

The Board of Public Works and Safety of Plymouth, Indiana, met in Regular Session at 6:04 p.m. on April 14, 2025. The meeting was held in the Council Chambers, on the second floor of the City Building, 124 N. Michigan St., Plymouth, Indiana.

Mayor Robert Listenberger called the meeting to order. Listenberger presided for Board Members Duane Culp and Shiloh Milner, who were physically present. Board Members Don Ecker Jr. and Dave Morrow attended virtually. City Attorney Houin and Clerk-Treasurer Lynn Gorski were also present. The public was able to see and hear the meeting through Microsoft Teams.

Board members Culp and Milner moved and seconded to approve the minutes of the regular session of the Board of Public Works and Safety meeting of March 24, 2025, as presented. The motion carried.

Building Commissioner Dennis Manuwal Jr. stated that he was not opening quotes as he had to reevaluate them as there was issues with the coping so that would need to be resent.

Manuwal had three orders to take action for that evening. The order that each was addressed was as follows.

**310 N. Michigan Street:**

Manuwal stated he did get access to the roof and looked at the front façade of the building and it was in worse shape than they had originally thought. He stated that he met the owner there with a contractor of his choice and they have a plan from the sounds of it on how to tackle it. He stated he went back after it had rained to verify the roof repairs and found one spot where it was still leaking but the owner had sent someone to take care of the very next day.

**Louis Hiza (18205 Redstart Ln., South Bend, IN 46637)**

Hiza stated they had met with two contractors on site and expect to have quotes in the next day or so for both. He stated that the scope of work had doubled in size to take down the entire wall versus just 10 feet. He stated they were receiving two bids to get multiple perspectives but to also comply with the façade grant through the city. He explained that the program specifically stated that work could not be started to qualify for it and he believed that the city would be involved in choosing the two proposals and to the extent he was not sure. He stated that financing was lined up for this and they were ready to move forward. He explained the only hold up would be the contractor timeline, in which both expressed availability to move quickly, most likely in early May.

He stated for his second point; it was a respectful request for consideration on the cap for this rebate. He stated they are moving forward with big plans for the property with the façade being the first step for obvious reasons. He stated they wanted to start with safety upgrades and listed façade, full fire alarm system, replacement of the elevator, electrical upgrades, etc. He stated they had a vision to convert the first two floors from vacant space and office space to retail. He believed there was an opportunity to anchor the north end of this Michigan Street corridor with a building that attracts heavy foot traffic. He stated they had a lot of capital improvements planned for that calendar year. He asked if there was any wiggle room in that 20% cap that would allow them to stretch their capital to complete the entire project.

Houin replied that it would require an amendment to the ordinance, but they could discuss other incentives that could be available in addition to that grant program.

Mayor Listenberger stated that it sounded exciting and thanked him for communicating as he had been.

**222 Shalley Drive:**

Manuwal stated they are willing to paint the wood that was put up and he had received a message from Mr. Marshall earlier that night stating they were going to go ahead and wrap the screen porch with plywood to keep people outside of that screen area. He explained that Marshall had been up front communication wise and had been willing to try to do what he needed to do to not have the building torn down.

Culp stated with people getting in constantly, it wasn't like they could park a squad car out there all night. He asked if the plans were to sell the property.

Manuwal replied that Marshall had multiple ideas he was trying to kick around and was wanting to figure out the best option.

Culp stated he was worried about someone getting in trouble if they did not get everyone out of that place.

Houin explained that was the reason why the Building Commissioner issued the order in the first place was to secure the property. He stated from his understanding that it was tabled at their last meeting. He stated that normally when Manuwal issued an Order to Take Action that the owner had an opportunity to request a hearing and if they did not then it would automatically become a final order. He stated in this case, it used a different section of the statute that required a hearing that was conducted at their last hearing, and without any final

action that he would recommend action to either affirm or rescind that Order to Take Action. He stated if it was affirmed that it would still give the Building Commissioner the discretion to determine if they were complying and if he could work with the property owner to ensure that it was secured, then they would be in compliance.

Board members Culp and Milner moved and seconded to take the Order to Take Action on 222 Shalley Drive off the table. The motion carried.

Houin stated based on the Building Commissioner's order that he would recommend they affirm the order as presented and allow him the discretion to work with the property owner since they had been able to work together so far.

Mayor Listenberger stated the only thing they discussed was the ability to allow the property owner more time to paint because of the weather.

Manuwal stated that the owner had started boarding the property up prior to the board making their determination. He stated the owner was given leeway in not having to paint the plywood and he was willing to work with the property owner on that. He stated he would be willing to give him sixty days from the approval of the order.

Culp asked if he would be willing to fix the property up and move in there or if he was off base.

Manuwal replied that it would be dependent upon how much money they would be willing to put into the property. He stated once the property hits 50% value, then the entire building would need to be raised to current flood plain regulations.

Mayor Listenberger listed that as an option as Marshall was unsure about what he would like to do at that time.

Board members Culp and Ecker moved and seconded to affirm the Order to Take Action on 222 Shalley Drive as presented. The motion passed by roll call vote.

In Favor: Culp, Ecker, Milner, Morrow, and Listenberger

Opposed: N/A

Fire Chief Steve Holm stated that he would like to get rid of the ambulance that was recently replaced whether it be by public or online auction. He stated he would like their permission to sell it as it was currently not in use anymore and sitting in the back barn.

Board members Culp and Milner moved and seconded to approve the request as presented. The motion carried.

Holm stated that they had received an updated quote on the roof from A&M Roofing to fix the main leak where they are having the problem running off everywhere else. He stated it was on the barrel portion of the roof where the HVAC system is. He stated alongside that quote they would also recheck and seal all other seams throughout the roof and that quote came in at \$47,960. He stated in discussion with the Clerk-Treasurer, they would need an additional appropriation for those monies to get the roof fixed and that it would have to be on the next agenda.

Culp asked if it needed to go out for bid.

Houin replied that since the quote came in under \$50,000 it would not require quotes or bids.

Holm explained for his last item that night, he would like to transfer the Regional Mass Casualty Trailer for District Two to Elkhart County. He explained their EMA had shown a very strong interest in taking that over for us as they would be able to fully restock it. He stated they already had agreements with the hospitals in Elkhart County, getting it fixed up and manned in the event of a mass casualty. He stated he was aware that the Clerk-Treasurer had brought up the amount of money that was put into it and he would allow her to speak to that if she needed to. He stated there was some monies spent on that truck/trailer combination when it was received around 2006-2007.

Mayor Listenberger asked what condition the trailer was in.

Holm replied that the trailer was in fine condition but all the supplies on the inside were basically expired and had to be fully restocked. He believed it was around \$30,000 worth of materials on the inside. He stated to already use it, Elkhart had put new tires on it as they were getting worn, but they had other plans if they were to take it over. He stated that he would be fine with pushing it to the next meeting and would be fine discussing it with anyone over the next few weeks. He explained that Jennifer Tobey, who was the EMA Director of Elkhart County, planned to attend in two weeks to answer any questions from her side that they may have. He stated that the city would be keeping the pick-up truck as they have their own way of transporting it so they would just be taking the trailer itself.

Culp asked if the money that they had in the trailer was in the truck.

Holm replied that they put in \$23,500 in for both. He stated he was not entirely sure of the stipulations as John Grolich was the one who put this together. He stated that Grolich did



not even remember that the city put money into it. He stated from a quick Kelly Bluebook of the truck they would be keeping that it was listed as \$18,000.

Gorski asked what the Bluebook value would be for the trailer.

Holm replied that he tried Bluebook but they did not have anything for trailers that he could find. He stated he did a search for that make and model of trailer throughout the United States and only found one exact match and it was listed for sale for \$7,500. He stated he did not know the true value as it was what that place was trying to sell it for.

Street Superintendent Jim Marquardt stated that it was brought up to him of a safety concern at the old Fire House with the way the bricks were spalling at the entrance the daycare uses, and it was thought to build a platform there. He stated they found a company in Portage called Solid Platforms, that build scaffolding for construction sites to help protect walkways.

Mayor Listenberger stated this would be the quickest way to resolve this as his concern was the kids walk underneath it to go through the entrance. He asked how much the scaffolding was.

Marquardt replied that it was around \$870.

Mayor Listenberger asked if they would be able to get it installed later that week. Marquardt agreed. Mayor Listenberger stated he would appreciate it if Marquardt had approval to do this.

Marquardt added that this could also be used on other projects.

Board members Culp and Milner moved and seconded to approve the request as presented. The motion carried.

Cemetery Superintendent Mike Collins asked for their permission to do an open burn at the cemetery again after the recent storm. He stated there were a total of six trees uprooted and several others that lost a fair number of limbs and their burn pile was full again.

Board members Milner and Culp moved and seconded to approve the request as presented. The motion passed by roll call vote.

In Favor: Culp, Ecker, Milner, Morrow, and Listenberger

Opposed: N/A

Clerk-Treasurer Gorski introduced a request for installation of two pedestrian crossings signs from Hoosier Tire. Lissandro Jimenez was in attendance for this request.

Jimenez stated that Hoosier Racing Tire planned on paying for the signage and painting but was looking for permission to update those signs and paint on Pidco. He stated there was a

REGULAR SESSION, BOARD OF PUBLIC WORKS AND SAFETY, April 14, 2025

lot of traffic coming around the curve and with them being a 24-hour facility that there was a lot of crossing through the night.

Mayor Listenberger stated that they had changed it up this time as the request came to the Complete Streets Committee meetings and it was helpful.

Houin stated when the request came in it was forwarded to Plan Director Ty Adley, who chairs the Complete Streets Committee, and Jimenez was able to come the next day to that scheduled meeting and they discussed it at length. He stated that the Complete Streets Committee recommended approval of the request as Hoosier Tire was willing to pay for any signs or striping. He explained that the City Engineer and Street Superintendent would work with them in selecting the proper signage. He added this was now on their radar for future more permanent improvements. He stated there was currently no future repaving planned for that area but if they start thinking about it now, they could incorporate something more permanent and safer for the employees who cross the street there.

Board members Culp and Milner moved and seconded to approve the request as presented. The motion carried.

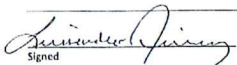
**REQUEST FORM**  
**CITY OF PLYMOUTH**

Date: 4/4/2025

Notice to BOARD OF PUBLIC WORKS AND SAFETY, CITY OF PLYMOUTH, INDIANA

Kindly review of the following request:

I am writing to request the installation of 2 pedestrian crossing signs with flashing warning lights  
and 2 sets of street crossing lines painted on Pido Dr. at our Manufacturing plant.  
Hoosier Racing Tire facility located at 2307 Pido Dr. to enhance the safety of our employees crossing  
from the employee parking lot to the manufacturing plant. We believe that proper signage will improve  
visibility for both pedestrians and drivers, helping to prevent potential accidents.  
Thank you for considering our request to improve the safety of our employees and community.

Signed  Phone Number (574) 309-6177


Print Name Lissanne Jimenez Address 2307 Pido Drive 46605 Plymouth

---

In Office Only:  
**Determination of Request**

Hoosier Racing Tire to pay for signs and painting cross walk.  
Approval by Board of Public Works & Safety, April 14, 2025

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

Signed  Title Clerk-Treasurer

Clerk-Treasurer Gorski introduced a tactical urbanism request from the Complete Streets Committee. Jeff Houin was in attendance for this request.

Houin stated that the committee included representatives of the school corporation and a lot of the discussions that they had about pedestrian improvements had to do with walking routes to schools. He explained when the school redistricted their elementary schools a few years ago that the focus was on creating a safe walking route. He stated they would like to try another tactical urbanism project with this one being at the intersection of Jefferson and Randolph Streets. He stated by narrowing the lanes there that they could shorten the travel distance there for the students and calm the traffic. He explained by slowing the cars down, it would allow for safer crossing for the students. He said in discussions with Police Chief John Weir after the request was prepared and it was suggested to prohibit left turns from Jefferson onto Randolph during Crossing Guard hours. He explained that the beauty of Tactical Urbanism was that it was temporary. He stated the proposal was for the months of May and June because it would give a month of school and a month for the Summer to compare the two. He stated if there are significant problems then they can take it down at any time. He explained the suggestion would be to put the "No Left Turn" sign on the flashing light sign that the crossing guard puts onto the street so it would only apply during those times and any other time during the day they could turn left onto Randolph Street.

Weir stated it would be the same principle as Washington School where they made it no left turn going eastbound as traffic backed up at the school crossing. He stated it would be mounted on the red and blue light. He stated when people were going left, others would go around and try to pass into the crossing guard with kids. He stated this would narrow it down to be safer and with no left turn, the traffic would flow smoother instead of backing up to Michigan Street. He stated they would still have the option to turn left at the Coffee Lodge or onto Liberty Street to get to the high school. He added that it would be 20-40 minutes in the morning and 10-15 minutes in the evening.

Culp asked if this would all stay in the road for sixty days.

Houin replied that the plastic bollards that they use would stay in the road for that whole sixty days and narrow that lane for the entire time. He stated that the left turn would only be restricted during the crossing guard hours.

Mayor Listenberger stated it would be good to see how it was working and adjust throughout those two months. He stated if it needed to be widened in any area then they could do that if it made sense at the time.

REGULAR SESSION, BOARD OF PUBLIC WORKS AND SAFETY, April 14, 2025

Houin stated after doing several of these projects already that some have went well while others had not worked at all. He stated since the whole point would be to learn from the experience then all of them would be considered a success.

Culp asked who would monitor it.

Houin replied that all departments would have an interest in how it would work, and the Complete Streets Committee would certainly be collecting information.

Mayor Listenberger added they had the Facebook Jury to let them know how they feel so there would be feedback.

Culp asked the Fire Chief if he would have problems getting a fire truck through there.

Holm replied if there was no left turn, and traffic was continuing to move that it may not be as much of a big deal.

Houin stated in the worst-case scenario if the fire truck needed to get through that these were plastic bollards.

Morrow stated he was for the safety aspect of this, but they had just approved professional study for that entire corridor, so he did not see the necessity to create our own study if they were paying the professionals to do it and create unrest with people. He believed it would be better to wait and see what they come back with.

Houin explained that it went hand in hand with the study as a lot of the information that USI Consultants was working with was information that they provided, whether it be design information or tactical urbanism projects. He stated for what USI Consultants would be preparing that it would be many years before they saw the results of that. He explained that would be one way to add information for that study and conduct some of those trials on a temporary basis.

Morrow asked in the short term if they would be receiving a report about where they see the real problems.

Houin replied that he believed the real problems had already been identified but what they would provide would be an analysis of what the options were for addressing those issues along Jefferson and Lincolnway. He stated they may present some ideas that they could try out as future tactical urbanism projects before they were able to make any permanent improvements.

Morrow stated that it seemed to him that they were getting the cart ahead of the horse.

Ecker stated he understood the comments made for May on the no left turn sign but asked how that would apply to June.



Houin replied that it would not be because if school was not in session, then there would be no restrictions on the left turn. He stated it would only be when the crossing guard was present before and after school.

Ecker asked if there would be no left turn coming off Randolph onto Jefferson Street.

Houin replied in disagreement and stated that the proposal currently was not to restrict that. He stated that anyone who traveled those streets at that time already knew that it was impossible to go left from Randolph Street onto Jefferson Street.

Mayor Listenberger asked if that should be restricted.

Ecker replied that they would need to be consistent because if you can't turn left onto Randolph then why would they want traffic to go left off Randolph Street.

Mayor Listenberger stated they could attempt to do something and if it did not work then they could pull it.

Ecker asked when they did the test of Jefferson Street before at the Coffee Lodge what the feedback was and what they learned from that.

Houin replied that they had an online poll at that time and there were mixed opinions from the public but overall, from a design standpoint it was successful. He stated it accomplished the need by slowing traffic and creating a safer crossing there. He stated that design was at the back of their minds with some of the other work. He stated they hope to incorporate some of that into future permanent upgrades.

Ecker wished to echo Morrow's concerns about safety. He stated he was always concerned when they did things but if it was only a month then he would support the request to do the trial while not permitting a left hand turn only during the month of May.

Morrow stated the traffic backs up almost clear back to Randolph Street from the Four Corners anyway. He stated if all the traffic was pushed to the west from Randolph, then they would have a big backlog. He asked Marquardt if he had any opinion.

Marquardt replied that his opinion was that the whole area was a mess every morning with school traffic. He stated he was not sure if they could solve that problem.

City Engineer Dan Sellers stated that the problem stemmed from the two school systems being on either side of Jefferson Street. He stated if they had multiple kids in multiple schools then they would have to get onto Jefferson Street to get to the other school no matter what you did. He stated there was no straight crossing through there and that only compounded the

REGULAR SESSION, BOARD OF PUBLIC WORKS AND SAFETY, April 14, 2025

problem. He echoed Marquardt's statement that it was a mess every morning. He said that he did not believe what they were doing here would change that mess too much.

Marquardt stated that kids are trying to cross at the crosswalk, and cars are swinging around on the right when people are slowing down to turn and that was what was scary currently. He believed if they got down to the 10–12-foot lane that it would help slow people down and they would see how the no left turn on Randolph Street goes as it could be adjusted during the situation too.

Houin stated that the Complete Streets Committee generally was willing to exchange some driver inconvenience for student safety when they were crossing.

Board members Ecker and Milner moved and seconded to approve the request as presented. The motion passed by roll call vote.

In Favor: Ecker, Milner, and Listenberger

Opposed: Culp and Morrow

**REQUEST FORM**  
**CITY OF PLYMOUTH**

Date: 04/08/2025

Notice to BOARD OF PUBLIC WORKS AND SAFETY, CITY OF PLYMOUTH, INDIANA  
Kindly review of the following request:

The Complete Streets Committee is requesting permission to install a temporary tactical urbanism project to narrow driving lanes on Jefferson Street at the intersection with Randolph Street. As shown on the attached diagram, the project would use lane striping and plastic delineators to calm traffic and shorten the crossing distance at the pedestrian crosswalk used by school students. The Committee requests to install the project from May 1, 2025 through June 30, 2025 in order to evaluate the effectiveness both during the school year and during the summer vacation.

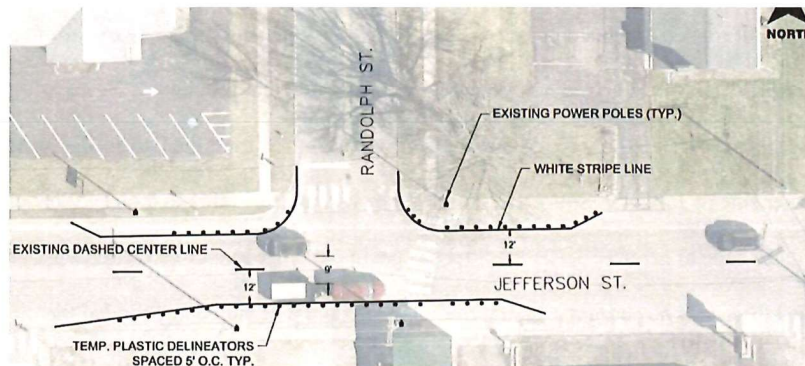
Signed [Signature] Phone Number 574-936-2948

Print Name Jeff Houin Address 124 N. Michigan Street  
Plymouth IN 46563

In-Office Only:  
Determination of Request  
No left turn from Jefferson St. on to Randolph St. during school crossing hours.  
Approved by Board of Public Works & Safety, April 14, 2025

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

Signed [Signature] Title Clerk-Treasurer



Clerk-Treasurer Gorski introduced a street closure request for their Easter Vigil Service from St. Michael Parish. Curt Feece was not in attendance for this request.

Houin stated this had been approved over the last several years.

Board members Milner and Culp moved and seconded to approve the request as presented. The motion passed by roll call vote.

In Favor: Culp, Ecker, Milner, Morrow, and Listenberger

Opposed: N/A

**REQUEST FORM**  
**CITY OF PLYMOUTH**

Date: 14 Apr 2025

Notice to BOARD OF PUBLIC WORKS AND SAFETY, CITY OF PLYMOUTH, INDIANA  
Kindly review of the following request:

St. Michael Parish requests to block both bascule bridges by City of Plymouth Street Dept. if possible Center Street at Massicot and Madison Streets on April 20<sup>th</sup> (Saturday) from 8:00 P.M. to 11:00 P.M. for our Easter Vigil Service that starts with a portable fire pit and the lighting of the Easter Candle. This is the same as we have done for the last four or five years. We apologize for the late notice. Mayor Listenberger suggested that the City Attorney could present this.

Curt Feece Signed 574-315-6753 Phone Number  
Curt Feece Print Name 1710 Redwood Road Address  
Plymouth, IN 46563

---

In Office Only:  
Determination of Request  
Approved by Board of Public Works & Safety, April 14, 2025

---

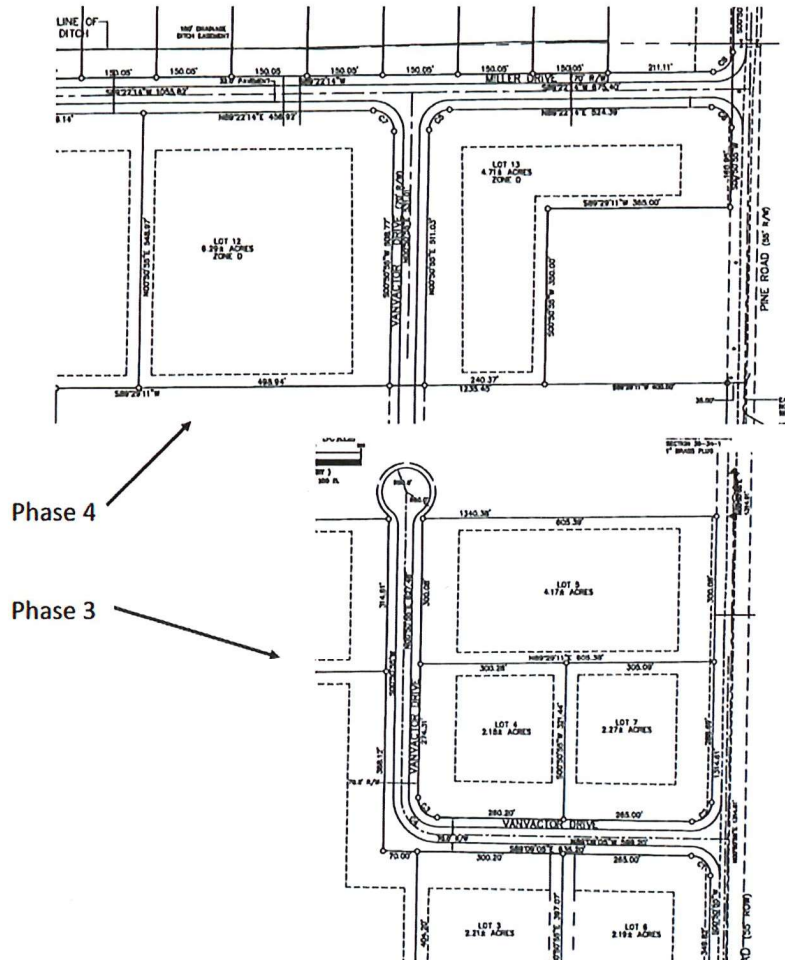
Return original form to Clerk-Treasurer's office after determination is complete.

Spencer Gorski Signed Clerk-Treasurer Title

Dave Miller of VanVector Farms apologized for his lack of attendance at the last meeting. He explained that he first heard of the resolution that was passed to rename VanVector Drive the day after their meeting when his sister-in-law sent him the news feed. He stated he was here regarding Dan Sharp's request to rename it to Jolene Drive. He stated his company originally named that road 20 years ago when they platted VanVector Farms PUD Phase 3 and 4 as seen below. He stated that it was platted and named as one road and that it had went through all the approvals that were needed for plating from Plan Commission to final plating. He stated it was named in honor of the VanVector predecessors including Harold VanVector, his father Russel VanVector, his father David VanVector, and all VanVector who had been involved in business in this city since Plymouth began as a city. He stated that they dedicated the right-of-way, installed the sewer and water back in 2005, and paid the required advance charges to have the gas and electric run where there were no users as the utilities had



required them to do that. He stated the actual roadway had not went in as they were waiting for a buyer who would need a road, but they paid a bond over the years to make sure that someone would put that road in. He stated that Dan Sharp had no right to make the request for the name to be changed. He stated there was a lot more than putting in a new city street then just the road itself, such as the cost of dedication of land for right-of-way, all the utilities, and they had spent far more on those items compared to what that road cost.



Miller stated that they sold Dan Sharp and Carl Stockberger two lots along that road and provided some details on that purchase agreement as seen below.

PURCHASE PRICE

2.The purchase price (the "Purchase Price") of the Premises is [REDACTED]. The Purchaser agrees to pay \$[REDACTED] to VanVector Farms, Inc upon execution of this Agreement. Purchaser will assume all responsibility, financial and otherwise, for the completion of the unfinished, northerly leg of Van Vector Drive and its required drainage. Purchaser guarantees the construction will be to the City of Plymouth standards. Prior to closing of this Agreement, if required, Purchaser will post a bond in favor of the City of Plymouth, at Purchaser's expense, guaranteeing the completion of the roadway and drainage, and assumes Seller's current responsibility to post the bond, releasing Seller from any future bond requirement for Van Vector Drive



Miller further explained that they had received estimates regarding installing the roadway six months before it was built by Sharp and Stockberger. He stated they came up with a sale price by taking their listed market price and reducing it by the amount of the estimate he received to put the road in with the stipulation that they incur all the cost of installing the road to city standards. He stated in their purchase agreement; they did not grant any naming rights as they still owned property on that road. He stated that VanVactor Drive had shown up on the east/west and north/south on Marshall County GIS since they did this. He stated over the last 28 years they had been developing those corners out there, that every time their company had to make a change, even minor, to their plated planned unit developments (PUD), of which there were now 8, they had gone through the various technical processes. He listed the Technical Review Committee (TRC), Plan Commission, Redevelopment Commission, Drainage Board, etc. and they did it to be good corporate citizens. He stated it came to their surprise that this went through in one night at their board meeting with no TRC, Plan Commission, or public notice. He stated he had recently come to find out that Plymouth really had no specific ordinance on renaming a street. He explained that if they wanted to that the Mayor could rename Michigan Street Listenberger Way.

Houin stated that was not entirely true, but the Board of Public Works and Safety had authority to name or rename streets.

Miller stated when Pine Road was renamed Pioneer Drive, that the Mayor came to the council meeting and said they were renaming it without a public meeting or any input. He stated without there being an ordinance that they would assume at the very least that property owners on that road would be notified ahead of time, especially property owners with the same name as the road. He stated if they would have been notified that he would have been at the meeting discussing the same thing he was talking about that night providing them with all the information for them to base their decision on. He stated he understood people change and new things happen, and he was not faulting anyone for anything as he knew that Dan Sharp had no malice in doing this. He stated they specifically named that road VanVactor Drive as a heritage and it was designed as a loop. He asked them to rescind that resolution that renamed the road and think about them as if he were there two weeks ago. He stated they started this development in 1998, and they came up to work on the development in 2003 as it was being developed. He stated when he looked at VanVactor Drive, both east/west and north/south, that

he saw it as a compass to help guide our development the same as their predecessor VanVactors would have wanted them to.

Morrow believed that they made a mistake at the last meeting, and he would receive blame for that as he was not aware that the VanVactor family had not been notified. He stated he had assumed they were but from the standpoint of what the family had done with that development for Plymouth that they should all be grateful. He stated he was in favor of rescinding the resolution if that could be done by motion or what the due process was.

Houin replied that it could be done by motion and traditionally with a renaming they had used a resolution just so they had that documentation for city records but as far as their authority, the Board of Public Works and Safety can take action to change names on public infrastructure any time they choose. He stated it would not be a rescinding but a new action to change it from Jolene Drive back to VanVactor Drive.

Board members Morrow and Ecker moved and seconded to rename Jolene Drive back to VanVactor Drive as presented. The motion was later tabled after discussion.

Sharp stated that the VanVactor family was a huge part of this city, and nobody would question that, and he had the utmost respect for Miller and his family. He added there was no intentional wrongdoing here. He stated he would like to point out that the roadway in the original plat had been altered because of the warehouse that went in at the end of VanVactor Drive so it was a straight through and not a loop at this point. He stated he did guarantee the VanVactor family that he would finish that road, and he did not waste any time. He stated he spoke with the City Engineer and Street Superintendent, and they got quotes so the ball rolled very quickly. He stated the city was involved in the planning of the intersections and he had never seen this plat, but they laid the road out based on a site survey from Wightman from the center of the right-of-way on the south and north ends. He stated they all walked through it, and they all held him to the fire whether he liked it or not with discussions on subgrade treatment, curb extensions, drainage, and this was a private investment. He stated there was no grant or TIF money but rather it was only a private investment to make the area more appealing for private industry coming to Plymouth. He stated he felt he held his end of the bargain up for the purchase agreement as he did exactly what he said he was going to do. He stated they had created an intersection that may be different from the plat, and it was a north/south street and in his opinion, it should have been a separate entity from what was originally planned just by the process in which it happened. He stated this went on for several

months even after the planning and it was a huge expense in the sense that they are going out on a limb to spur activity in that area. He stated he felt that pavement, manpower, and aggregate 20 years ago would have been a heck of a lot cheaper than it was last year in 2024. He stated he felt they were doing the right thing and appreciated the fact that the section would be a different name. He explained he owned lots on both the east and west sides and about 80-90% of those lots were vacant and ready to go for Plymouth.

Mayor Listenberger asked about the name Jolene.

Sharp replied that she was a member of his family near and dear to them.

Mayor Listenberger asked if there could be any compromise along that stretch.

Sharp replied that he did not have any pavement projects in the future or street dedications as he had been working hard on this one over the last year.

Mayor Listenberger asked if there were any streets over there.

Sharp replied there were none other than this one that he had any personal equity in. He stated when viewed on google maps, it was just a dirt strip and that was what it had been for the last 28 years. He stated as far as the investment was concerned, he did want to have it rolled into the city as the infrastructure was there and the pole lines were there. He stated he wanted the opportunity for someone to build in there very soon.

Miller stated he never doubted what Sharp was doing or that he was going to do a job on the project knowing that they had worked together for many years. He stated the issue came with the fact of the request for a name change when VanVactor did not give that right. He stated to them it was more than a road name but a legacy name that meant a lot to them. He stated if it had just been a Maple Street or something like that then they would not have had this discussion but for them it ran deeper.

Plan Director Ty Adley stated that a couple options they could consider doing would be keeping a singular name but changing the suffix, whether it be street, road, drive, etc. He stated when they get to an intersection, they are typically looking at the intersection of two streets. He stated it was not curved as developing buildings off curves was not safe so when they look at intersections, creating that perpendicular access makes a big difference by teeing into the business that was there. He stated if they were wanting to change Jolene back to VanVactor that they should look at changing the suffix of that street from Drive to something else. He stated that was something they could take into consideration, but it should not remain the same name the whole way through with drive.

REGULAR SESSION, BOARD OF PUBLIC WORKS AND SAFETY, April 14, 2025

Culp asked if this could be tabled for review.

Houin replied that it could be and brought back at a future meeting.

Board members Culp and Milner moved and seconded to table the request. The motion passed by roll call vote.

In Favor: Culp, Ecker, Milner, Morrow, and Listenberger

Opposed: N/A

Board members Milner and Culp moved and seconded to allow the payroll for March 31, 2025, and the claims for April 14, 2025, as entered in Claim Register #2025-7. The motion carried.

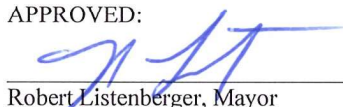
Board members Milner and Culp moved and seconded to accept the following communications:

- April 14, 2025 Docket

The motion carried.

There being no further business, Board members Culp and Ecker moved and seconded to adjourn. Listenberger declared the meeting adjourned at 7:15 p.m.

APPROVED:

  
Robert Listenberger, Mayor

  
Lynn M. Gorski, Clerk-Treasurer