The Plymouth Redevelopment Commission met in regular session in the Council Chambers on the second floor of 124 North Michigan Street, Plymouth, Indiana, on February 17, 2026, at 5:30 p.m.

President Mike Miley led the pledge of allegiance and called the meeting to order for Commissioners Nate Davis, Craig Hopple, Kara Steele, and Robin Cupka, who were present at the meeting. Commissioner Lana Ball was absent. Other attendees included Mayor Robert Listenberger, City Attorney Jeff Houin, City Engineer Dan Sellers, and Clerk-Treasurer Lynn Gorski. The public was able to see and hear the meeting through Zoom and streamed live at https://www.youtube.com/@CityofPlymouth.

Oaths of Office were administered to the following Member:
Nate Davis

Commissioners Hopple and Steele moved and seconded to approve the minutes of the last Regular Session meeting of January 20, 2026, as presented. The motion carried.

TIF #1: U.S. 30/Oak Road Economic Development Area
There were no updates at that time.

TIF #2: East Jefferson/Central Business Economic Development Area
There were no updates at that time.

TIF #3: U.S. 30/Pine Road Economic Development Area
There were no updates at that time.

TIF #4: South Gateway/Western Downtown Economic Development Area
There were no updates at that time.

TIF #5: Western Avenue Economic Development Area
There were no updates at that time.

TIF #6: Plymouth/Goshen Trail Economic Development Area
There were no updates at that time.

TIF#7: Pretzel's Air Parcel
There were no updates at that time.

TIF#8: Water Street Allocation Area
Parking Lot Usage Request – Heartland Art Center
Houin introduced Anna Kietzman of Heartland Art Center and Brent Martin of SRKM Architecture.

Martin stated that Heartland Art Center would be starting a major renovation project that spring, and part of the renovation included the masonry restoration primarily on the alley elevation. He explained that the front of the building just needed good cleaning, the north/south partial elevations just needed good cleaning and water repellent applied, but if you've seen the alley, it had a lot of issues. He stated you could observe some mortar and stuff that had fallen on the asphalt in the alley since it had been paved. He stated he was at the Board of Public Works and Safety (BOW) meeting, which controlled the alley, while this board would be the owner of the parking lot. He updated them on the status of the alley and the layout they were proposing as seen below:



Martin stated our initial request to the BOW to close the alley for 8 weeks, and they did not like that. He stated they started doing some research on alternative options to keep the alley open. He stated that normal masonry scaffolds are 5 feet wide, and if you put something in the alley that was 5 feet wide with a little room to work, you can't drive down the alley. He stated they do, however, make "Morgan Scaffolding," which was only 3 feet wide and OSHA-approved. He believed that would keep the alley open, as it was one way to go south. He stated the parking lot was designed with angled parking to maximize parking spaces. He stated the scaffolding should be there for about 8 weeks, should the BOW approve that, which would leave you with 9 feet 9 inches of driving lane between the power pole and the Jersey barrier. He stated that it was a little wider than your typical parking space downtown, so it would be narrow but drivable. He believed this would keep the alley open, and he noted that four parking places on the map provided were dashed because we would not want those to be used, as we wouldn't want anyone to be backing up toward that scaffolding. He stated the request tonight was for those four parking places and dumpster placement, as there would be construction debris. He stated the BOW approved placement of a dumpster on Michigan Street for demolition, which was the bulk of the debris, but he did not want it to sit there for 16 months. For the rest of the construction period, they've worked with Kevin Berger, who was the developer for Water Street Townhomes, about placing a dumpster on the dumpster pad that was poured in the parking lot. He explained that using the dumpster pad eliminated damage because dumpsters can damage asphalt.

Miley stated he drove through it by the pole on the north end, and it was a little tight there. He asked Martin earlier about how large a semi was. He added, when you have construction, you're going to have inconvenience.

Martin replied that semis are 8 feet, but the mirrors stick out, so someone would have to fold their mirrors in. He stated they spoke at the BOW about using scissor lifts and parking them in the parking spaces, but he thought that the logistics of that would get too complicated. He stated he did not think people would understand that the alley's blocked at various times and it would take longer to do it that way. He believed it would be easier if they could keep the alley open as much as possible.

Steele asked for clarification that the group who would be handling the masonry work would be required to repair the parking lot if necessary. Martin agreed. Steele asked if that would be a problem for them and if they would agree to that.

Martin replied that they do not know the contractor yet, but prior to construction, we photographed everything, and it was evident if the pavement was damaged. He said they hold retainage money usually until issues are resolved.

Mayor Listenberger asked, with scaffolding, if the alley would still need to be closed off in the daytime when they are working.

Martin replied that it would only be when they are carting material across the alley, as traffic can move while they work.

Mayor Listenberger asked about garbage trucks.

Martin replied that it would be tight for garbage trucks when they go by the power pole. He stated it was dependent on the time of day because if the parking lot was full, it may be a problem. He would like to believe that it would not be too onerous for 8 weeks, but this was the best idea he could come up with.

Miley specified that the alley request was BOW and the parking lot concerns were for the Redevelopment Commission.

Hopple asked about the traffic flow without scaffolding.

City Engineer Dan Sellers replied that only a handful of cars went through there daily. He asked what the plan for traffic was through the parking lot while the scaffolding was in place, as he was not sure that vehicles would be able to make that corner.

Martin replied that the dumpster pad sat back from the alley, which would be what you sweep around, and he drove it, so he did not expect any problem.

Hopple asked if there were any recycling or trash bins that would need to be relocated during that time.

Martin replied that he did not think so.

Houin stated that the city would also coordinate with garbage pickup, as we had to close the alley during paving. He stated we had business owners pull their totes out to the streets on Washington and Garro Streets.

Commissioners Davis and Steele moved and seconded to approve the request as presented. The motion carried.

REQUEST FORM
CITY OF PLYMOUTH

Date: February 4, 2026

Notice to REDEVELOPMENT COMMISSION, CITY OF PLYMOUTH, INDIANA

Kindly review of the following request:

Heartland Art Center requests placing a dumpster in the parking lot behind their building located at 214 N Michigan Street beginning in June 2026 though October 2027. Heartland will require the contractor to place protection board sheathing over the asphalt surface and repair any damage to the parking lot.

"If we are to use lifts for masonry restoration they will need a place to park – so, in addition to placing a dumpster on the RDC parking lot or dumpster pad, two (2) parking places will be required."

per Brent via email on 02/10/2026.

Signed — (574) 269-1596 Phone Number

Brent Martin on behalf of Heartland Artists — Print Name — 120 S Buffalo St, Warsaw, IN Address

In-Office Only:
Determination of Request

Approved placing dumpster in parking lot by Redevelopment Commission 2/17/2026.

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

Signed — Clerk-Treasurer Title

Water Street Townhomes Project Update
Houin stated the Townhomes are nearing completion, with a little more work to complete on the inside and then paving of the parking lot. He stated he did not have a date yet, but it was anticipated to be complete in the first quarter.

Other Business:
There was no other business at that time.

Approval of Redevelopment Invoices

Paid from:		
All TIF Districts		
Baker Tilly	Professional Fees per Agreement	$3,100.00
TIF 3		
enFocus	enFocus Services for Economic Development	$7,500.00
		Total Amount of Claims: $10,600.00

Commissioners Steele and Davis moved and seconded to approve the Redevelopment Invoices as presented. The motion carried.

Acceptance of Communications

The following communications were provided to the Commissioners:

- 1993 TIF Trial Balance – January 2026 (TIF #1: U.S. 30/Oak Road Economic Development Area)
- 2000 TIF Trial Balance – January 2026 (TIF #2: East Jefferson/Central Business EDA)
- 2005 TIF Trial Balance – January 2026 (TIF #3: U.S. 30/Pine Road Economic Development Area)
- 2016 TIF Trial Balance – January 2026 (TIF #4 South Gateway/Western Downtown EDA)
- 2019 TIF Trial Balance – January 2026 (TIF #6 Plymouth-Goshen Trail EDA)
- 2019 TIF Trial Balance – January 2026 (TIF #7 Pretzels Air Parcel)

Commissioners Davis and Hopple moved and seconded to accept the communications as presented. The motion carried.

Adjournment

The next meeting was scheduled for March 17, 2026, at 5:30 p.m. There being no further business to discuss, the meeting was declared adjourned at 5:51 p.m. after a motion and second by Commissioners Hopple and Davis. The motion carried.

/s/ Lynn M. Gorski
Clerk-Treasurer