a safety island. Therefore, you would cross one direction and then cross to the other side. How would you stop the right turn traffic movement? Patrick Wooden answered, we would recommend a flashing warning when the facility was in use.

- Multi-use Path** – We are looking for a safer way to connect the pedestrians in a non-vehicular way from the northside of the State Road 3 bypass to the southside. We are looking at a grade separation type of pedestrian facility that would be a multi-modal facility, including bikes and walkers. There is a lot of flexibility on where this crossing would go. There is also a lot of flexibility in terms of where ever you end up putting the pedestrian facility, it is easily expandible to encompass additional areas along the corridor.

Directing the multi-use path over State Road 3 is shown as an option as part of our improvements. This would mean that only a pedestrian facility would be added over the bypass and that there would be no roadway improvements made south of these improvements. It would end near the location of the new fire station and street department facilities currently under construction at Broadway and Barachel Lane. This project could be constructed at the same time as the Broadway project or completed at some time in the future.

There are two options available for the bridge. The first option is a true north/south route. The second option is more of a perpendicular crossing up S.R. 3. The perpendicular option is preferred from a cost standpoint because if we are able to cross at 90° to the highway, we can end up with a shorter length of the bridge which is a significant cost to the project.

We have also presented a second option. Once we get through the crossing, you could split off to the east and run to the Broadway intersection and run south along Broadway. So, you could ultimately tie into the bike path throughout the city. There are also some construction cost benefits if you follow the Broadway layout because you could avoid crossing the drainage ditch along west side of the utility corridor.

There is an alternate location for this pedestrian overpass crossing to consider. There would be a new overpass crossing to the west of Carver Street which ends up between Carver and Park Street near North Park. The main benefit is that we have so many residents to the north of Carver, there is some thought that they would have greater use of the facility. The Carver intersection by being closer to those residents is more impactful as far as land acquisition and possibly relocation type of costs with that location. Therefore, we are not recommending the Carver location option because of the impact that it would have on that area.

There was also some interest connecting Broadway to the Park along 4th Street so that whichever direction that is preferred for the north/south direction of the corridor there would still be access to the facilities along the corridor. There is also a possibility of a spur extension installing a facility along 11th Street.

The ultimate recommendation is, in addition to the utility corridor option recommendation halfway between Broadway and Carver, an option with a perpendicular crossing. We are further recommending to proceed to the east towards Broadway through the Fire Station development and ultimately south along Broadway to access 4th Street from there.

We are also making a recommendation to construct 4th Street between Park Street or Carver and Broadway.

Finally, we are making a recommendation to keep the portion of the Carver Street corridor on the north/south stretch so that all of the residential area would have access to this pedestrian crossing further away from them. So, north of State Road 3 we are also making a recommendation to install a new pedestrian facility north/south on Carver between Veterans Way and north of State Road 3. And then further to recommend the 11th Street pedestrian facility to provide that access point to get to the pedestrian crossing all of the way through.

The crossing location is going to be key and where that is located and how that feeds the network either on an opening day construction or in the future for expansion purposes. Ultimately, the construction costs for the pedestrian corridors are approximately \$9,000,000. If we look at all of the options, we will probably be closer to \$11,000,000 for construction costs only. There will be some anticipated costs for land acquisition, and preliminary engineering work.

Questions: Darren Burkhardt asked what is the difference between the \$9,000,000 option and the \$11,000,000 option. Patrick Wooden stated that the \$9,000,000 includes the primary crossing, the extension along Broadway, and also all of the work along 4th Street. The second option would extend along 11th Street and along Carver. These construction costs are present day construction cost dollars. So, there would have to be some consideration for inflation in the future. Darren also asked: Does the report cost estimate include any soft costs? Patrick Wooden stated that the report does have tables that identify the ancillary costs that would be associated with project development.

Bob Lindgren, Lee & Associates

- **RDC Property Marketing Program** – Bob Lindgren spoke to the board regarding any possible positive movement in selling properties located along Veterans Way. He noted that they have not been able to generate much traction at all in the retail development arena either from end users or on the developer side or their contacts with end users. There are a number of factors that contribute to the that is one that everyone in this room is aware of is the size of the community and the growth factor for the community. They

are working to show benefits in tapping into the market that is here. We are aware of the fact that the investing world assumed that the tightening of the interest rates was going to be a relatively short-term program and they have become aware of the fact it is not going to be a short-term program. So now, longer term rates are beginning to reflect the fact that the rates have been squeezed upward by the Fed. And that combined with the fact commercial lending is typically done in five-year increments. You may have a twenty-year amortization on that loan but your interest rate is typically not fixed for a period of more than five years. Lenders are taking a much harder look at the quality of the income streams and taking a much harder look at the asset bases of the borrowers because they recognize that they may yet be in an environment five years out where they are looking at a set of rates that might include an increase as well. The end result is that the lending environment is much less welcoming than it was when we began this discussion.

On another note, I have been told that I will be having surgery in ten days and will have and 2 to 3-week recovery period after that. So, my activities will be limited as we move forward. If that impacts decisions as we move forward as to whether to renew the contract or not is perfectly understandable.

Ken Dornich asked if there were other persons in their organization that are also working on the project. Mr. Lindgren stated that there are other people in his organization that, on an ancillary basis, are assisting because of the contacts that they have.

Ron May, City Engineer

- **Update on Residential Development Project** – As we have discussed before, we have three potential developers interested in talking about the project. And, we have been working the last month trying to refine it with those developers and there continues to be interest. There is still some work to be done. The mayor and I will continue to try to get it to a point where we have more clarity on the expectations of the developers and what the city might be willing to commit to. So that is an on-going process. Currently, there appears to be good interest in moving efficiently forward. Not being a very good predictor of the future, I am hopeful that we might have a more concrete situation to consider within the next month prior to your meeting. To that end, I recommend to you that we schedule an executive session, probably the week of October 30, 31, or November 1 if you care to schedule an executive session to further discuss this with some luck, we may be able to deal with this in your meeting next month. After discussion, Tuesday, November 1 from 6:00 p.m. - 8:00 p.m. at City Hall was scheduled for the executive session.

NEW BUSINESS

Brady Rogers, Reedy Financial Group, P.C.

Brady Rogers gave the Annual TIF Impact Presentation which included the RDC's financial data and budgets, long-term TIF plans, and a discussion on TIF impact.

Approval of Claims

Oct 5 2023 Regular Claims

American Structurepoint – Invoice 167636		\$ 22,115.00
American Structurepoint - Invoice 167637		28,905.00
Reedy Financial –Invoice 9884		2,083.63
Stephen Legal Group – Invoice 11835		150.00
Judith Curd Secretarial Services 10052023		60.00
Greensburg Mun. Water & Wastewater	09302023-1	1.19
Greensburg Mun. Water & Wastewater	09302023-2	1.19
Greensburg Mun. Water & Wastewater	09302023-3	1.19
Greensburg Mun. Water & Wastewater	09302023-4	1.19
Greensburg Mun. Water & Wastewater	09302023-5	<u>1.19</u>

Total Oct 5 2023 Claims **\$ 53,319.58**

Ken Dornich made a motion and Jamie Humpert seconded the motion to approve the October 5, 2023 claims for a total \$53,319.58. The motion passed unanimously by voice vote 5-0.

There being no further business before the board, President David Weigel adjourned the meeting at 7:57 p.m.

The next RDC regularly scheduled meeting will be held on Thursday, November 2, 2023 at 7:00 p.m. at the City Hall facility at 314 W. Washington Street.

Respectfully submitted,

Judy Curd
Recording Secretary

Dr. David Weigel – President


Date _____

Darren Burkhart – Vice President

Date _____

Ken Dornich – Secretary

Date _____



Darrell Poling Board Member

Date _____