



Minutes of the Greenwood Common Council

Date: October 07, 2024
Time: 7:00 pm
Place: Council Chambers
Greenwood City Center
300 S. Madison Ave.
Greenwood, Indiana

I. Call Meeting to Order

- A. Pledge of Allegiance
- B. Prayer: Cleon Wright, Mt. Carmel Christian Church
- C. Roll Call: Roll Call of the Common Council was taken.

Council Members Present: Erin Betron ("Ms. Betron"), Mike Campbell ("Mr. Campbell"), Linda Gibson ("Ms. Gibson"), Ezra Hill ("Mr. Hill") David Lekse ("Mr. Lekse"), Teri Manship ("Ms. Manship"), Steve Moan ("Mr. Moan"), Mike Williams ("Mr. Williams")

Virtual: David Hopper ("Mr. Hopper")

Mr. Campbell explained that after 30 plus years the person heading up our invocation ministry is retiring. Council was recommended an individual named Mr. Mark Suter; he is a retired Methodist Minister. He was asked to stand so council could know who he is. He will be coordinating our invocation ministry from here forward. Mr. Campbell asked if anyone has any suggestions for someone who could come and pray at the meetings to please let him know and he would pass the information on. Mr. Campbell states that he likes what we do to start the meetings and wants to see that continue. Thank you

II. Approval of Minutes

- A. Minutes from the regular meeting on September 16, 2024

Motion to approve regular meeting minutes from September 16, 2024 by Lekse, seconded by Manship

Votes: Ayes- Betron, Campbell, Gibson, Hill, Hopper, Lekse, Manship, and Williams

Abstain - Moan

Motion passes 8-0 with one abstention

III. Reports

- A. Corporation Counsel - None
- B. Controller - None
- C. Committee & Board Reports
Next RDC meeting tomorrow at 4:30pm.

IV. Public Comments

Mark Webb, 405 Lea Lane, spoke on Res No. 24-11. He asked the Common Council to remain as a system of checks and balances between departments tasked with administering and enforcing the Comprehensive Plan. Including its supporting documents, and those who will be affected by this administration and enforcement. As stated in the Comprehensive Plan, page 7 of the executive summary, "The Comprehensive Plan is an important tool that allows residents, business owners, and property owners to provide direction on the future of Greenwood". What the plan does not specify is how or whether this interaction will continue after the plan is passed by the Common Council. To overcome this dilemma, we as the Council to define the Comprehensive Plan as a living document, one which embraces changes and modifications as conditions or opportunities require. While the city needs a blueprint for the future, that blueprint should be drawn in pencil and not ink. So, changes may be easily incorporated into the plan providing the best balance between the needs of the city, residents, businesses and property owners. We appreciate the time the council has provide for this discussion and hope the council agrees with us that a plan with such far reaching social and financial goals must be a living document to strike the best balance for all concerned. Thank you.

Vince Mathews, 1493 Lank Ct. spoke on Res No. 24-11, Council members, thank you for listening to our feedback. I would like to reiterate that we have a group here that believes that the proposed Comprehensive Plan is a good document, but has one item that needs to be changed. We believe that the proposed completion of Stop 18 Road between Honey Creek Road and Averitt Road, running through Freedom Park, needs to be removed from the Comprehensive Plan. Residents have given feedback opposing the completion of Stop 18 Road through Freedom Park in several forums for more than a year now, beginning on September 12, 2023 at the Community Workshop, in the Greenwood Public Library. We have pointed out the negative impact that its completion will have on safety as well as the environment of the park without any proven need for yet another east-west thoroughfare in this area. Feedback concerning the completion of Stop 18 Road through the park was also given at the Planning Commission meeting on September 9, 2024. Before the vote on the proposed Comprehensive Plan was taken, after hearing suggestion to remove Stop 18 Road from the plan, it was stated by one of the commissioners that "there has been ample opportunity for comments during the review period". What the commission didn't say or recognize was the fact that one of the most comments received were against running Stop 18 Road through the park. Despite this feedback, roundabouts have since been added to both ends of this road extension, at Honey Creek and at Averitt Road, making this situation worse. The process given the proposed Comprehensive Plan indicated that it was to ensure the Greenwood residents were directly informing and confirming the plan recommendations, however, our recommendations to remove the completion of Stop 18 Road through the park do not appear to have been considered despite considerable feedback and supporting rationale. We understand that there is some existing infrastructure in Freedom Park for Stop 18 Road, however, the city engineers have had over a year to develop other viable options and have not. Other options can be imagined that would have less of a negative impact on the park yet still use part of the existing infrastructure and achieve their stated goals (e.g., adding other strategic parking areas). It is troubling to have the completion of Stop 18 Road in the Comprehensive Plan in that it states in the purpose section the "Once adopted, the Comprehensive Plan, will be an official policy guide for Greenwood. It will be used by staff, elected officials, appointed boards and commissions when reviewing and making decisions about zoning and development proposals".

Due to these concerns, we would request that the Common Council amend the proposed Comprehensive Plan to remove the completion of Stop 18 Road between Coney Creek Road and Averitt Road, running through Freedom Park. Thank you.

James Workman, 1474 Lank Ct. spoke on Res No.24-11. He said in addition to the comments mentioned by Mr. Mathews, and other, I ask you, is there really a true need for Stop 18 Road to split Freedom Park? Cutsinger Road is 0.25 miles to the south and Apryl Drive is 0.25 miles to the north. Do we really need another through street between Honey Creek and Averitt, when there are currently two street that are only 0.5 miles apart? Would this be a good use of taxpayer funds? There is a myriad other option that would accomplish the parking issue was identified as a reason for splitting Freedom Park by running Stop 18 through it. I am asking you to please explore other options and remove this from the city's Comprehensive Plan. Greenwood Middle School currently use the park for some PE classes and cross-country practices and meets. A road

through the middle of the park should, and likely would concern the school officials and possible reduce utilization of the park, which is considered a valuable community resource. A stated goal is to use extending Stop 18 Road as a way to increase patronage. Pickle ball, the newest hot sport, will likely continue to attract more patrons to the newly completed courts. If players enter using the west side of the proposed Stop 18 Road, they would use the existing pool parking lot as their road to get to the pickle ball courts. Thereby increasing traffic through the pool parking lot, which is a facility that is interned to attract families with children. This would decrease safety in the pool lot. An article in the Journal, titled Environmental Research, (vol. 151, November 2016, page 742-755) indicates that bicycle/walker accidents increase significantly near a park where traffic is present with a ratio of 1.52 per 100K population. Freedom Park attracted 115K patrons (not population) in 2022. Statistics would predict a minimum of 1-2 serious accidents would occur, where now, there are none. That is with a road nearby, could not find research on a road through a park. We have yet to see a research/survey that indicates a need for this road. At the September 9 Planning Commission meeting and the September 16 Common Council meeting, our concerns on the safety proposed road were rebutted by indication that a 30-foot buffer on the side of Stop 18 Road would improve safety. Yet at that same Common Council meeting, a no parking zone on Cutsinger Road was rightfully approved in increase safety. If parking in an area that is approximately 30-feet wide is unsafe, when the fishermen are walking away from the road, I ask you to consider how unsafe putting a road through the middle of the park would be, where traffic is not expected. I believe doing so would be a direct contradiction the city's pillar of public safety. For all these reasons, I am asking you to please listen to the public's request and remove the completing of Stop 18 road for the Comprehensive Plan. Thank you.

V. Ordinances and Resolutions

A. Notice of Intent to Consider

B. First Reading

RESOLUTION NO. 24-09 A RESOLUTION OF THE GREENWOOD COMMON COUNCIL WAIVING NONCOMPLIANCE OF TLP 1175 COLLINS, LLC REGARDING ITS FAILURE TO TIMELY FILE ITS APPLICATION FOR DEDUCTION FROM ASSESSED VALUATION OF STRUCTURES IN ECONOMIC REVITALIZATION AREAS (ERA) AND 2024 PAY 2025 COMPLIANCE WITH STATEMENT OF BENEFITS (CF-1) (Sponsored by Gibson)

Chad Miller, representative for TLP 1175 Collins, LLC spoke asking for a suspension of the rules through the second reading. Mr. Campbell asked can you explain to us why we need to pass this to begin with, and why was the additional time needed. Mr. Miller explained that the CF-1 compliance form and form 322 was filed in August, and that they had received approval for abatement and abatement was approved. It was transferred to an out of state owner and that owner was unaware of the filings. Once they received the filings, they reached out the Mr. Millers company to help with the compliance. Moving forward they will continue to maintain compliance. Mr. Williams asked why the need to expedite this so quickly. Mr. Miller states to work with the treasurer and auditor to make sure the assessor's office gets the correct calculations, and not to extend this any longer.

Motion to pass first reading for Res No. 24-09 by Gibson, seconded by Moan

Votes: Ayes- Betron, Campbell, Gibson, Hill, Hopper, Lekse, Manship, Moan and Williams
Motion passes 9-0

Motion to suspend the rules through second reading for Res. No. 24-09 by Lekse, seconded by Gibson

Votes: Ayes- Campbell, Gibson, Hill, Lekse, Manship, Moan, and Betron
Nays – Hopper and Williams

Motion passes 7-2

Motion to pass second reading for Res No. 24-09 by Lekse, seconded by Gibson

Votes: Ayes- Gibson, Hill, Hopper, Lekse, Manship, Moan, Williams, Betron and Campbell
Motion passes 9-0

ORDINANCE NO. 24-24 AN ORDINANCE AMENDING CHAPTER 2, ARTICLE 6, SEC. 2-38 OF THE GREENWOOD MUNICIPAL CODE, AS AMENDED, DESIGNATING NO PARKING ON THE NORTH SIDE OF CUTSINGER ROAD FROM THE INTERSECTION OF CUTSINGER ROAD AND MCCORMICK DRIVE TO A POINT APPROXIMATELY 650 FEET (Sponsored by Lekse)

Mr. St. John was here to answer any questions.

Motion to pass first reading for Ord No. 24-24 by Gibson, seconded by Moan

Votes: Ayes- Hill, Hopper, Lekse, Manship, Moan, Williams, Betron, Campbell and Gibson
Motion passes 9-0

ORDINANCE NO. 24-25 AN ORDINANCE AMENDING THE 2024 SALARY ORDINANCE, COMMON COUNCIL ORDINANCE NO. 23-33, TO CHANGE THE CLASSIFICATION OF THE ASSISTANT AIRPORT MANAGER POSITION IN DEPARTMENT OF AVIATION. (Sponsored by Gibson)

Motion to pass first reading for Ord No. 24-25 by Gibson, seconded by Manship

Votes: Ayes- Hopper, Lekse, Manship, Moan, Williams, Betron, Campbell, Gibson and Hill
Motion passes 9-0

ORDINANCE NO. 24-26 AN ORDINANCE FOR APPROPRIATIONS AND TAX RATES FOR THE 2025 BUDGET YEAR (Sponsored by Gibson)

PUBLIC HEARING SCHEDULED

Opened.

Closed.

Motion to pass first reading for Ord No. 24-26 by Lekse, seconded by Betron

Votes: Ayes - Lekse, Manship, Moan, Williams, Betron, Campbell, Gibson, Hill and Hopper
Motion passes 9-0

ORDINANCE NO. 24-27 AN ORDINANCE FIXING SALARIES OF APPOINTED OFFICERS AND EMPLOYEES OF THE CITY OF GREENWOOD, INDIANA AND CITY UTILITIES FOR THE YEAR 2025 (Sponsored by Gibson)

Mr. Hill said he had some comments specific to public safety. He states that he has had numerous conversations, emails, over the last two years. He has met with the mayor and his administration and including both the fire and police chiefs on multiple occasions. In the 2025 budget I have advocated and supported the 9% increase in salaries, even if it meant making cuts elsewhere. Unfortunately, the Meet and Confer Committee was unable to deliver on the 9% increase. Sometimes it comes down to perspective as to a variety of opinions as to what individual or position should make. I'm disappointed, however, I am for 6.2% it is better and nothing and I am willing to support the 2025 salary ordinance. As a council appointee to Meet and Confer and a representative of District 2, I don't want to gamble with public safety. I want the best of the best. I believe that is what my constituents deserve. I want the public safety member to be content with their salary and benefits. I know that is easier said than done, with the city of our size and the low tax rate. I do think that since 2012 the mayor and with the support of the council, have made major improvements in investments to public safety. Just in the last 2 years the city has spent over 15 million dollars on the fire department alone, with new hires, new equipment, new trucks, training facility and fire house. Although we have come a long way and are moving in the right direction, my research has shown, that the greatest concern among public safety personnel is salary and its effect on retention and recruitment. Meaning are we staying competitive with other cities and towns. After review the data I believe we are short on this issue. So how do we resolve it. The one that I am proposing is that instead of the

Meet and Confer Committee coming every year asking for a 9% or so, as on lump sum, which is a pretty tall task is to ask the mayor for a minimum 5% over the next 3 budget years for public safety starting with the 2026 budget. Based on the data provided by the Meet and Confer member, this will get us in the ballpark of where we need to be for a city of our size and take us to the year 2028. I will also be looking over data over the next three years, that shows Greenwood's turnover and recruitment numbers. This information will show the size of the issue that seems to be the biggest concern. Whenever the city loses a police officer or fireman it is quite the process to replace them and that put our public safety at risk. We need to be proactive to prevent that from happening. There is a lot more detail that goes in to these issues, essentially that's it in a nut shell of my time on the committee. I would additionally ask fellow council members to review what I have said, and support my minimum 5% solution starting with the 2026 budget. Basically, what I am saying as a representative of District 2 going forward, any future budget that comes before for me that has police and fire below 5%, I will not support.

Ms. Betron is also on the Meet and Confer Committee, and has data to bring up to make this real. Of the 37 full time fire departments in the 45-mile radius of us 22 of them make more annually than we do. That puts us at a 41% deficit pay, even looking at class II cities, we are not even close to them. There are even class III cities that are killing us in pay. This is the concern when we are talking about retention. There is a program to hire fire fighters that are not fire certified yet, and that's great, but what is going to keep them from leaving once they get full qualified and go to Bargersville where they can make \$20,000.00 or so more a year. That is the concern we see in the long term. So how do we recruit and retain our top talent. We need to put the focus on what matter to these families. Everyone is struggling financially, but we want to make sure we are doing our best for our people, and that includes both fire and police.

Motion to pass first reading for Ord No. 24-27 by Hill, seconded by Moan

Votes: Ayes- Manship, Moan, Williams, Betron, Campbell, Gibson, Hill, Hopper and Lekse
Motion Passes 9-0

ORDINANCE NO. 24-28 AN ORDINANCE FIXING THE SALARY OF THE CITY JUDGE OF THE CITY OF GREENWOOD, INDIANA FOR THE YEAR 2025
(Sponsored by Gibson)

Motion to pass first reading for Ord No. 24-28 by Lekse, seconded by Moan

Votes: Ayes- Moan, Williams, Betron, Campbell, Gibson, Hill, Hopper, Lekse and Manship
Motion passes 9-0

ORDINANCE NO. 24-29 AN ORDINANCE FIXING THE SALARY OF THE COMMON COUNCIL OF THE CITY OF GREENWOOD, INDIANA FOR THE YEAR 2025
(Sponsored by Gibson)

Motion to pass first reading for Ord No. 24-29 by Lekse, seconded by Moan

Votes: Ayes- Betron, Campbell, Gibson, Hill, Hopper, Lekse, Manship and Moan
Nay - Williams

Motion passes 8-1

ORDINANCE NO. 24-30 AN ORDINANCE FIXING THE SALARY OF THE MAYOR OF THE CITY OF GREENWOOD, INDIANA FOR THE YEAR 2025
(Sponsored by Gibson)

Motion to pass first reading for Ord No. 24-30 by Lekse, seconded by Moan

Votes: Ayes- Betron, Campbell, Gibson, Hill, Hopper, Lekse, Manship, Moan and Williams
Motion passes 9-0

ORDINANCE NO. 24-31 AN ORDINANCE FIXING THE SALARY OF THE CLERK OF THE CITY OF GREENWOOD, INDIANA FOR THE YEAR 2025
(Sponsored by Gibson)

Motion to pass first reading for Ord No. 24-31 by Betron, seconded by Lekse

Votes: Ayes- Gibson, Hill, Hopper, Lekse, Manship, Moan, Williams and Betron
Nays- Campbell

Motion passes 8-1

RESOLUTION NO. 24-11 A RESOLUTION OF THE GREENWOOD COMMON COUNCIL TO ADOPT AND APPROVE A COMPREHENSIVE PLAN FOR THE CITY OF GREENWOOD IN ACCORDANCE WITH THE PROVISIONS OF IND. CODE § 36-7-4-500 et seq., AS AMENDED (Sponsored by Campbell, Gibson)

Mr. Lekse states that everyone is well versed in this matter, and seeing that we have Cutsinger Road to east and west, Averitt Road recently completed, there is sufficient east west roads for connectivity and given the safety concerns that have been more then adequately explained by the local residents, I feel the extension of Stop 18 Road through to Honey Creed Road is unnecessary.

Mr. Nelson presented a slide show. Explained this discussion is with Stop 18 Road, and to get you familiar with Stop 18 Road, Mr. Nelson presents a map, with Stop 18 Road highlighted. Map showing the road to be winding through the park. Originally in 1988 it was a straight road. Why change it to a winding road? Improve underutilized areas of the park, improve access from the west, slow traffic and parking areas. Photos show how to slow traffic by using speed humps and/or raised pedestrian crossings, bollards, tress and rocks could be added, and it is 30 feet from utilized trails. Explained that Freedom Park currently has a trail right off the entrance and have not had any issues with it or other trails in the area. Improved safety for emergency vehicle access, easier access for seniors, and persons with mobility issues. New road will connect to pool, parking and pickle ball areas. Mr. Nelson presented an arial view of Providence Park in Frankin, highlighting all road running through the park. Explained they have multiple roads running, north, south, east and west. Explained that some trails in the Franklin Park are much closer than the 30 feet that is proposed for Freedom Park. Mr. Nelson also showed a map of Garfield Park in Indianapolis, with similar multiple roads running through it. Garfield Park is also surrounded by commercial and residential areas. It contains a pool, conservatory and pickle ball and tennis courts. Mr. Nelson showed a map of Ault Park in Cincinnati and Mill Race Park in Columbus, with similar roads built through the parks that can be safely used. Mr. Nelson explained that they have invested quite a lot in infrastructure in preparing for this. He explained that comprehensive plans are not set in stone and never have been. It is a guiding document or visionary document not any ordinance or mandate, it's a comprehensive guide. It's something to use for reference by staff for decision making and use by the public. Mr. Nelson expressed they are committed to safety and that this will improve the access to emergency services with first responders being able to respond to an injury quicker. Mr. Nelson states that if a vote is taking now, please keep in mind all the information he has provided us.

Mr. Lekse asked how many times does the proposed road extension cross over a path. Mr. Nelson replies only crosses once, where the bridge is. Which will not have to cross on the road, because the trail goes over the road. You can bike or walk right through. Question was asked is there any other way of providing access or parking off of Cutsinger Road at the most southern part, without the completion of the road. Understanding that the city has made investment in infrastructure. Questions was also asked the road the extends from Freedom Park to Honey Creek Road actually connect to the neighborhood there, it would run behind it. At some point it would connect, by a developer.

Mr. Nelson asked Mr. Lekse if he was making a motion on the floor to clarify what the motion was for. Is it to remove the road from the park portion, and keep the rest of the road where the existing right away infrastructure already is place south of Brighton Estates to remove the classification or label it as a local road or to eliminate the entire stretch to Honey Creek Road? Mr. Lekse replies to eliminate the entire stretch where it doesn't exist now.

Ms. Gibson commented that she grew up going the Garfield Park, and if she recalls there are 2 stop lights going out. There is a lot of foot traffic, without trails. She appreciated all the time and thought that has gone in to giving this insight in the other park Mr. Nelson previously mentioned, but those parks are much larger than Freedom Park. However, since it has been in the Comprehensive Plan for a long time, and was even change to have the curve, I feel that Mr. Nelson and employees have gone to great deal of work to show us this can be safe.

Mr. Campbell feels that the road would allow access to the public that has difficulty accessing certain areas of the park. As a grandparent an access road would get me close to my grand children's activities, walking less, and provide parking, would be a benefit. While we may not call it a need, I do believe it does provide a service for our citizens that is currently not there. After visiting Hawaii, was surprised to see the speed humps, and how effective they were. Also, I grew up by Garfield Park, and traveled those park roads as teenager. Safety is the main factor, and any accident whether an adult or child would be a tragedy. But as mentioned earlier, all throughout the city we have pedestrian pathways that parallel roads, including the recent expansion of Worthsville Road all the way to Honey Creek Road, with speeds of 40-45 miles an hour on a divided 4 lane highway. That pedestrian pathway is only 5-10 feet from the road, not 30. Most all neighborhoods also have sidewalks that parallel roads. While driving through neighborhood recently, I saw a group of kids playing football, the football went out in the road, I stopped and they stopped. So, they knew not to come out in the road. While safety is big concern, I not convinced that putting a road next to a pedestrian pathway in and of itself is a safety issue. As long as it is managed properly, there's enough distance, and we do our best to control speed. I see that it would create a benefit and I am in favor of the road being included in the Comprehensive Plan.

Mr. Moan I would like clarification of the amendment and the right of way that currently exist, and to reiterate it's what's currently the that start of the park to the road behind Brighton Estates. There is no road from the parking lot in the park to Honey Creek Road.

Mr. Campbell address Mr. Lekse and ask that if he is correct, Mr. Lekse, you are proposing that we remove all of it, where there is no road. We take all of it out of the Comprehensive Plan. Mr. Lekse replies correct. Mr. Lekse is not suggesting giving up the right of way, just suggesting not making it part of the Comprehensive Plan.

Mr. Nelson pulled up page 77 to give a clear visual. Showing the orange dotted line for clarification.

Ms. Gibson asked the approximate distance of the dotted line.

Mr. Nelson replied about 2000 feet.

Motion to amend first reading Res No. 24-11 by removing and deleting the future extension of Stop 18 Road through Freedom Park by Lekse, seconded by Betron

Votes: Ayes- Hill, Lekse, Manship, Moan, Williams and Betron

Nays- Gibson, Hopper, Campbell

Motion passes 6-3

Motion to pass as amended first reading for Res No. 24-11 by Gibson, seconded by Lekse

Votes: Ayes- Hill, Hopper, Lekse, Manship, Moan, Williams, Betron, Campbell and Gibson

Passes 9-0

Motion to suspend the rules through second reading for Res No. 24-11 by Lekse, seconded by Betron

Votes: Ayes- Lekse, Manship, Moan, Williams, Betron, Campbell and Hill

Nays- Hopper, Gibson

Passes 7-2

Mr. Hopper is wanting to amend page 90 second paragraph, but was wanting to do it later when he had come up with better language, instead of saying strike the second paragraph. However, he

will do it now. It deals with connectivity of neighborhood, which he is not opposed to, but instead of giving the planning department more power, he feels the council should get a little more power. Also have a say when it's appropriate and not appropriate. Like Green Valley where they do not have sidewalks, and wait to connect when there are sidewalks. The council should have a little more say than we have. I am against giving planning more power to do what they want to do. Would like to keep it with the council because we are the one's elected by the people. So that would be my motion or amendment. Would rather done it in person, and not have this second vote, since the rules were suspended.

Mr. Nelson states that the correct way is to amend the Unified Development Ordinance, which is adopted by the council and the planning commission exercises it to make sure people are following it. They can delegate a secondary approval to the planning staff and planning director but its not giving me power.

Mr. Hopper states he does not disagree that the UDO needs adjusted as well, but since we are using this document to guild us, and it states that staff needs more power, he feels that the council needs more power. Or that that paragraph just needs to come out. Also, he has a list of typos and other clarifications that I was going to ask about, but will hold off on that.

Mr. Nelson states that Mr. Hopper was part of the committee, and that he got up and left the meeting and that would of be the time to bring this up. Also, the Comprehensive Plan was sent to Mr. Hopper far in advance. Thank you.

Mr. Campbell Mr. Hopper how would you want this worded?

Mr. Hopper The easiest way would be to get rid of the second paragraph on page 90. Planning wants to force a Green Valley or Hendricks to have streets add to, and he does not want that. And he feels that is what the paragraph is telling him, and he does not want that to happen.

Mr. Campbell Mr. Hopper are you making a motion? Mr. Hopper yes, I did make a motion. Mr. Hopper made a motion to amend Res No.24-11.

Mr. Moan Asking about UDO, and states that words like encouraging connective but doesn't mandate it. Mr. Hopper is stating that we need to beware of what the planning body is being directed to do by the UDO. The wording in the UDO should be amended, to state that if it doesn't make since to connect then we don't connect, but still continue to encourage connectivity.

Mr. Nelson If a neighborhood doesn't want a dead-end road connecting then the council can appease them, by not connecting the neighborhood, but that goes against the best practice standards, and we've had connectivity standards since the 1980's. It is confusing when the council passes an ordinance restricting connectivity that violates the UDO which encourages and prohibits dead-end roads. There is some confusion to why our common council is not leaning on the advice of engineering and planning. That's why I said I have an open position. But you are correct the UDO would be something that is implemented and that it is enforceable. When the development comes to us, we make sure it is compliant with the UDO. The comprehensive plan may encourage or inform us on how we should re-write or amend an ordinance. I do believe future ordinances should encourage there to be connectivity as a standard practice everywhere.

Mr. Campbell I think there has been enough discussion and the roll call has been called for.

Motion to amend second reading to delete entire second paragraph on page 90 for Res No. 24-11 by Hopper seconded by Hill

Votes: Ayes-, Manship, Williams, Betron, Hill, Hopper and Lekse
Nays- Moan, Campbell, Gibson

Motion passes 6-3

Mr. Williams states instead of using the term just trying to appease the people, it's best to say as representatives, we are representing our constituents.

Motion to pass second reading for Res No. 24-11 by Betron seconded by Lekse

**Votes: Ayes –Moan, Williams, Betron, Campbell, Hill, Hopper, Lekse and Manship
Abstain - Gibson**

Motion Passes 8-0

RESOLUTION NO. 24-12 RESOLUTION OF THE GREENWOOD COMMON COUNCIL TO PETITION FOR APPEAL OF RELIEF FROM PROPERTY TAX LEVY LIMITATIONS (Sponsored by Gibson)

Motion to pass first reading for Res No. 24-12 by Moan, seconded by Manship

**Votes: Ayes-Williams, Betron, Campbell, Gibson, Hill, Hopper, Manship and Moan
Nays -Lekse**

Motion passes 8-1

C. Second Reading

VI. New Business – Introductions of New Ordinances and Resolutions

ORDINANCE NO. 24-32 AN ORDINANCE OF THE CITY OF GREENWOOD, INDIANA, AUTHORIZING THE ISSUANCE OF GENERAL OBLIGATION BONDS FOR THE PURPOSE OF PROVIDING FUNDS TO PAY FOR CERTAIN CAPITAL EXPENDITURE PROJECTS, ROAD, SIDEWALK AND TRAIL PROJECTS AND INCIDENTAL EXPENSES IN CONNECTION THEREWITH, AND ALL MATTERS RELATED THERETO. (Sponsored by Gibson)

Mr. Wright addressed council regarding both Ord No. 24-32 and 24-33. The first is the issuing of the bond as presented during the budget presentation, for purchase of fire trucks, dump truck, roundabouts and continuing the sidewalk repair project. The second was appropriating the money for the bond.

ORDINANCE NO. 24-33 AN ORDINANCE APPROPRIATING THE PROCEEDS OF THE CITY OF GREENWOOD, INDIANA GENERAL OBLIGATION BONDS, SERIES 2024 (Sponsored by Gibson)

RESOLUTION NO. 24-13 A RESOLUTION ESTABLISHING HOLIDAYS FOR EMPLOYEES OF THE CITY OF GREENWOOD FOR THE YEAR 2025 (Sponsored by Campbell)

Miscellaneous Business

A. Public Comments

Mr. Randy Goodin 1157 Central Park Blvd., I come today to ask for help. Since we lost the beautiful landmark Red Carpet Inn, it has suddenly become an interstate parking truck stop. There are no signs there, but you can drive through and find anywhere between 3-6 trailers with semis parked there. The road is severely deteriorated and they are blocking access. It is also impeding traffic flow. The road connects Emerson and Main and serves as a connecting road to the restaurants like Starbucks, Waffle House, and Taco Bell. Can we have some policing in the area or get no parking signs. Thank you.

B. Council Meeting Schedule 2025

Motion to pass meeting schedule for 2025 by Lekse, seconded by Moran

Votes: Betron, Campbell, Gibson, Hill, Hopper, Lekse, Manship, Moan, and Williams

Motion passes 9-0

C.

CF-1'S

1. Exeter 1415 Collins RE Res 17-26

Motion to pass Exeter 1415 Collins RE Res 17-26 by Lekse seconded by Moan

Votes: Betron, Campbell, Gibson, Hill, Hopper, Lekse, Manship, Moan, and Williams

Motion passes 9-0

Other Miscellaneous

A. Corporation Counsel

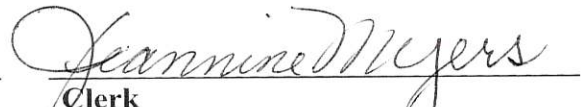
B. Controller

C. Mayor

VII. Adjournment: 8:36 pm



Council President



Clerk

In accordance with the American with Disabilities Act, the City of Greenwood is required to provide reasonable accommodations to persons with disabilities wishing to attend public meetings. Accommodations are available upon request to persons with disabilities who require alternately formatted materials, auxiliary aids, or reasonable modifications to policies and procedures to ensure effective communication and access to the public meeting.

If you require accommodations to attend the meeting, please contact Mark St. John, 300 S. Madison Avenue, Greenwood, Indiana 46142, Tel: (317) 887-5000, Fax: (317) 887-5616, or contact Telecommunications Relay Services (TRS) at 711 to relay your request to Mr. St. John. Please allow at least two business days to arrange for accommodations.

To join by computer, tablet or smart phone
Go to www.zoom.com and click Join Meeting
Meeting Number (access code): **812-9221-7523**
Meeting password: 1234

Or join by phone: (312) 626-6799
When connected, enter the meeting number above and press #
When asked for participant ID, press #
For assistance with or connecting to this meeting, please contact the After-Hours IT Department Support Line at (317) 868-0025