



Goshen Common Council

6:00 p.m. July 6, 2021 Regular Meeting

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

Call to Order by Mayor Jeremy Stutsman

Pledge of Allegiance

Roll: Megan Eichorn (District 4) Julia King (At-Large) Jim McKee (District 1)
Doug Nisley (District 2) Gilberto Pérez, Jr. (District 5) Matt Schrock (District 3)
Council President Brett Weddell (At-Large) Youth Advisor Adrian Mora (Non-voting)

Approval of Minutes – July 7, 2020; Aug. 4, 2020; Aug. 18, 2020; Nov. 17, 2020; Dec. 7, 2020;
June 1, 2021 and June 15, 2021

Approval of Meeting Agenda

Privilege of the Floor

- I. **Public Hearing** Public Hearing for the County Road 36 Annexation
- II. **Resolution 2021-25** Fiscal plan for County Road 36 Annexation
- III. **Ordinance 5090** County Road 36 Annexation (1st Reading only)
- IV. **Public Hearing – Ord. 5089** Vacation of Public Ways in the City of Goshen, Indiana
- V. **Ordinance 5089** Vacation of Public Ways in the City of Goshen, Indiana (1st/2nd Readings)
 - Site Analysis
 - Site Location Map
 - Letter to Goshen Traffic Commission
- VI. **Ordinance 5091** An Ordinance of the City Council of the City of Goshen, Indiana, Relating to Proactive Investigative Funds
- VII. **Resolution 2021-19** City of Goshen Government Operations Climate Action Plan

Elected Official Reports

Adjournment



Minutes of the Common Council Regular Meeting of July 21, 2020

6:00 p.m. Council Chambers, Police & Court Building, 111 East Jefferson Street, Goshen, Indiana

Mayor Jeremy Stutsman called the meeting to order and led in the Pledge of Allegiance

Present: Megan Eichorn (District 4), Julia King (At-Large), Jim McKee (District 1),
Doug Nisley (District 2), Gilberto Perez, Jr. (District 5),
Matt Schrock (District 3), Council President Brett Weddell (At-Large),

Absent: Youth Advisor Hazany Palomino (Non-voting)

Weddell/King moved to approve the minutes of March 3, 2020. Passed 7-0

King/Weddell moved to approve the agenda. Passed 7-0

Special Presentation: Dr. Michael Hicks

Dr. Michael Hicks, Director of Center for Business and Economic Research at Ball State discussed his presentation. Hicks reported projections for revenue for Goshen and surrounding areas during and after the pandemic. Referred to similar events and how the economy was affected.

Privilege of the Floor

No one spoke.



Resolution 2020-20: Local Roads and Bridges Matching Grant Agreement with InDOT for Reconstruction of 16th Street, Douglas Street, and Reynolds Street

Weddell/Perez moved for passage of Resolution 2020-20. Passed 7-0

Voice Vote to pass Resolution 2020-20. Passed 7-0

Ordinance 5049 (1st Reading) Amending Ordinance Violations Bureau

Weddell/Nisley moved for passage of Ordinance 5049 on 1st Reading. Passed 7-0

Voice Vote to pass Ordinance 5049 on 1st Reading. Passed 7-0

Ordinance 5050 (1st Reading) Amending Compensation Ordinance 5008 for Civil City and Utilities Employees: Emergency Staffing Management and Paid Leave.

Weddell/King moved for passage of Ordinance 5050 on 1st Reading. Passed 7-0

City Attorney Bodie Stegelmann explained the two changes to the ordinance. Wording added to paragraph A1 to specify lists made by department heads of who shall continue to work in office must be in writing. Paragraph G now states that seasonal employees do not qualify for the reduced pay while remaining at home due to department head direction.

Weddell/Nisley motioned to make changes as suggested by City Attorney Bodie Stegelmann. Passed 7-0

King/Weddell moved to amend Ordinance 5050 paragraphs A1 and G. Passed 7-0

Weddell/King moved for passage of Ordinance 5050 as amended.

Weddell/Nisley moved for passage of Ordinance 5050 on second and final reading.

Voice Vote to pass Ordinance 5050 on second and final reading. Passed 7-0

Elected Official Reports

Weddell: Redevelopment Meeting highlights. Traffic Commission met.

All Council Members expressed gratitude for the Goshen City Police Department.



Nisley/King moved to adjourn. Passed 7-0

Meeting Adjourned 7:23 p.m.

APPROVED: _____
Jeremy P. Stutsman, Mayor of Goshen

ATTEST: _____
Goshen City Clerk-Treasurer



Minutes of the Common Council Regular Meeting of August 4, 2020

6:00 p.m. Council Chambers, Police & Court Building, 111 East Jefferson Street, Goshen, Indiana

Mayor Jeremy Stutsman called the meeting to order and led in the Pledge of Allegiance

Present: Megan Eichorn (District 4), Julia King (At-Large), Jim McKee (District 1),
Doug Nisley (District 2), Gilberto Perez, Jr. (District 5),
Matt Schrock (District 3), Council President Brett Weddell (At-Large),
Youth Advisor Hazany Palomino (Non-voting)

Absent: None

King/Eichorn moved to approve the minutes of March 17, 2020. Passed 7-0

Nisley/King moved to approve the agenda as presented. Passed 7-0

Privilege of the Floor

No one spoke

Elected Official Reports

Schrock: Homeless shelter and resident opinions, overflow parking

Weddell: School reopening

Eichorn: School reopening and school board

Perez: Police Department and resident opinions

Mayor Stutsman: Disaster Relief Fund



Ordinance 5049 (2nd Reading): Amending Ordinance Violations Bureau

Weddell/King moved for passage of Ordinance 5049 on second and final reading.

Nisley/Eichorn moved to amended Ordinance 5049.

Voice Vote to amend Ordinance 5049. Passed 7-0

Voice Vote to pass Ordinance 5049 on second and final reading. Passed 7-0

Ordinance 5051: Amend Ordinance 3011 by Rezoning Real Estate Hereinafter Described,
And Commonly Known as 410 West Pike Street, from Commercial B-1
District to Commercial B-2 District

Weddell/Eichorn moved for passage of Ordinance 5051 on 1st reading.

Voice Vote to pass Ordinance 5051 on 1st reading. Passed 7-0

Weddell/McKee moved for passage of Ordinance 5051 on second and final reading.

Voice Vote to pass Ordinance 5051 on second and final reading. Passed 7-0

Ordinance 5052 (1st Reading): Accident Report Fee

Weddell/King moved for passage of Ordinance 5052 on 1st reading.

Voice Vote to pass Ordinance 5052 on 1st reading. Passed 7-0

Weddell/Perez moved for passage of Ordinance 5052 on second and final reading.

Voice Vote to pass Ordinance 5052 on second and final reading. Passed 7-0



Nisley/Eichorn moved to adjourn. Passed 7-0

Meeting Adjourned 6:54 p.m.

APPROVED:

Jeremy P. Stutsman, Mayor of Goshen

ATTEST:

Goshen City Clerk-Treasurer

DRAFT



Minutes of the Common Council Regular Meeting of August 18, 2020

6:00 p.m. Council Chambers, Police & Court Building, 111 East Jefferson Street, Goshen, Indiana

Mayor Jeremy Stutsman called the meeting to order and led in the Pledge of Allegiance

Present: Megan Eichorn (District 4), Julia King (At-Large), Jim McKee (District 1),
Doug Nisley (District 2), Gilberto Perez, Jr. (District 5),
Matt Schrock (District 3), Council President Brett Weddell (At-Large),
Youth Advisor Hazany Palomino (Non-voting)

Absent: None

Approval of Minutes from April 15 and April 21, 2021.

King/Weddell moved to approve the minutes of April 15 and April 21, 2021. Passed 7-0

Weddell/King moved to approve the agenda as presented. Passed 7-0

Privilege of the Floor

No one spoke.

Elected Official Reports

Nisley: Aviation update

Weddell: Redevelopment Commission update

King: CRC Meetings have started up again. Marked the 100th anniversary of Women's Suffrage by sharing family photos from that time period.

Mayor Stutsman: Utility Assistance program and a possible part time CRC Director position



Ordinance 5031 (1st Reading) Additional Appropriation to Match Emergency Relief Fund Contributions
And Authorization of the Transfer of Funds

Weddell/Perez moved for passage of Ordinance 5031 on 1st Reading.

Voice Vote to pass Ordinance 5031 on 1st Reading. Passed 7-0

Weddell/McKee moved for passage of Ordinance 5031 on second and final reading.

Voice Vote to pass Ordinance 5031 on second and final reading. Passed 7-0

Ordinance 5054 (2nd Reading) Collection of Brush and Leaves

Weddell/Eichorn moved for passage of Ordinance 5054 on 1st Reading.

Voice Vote to pass Ordinance 5054 on 1st Reading. Passed 7-0

Nisley/McKee moved to adjourn. Passed 7-0

Meeting Adjourned 6:51 p.m.

APPROVED: _____
Jeremy P. Stutsman, Mayor of Goshen

ATTEST: _____
Goshen City Clerk-Treasurer



Minutes of the Common Council Regular Meeting of November 17, 2020

6:00 p.m. Council Chambers, Police & Court Building, 111 East Jefferson Street, Goshen, Indiana

Mayor Jeremy Stutsman called the meeting to order and led in the Pledge of Allegiance

Present: Megan Eichorn (District 4), Julia King (At-Large), Jim McKee (District 1),
Doug Nisley (District 2), Gilberto Perez, Jr. (District 5),
Matt Schrock (District 3), Council President Brett Weddell (At-Large),
Youth Advisor Hazany Palomino (Non-voting)

Absent: None

King/Nisley moved to approve the minutes of October 27, 2020. Passed 7-0

McKee/Eichorn moved to approve the agenda as presented. Passed 7-0

Privilege of the Floor

Glenn Null shared his gratitude for the speech the Mayor gave during the Veteran's Day Celebration. Also shared concerns regarding a possible mask mandate and associated fines.

Lori Arnold expressed concerns regarding harassment for signs posted in her yard. Stated she felt she was being targeted and was coming to the council for assistance on how to proceed with ordinance violations.

Elected Official Reports

McKee: Plan Commission details

Schrock: Resident's excitement regarding a recent construction completion

Eichorn: Excitement regarding the River District revitalization

Weddell: Redevelopment Commission report



King: Parks meeting update

Mayor Stutsman: Updates on union negotiations

Resolution 2020-24: Supporting Termination of the Goshen Dam Pond Interlocal Agreement

Weddell/Schrock moved for passage of Resolution 2020-24.

Voice Vote to pass Resolution 2020-24. Passed 7-0

Perez/Weddell moved for passage of Resolution 2020-24 as amended; changing the word "Dormant" to "Terminate."

Voice Vote to pass Resolution 2020-24 as amended. Passed 7-0

Resolution 2020-25: Interlocal Agreement with the County of Elkhart, the City of Elkhart, and the City of Nappanee for Community Development Financial Strategy Evaluation Services

McKee/King moved for passage of Resolution 2020-25.

Voice Vote to pass Resolution 2020-25. Passed 7-0

Resolution 2020-26: Transfer of Funds for Emergency Supplies and Services, Ambulance and Related Equipment, COVID-19 Bonus Pay

McKee/Perez moved for passage of Resolution 2020-26.

Voice Vote to pass Resolution 2020-26. Passed 7-0



Ordinance 5060: Amend Ordinance 3011 by Rezoning Real Estate Hereinafter Described, and Commonly Known as 919 West Plymouth Avenue, from Agricultural A-1 District To Residential R-3 District

McKee/Nisley moved for passage of Ordinance 5060 on first reading.

Voice Vote to pass Ordinance 5060 on first reading. Passed 7-0

Glenn Null commented and shared concerns.

McKee/Nisley moved for passage of Ordinance 5060 on second and final reading.

Voice Vote to pass Ordinance 5060 on second and final reading. Passed 7-0

Ordinance 5061: Public Hearing

No one spoke.

Ordinance 5061: Vacation of Public Ways in the City of Goshen, Indiana

McKee/Nisley moved for the passage of Ordinance 5061 on first reading.

Voice Vote to pass Ordinance 5061 on first reading. Passed 7-0

McKee/Nisley moved for the passage of Ordinance 5061 on second and final reading.

Voice Vote to pass Ordinance 5061 on second and final reading. Passed 7-0

Ordinance 5062: Amend Ordinance 2071 of the Goshen College PUD

McKee/Schrock moved for the passage of Ordinance 5062 on first reading.

Voice Vote to pass Ordinance 5062 on first reading. Passed 7-0



Glenn Null shared his concerns.

McKee/Weddell moved for the passage of Ordinance 5062 on second and final reading.

Voice Vote to pass Ordinance 5062 on second and final reading. Passed 7-0

Nisley/McKee moved to adjourn. Passed 7-0

Meeting Adjourned 8:05 p.m.

APPROVED:

Jeremy P. Stutsman, Mayor of Goshen

ATTEST:

Goshen City Clerk-Treasurer

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Minutes of the Common Council Special Meeting of December 7, 2020

6:00 p.m. Council Chambers, Police & Court Building, 111 East Jefferson Street, Goshen, Indiana

Mayor Jeremy Stutsman called the meeting to order and led in the Pledge of Allegiance

Present: Megan Eichorn (District 4), Julia King (At-Large), Jim McKee (District 1),
Doug Nisley (District 2), Gilberto Perez, Jr. (District 5),
Matt Schrock (District 3), Council President Brett Weddell (At-Large),
Youth Advisor Hazany Palomino (Non-voting)

Absent: None

Eichorn, King, and Perez were present electronically.

McKee, Nisley, Shrock, Weddell, and Youth Advisor Palomino were physically present.

No minutes were presented.

Nisley/Weddell moved to approve the agenda as presented. Passed 7-0

Staff Memo regarding 1st readings of Ordinance 5066 and 5067 from Clerk-Treasurer Adam Scharf

No formal action was taken.

Ordinance 5073: Establish Incremental Civil Fines for Violations of the COVID-19 Mitigation Directives

Members of the Health Department, local hospitals and local schools shared their experiences and research regarding COVID-19.



Weddell/Perez moved for the passages of Ordinance 5073 on 1st reading.

King/Weddell moved to add the words "Under guidance of the Elkhart County Health Officer" to the Ordinance.

Voice Vote to amended Ordinance 5073. Passed 7-0

Public comment regarding Ordinance 5073

Voice Vote to pass Ordinance 5073 on 1st reading. Passed 4-3

Eichorn:	Yes
King:	Yes
McKee:	No
Nisley:	No
Perez:	Yes
Schrock:	No
Weddell:	Yes

Weddell/Eichorn moved for the passage of Ordinance 5073 on second and final reading.

Voice Vote to pass Ordinance 5073 on second and final reading. Passed 4-3

Eichorn:	Yes
King:	Yes
McKee:	No
Nisley:	No
Perez:	Yes
Schrock:	No
Weddell:	Yes

Ordinance 5066 (1st Reading): 2021 Compensation for Fire Department Employees

Weddell/Perez moved for the passage of Ordinance 5066 on 1st reading.

Voice Vote to pass Ordinance 5066 on 1st reading. Passed 7-0



Ordinance 5067 (1st Reading): 2021 Compensation for Police Department Employees

Weddell/Nisley moved for the passage of Ordinance 5067 on 1st reading.

Voice Vote to pass Ordinance 5067 on 1st reading. Passed 7-0

Nisley/McKee moved to adjourn. Passed 7-0

Meeting Adjourned 8:16 p.m.

APPROVED:

Jeremy P. Stutsman, Mayor of Goshen

ATTEST:

Goshen City Clerk-Treasurer

DRAFT



Minutes of the Common Council Regular Meeting of June 1, 2021

6:00 p.m. Council Chambers, Police & Court Building, 111 East Jefferson Street, Goshen, Indiana

Mayor Jeremy Stutsman called the meeting to order and led in the Pledge of Allegiance

Present: Megan Eichorn (District 4), Julia King (At-Large), Jim McKee (District 1),
Doug Nisley (District 2), Gilberto Perez, Jr. (District 5),
Matt Schrock (District 3), Council President Brett Weddell (At-Large),
Youth Advisor Hazany Palomino (Non-voting)

Absent: None

King/Eichorn moved to approve the minutes of May 18, 2021 as presented. Passed 7-0

Perez/Schrock moved to approve the agenda as presented. Passed 7-0

Privilege of the Floor

No one spoke.

Resolution 2021-16: Approve Disposal of Real Estate I the 200-Block of West Monroe Street

Weddell/Schrock moved for passage of Resolution 2021-16.

Voice Vote to pass Resolution 2021-16. Passed 7-0

Resolution 2021-20: Preliminary Finding Concerning Lippert Components Manufacturing, Inc.'s
Compliance with Statement of Benefits for Personal Property

Weddell/Nisley moved for passage of Resolution 2021-20 to find for Option 1 as stated in the memo.



Community Development Director Mark Brinson presented the memo.

Discussion followed as to possible reasons as to why Lippert Components did not meet their hiring requirements.

Goshen Chamber President and CEO Nick Keiffer added that both companies, referring to Benteler Automotive as well, are in good standing in the community and have spent a large amount of resources to hire new employees.

Voice Vote to pass Resolution 2021-20. Passed 6-1

Eichorn:	Yes
King:	No
McKee:	Yes
Nisley:	Yes
Perez:	Yes
Schrock:	Yes
Weddell:	Yes

Resolution 2021-21: Preliminary Finding Concerning Benteler Automotive Corporation's Compliance
With Statement of Benefits for Personal Property (Under Benteler II ERA)

Weddell/Nisley moved for passage of Resolution 2021-21 to find for Option 1 as stated in the memo.

Mayor Stutsman stated that the Resolution is similar to Resolution 2021-20. Added that a shortage in vehicle parts has contributed to the lack of new employees for Benteler. Stated that Benteler invested \$19 million in equipment, however the equipment is not in-service.

King stated that she felt the Council should not have granted compliance last year however this noncompliance this year is more COVID-19 related.

Voice Vote to pass Resolution 2021-21. Passed 6-1

Eichorn:	Yes
King:	No
McKee:	Yes
Nisley:	Yes
Perez:	Yes
Schrock:	Yes
Weddell:	Yes



Resolution 2021-22: Preliminary Finding Concerning Benteler Automotive Corporation's Compliance with Statement of Benefits for Personal Property (Under Benteler III ERA)

Weddell/Nisley moved for passage of Resolution 2021-22 to find for Option 1 as stated in the memo.

Voice Vote to pass Resolution 2021-22. Passed 4-3

Eichorn:	No
King:	No
McKee:	Yes
Nisley:	Yes
Perez:	No
Schrock:	Yes
Weddell:	Yes

Ordinance 5083 (1st Reading): Amend Ordinance 5065, 2021 Compensation for Civil City and Utilities Employees, as amended by Ordinance 5081, to Clarify Payment of ASE Certification Bonus

Weddell/Nisley moved for passage of Ordinance 5083 on 1st Reading.

Nisley stated he spoke with the employees in question if they wanted to be paid the ASE Certification Bonus in a full amount or throughout the year. Stated that the employees would like the bonus in one payment.

Perez shared his thanks in joining the meeting between Clerk-Treasurer Adam Scharf and Street Commissioner David Gibbs. Also thanked Scharf for his apology on his miscommunication. Asked if Council could amend Teamsters Contracts.

City Attorney Bodie Stegelman stated the Teamsters Contract does not specify when the bonus is to be paid out. Added that the Salary Ordinance and the Teamsters Contract cannot contradict each other.

Further discussion followed on creating a presentation to show the benefits of getting the bonus throughout the year.

King stated she felt this decision should not be for the Council to decide.

Scharf and Stegelman discussed the meaning of the State Statute that allows the Clerk-Treasurer to decide frequency of payment unless stated otherwise.

Discussion followed on when the Teamsters Union contract will be negotiated.

Nisley/Weddell moved to pass adding the amended paragraph to Ordinance 5083.



Voice Vote to pass the amendment. Passed 4-3

Eichorn:	No
King:	No
McKee:	Yes
Nisley:	Yes
Perez:	No
Schrock:	Yes
Weddell:	Yes

Voice Vote to pass Ordinance 5083 on 1st Reading. Passed 7-0

Weddell/Nisley moved for passage of Ordinance 5083 on 2nd and Final Reading. Passed 7-0

Ordinance 5088: Repeal Bicycle Registration Program and Bicycle Registration Fee under Goshen City Code Title 4, Article 7, Chapter 1

Weddell/Eichorn moved for passage to Repeal Ordinance 5088 on 1st Reading.

Mayor Stutsman stated that during City events to encourage registration, Board of Public Works waves the \$5.00 fee and does not collect enough to justify the fee throughout the year.

Weddell joked that in all the years he has owned bicycles he has never registered one.

Voice Vote to repeal Ordinance 5088 on 1st Reading. Passed 7-0

Weddell/Perez moved for passage to Repeal Ordinance 5088 on 2nd and Final reading.

Voice Vote to repeal Ordinance 5088 on 2nd and Final Reading. Passed 7-0

Discussion Item: City of Goshen Government Operations Climate Action Plan

Environmental Resilience Director Aaron Sawatsky-Kingsley presented the plan. Provided a PowerPoint presentation that went over the highlights of the Climate Action Plan.

Mayor Stutsman added that the Council would be given time to review the document and bring it back on the July 6, 2021 Council Meeting.



Elected Official Reports

Mayor Stutsman announced this would be Youth Advisor Hazany Palomino's last full Council Meeting. Added that Adrian Mora would be sworn as the new Youth Advisor next meeting. Mayor also stated he reached out to Weddell and King to for an American Rescue Act Committee to discuss how funds will be spent from that grant.

Perez stated he and Schrock met with city Police Officers and provided an update on staff and connections with the community.

Scharf commented on the City of South Bend eliminated all minimum parking requirements and thought the City of Goshen could consider that to help in the Climate Action Plan.

Stegelman provided an update as to the case the City is in against the homeowners at 615 South Main Street. Discussion followed on the exact nature of the Sign Ordinance and what parts of the Ordinance were being violated.

Further discussion led to a flag being displayed that included profanity and if that violated the Sign Ordinance. Mayor Stutsman stated that the flag falls under freedom of speech but the homeowner has been asked to take it down numerous times as the home resides close to a school and church. Council members commented on the complaints they have received and how it is not a friendly welcome to Goshen. Schrock stated he would personally reach out to the homeowner as he has been personally contacted by residents to express their concerns.

Eichorn and Mayor Stutsman discussed when the next River District Committee would meet. No official date has been set.

Nisley/Kind moved to adjourn. Passed 7-0

Meeting Adjourned 7:30 p.m.

APPROVED: _____
Jeremy P. Stutsman, Mayor of Goshen

ATTEST: _____
Goshen City Clerk-Treasurer



Minutes of the Common Council Regular Meeting of June 15, 2021

6:00 p.m. Council Chambers, Police & Court Building, 111 East Jefferson Street, Goshen, Indiana

Mayor Jeremy Stutsman called the meeting to order and led in the Pledge of Allegiance

Present: Megan Eichorn (District 4), Julia King (At-Large), Jim McKee (District 1),
Doug Nisley (District 2), Gilberto Perez, Jr. (District 5),
Matt Schrock (District 3), Council President Brett Weddell (At-Large),
Youth Advisor Hazany Palomino (Non-voting)

Absent: None

Presentation of Plaques to Outgoing Youth Advisors

Josh Schrock – 1st Environmental Resilience Youth Advisor
Jacob Smith – 1st Park Board Youth Advisor
Mislenny Moreno – Community Relations Commission
Hazany Palomino – City Common Council and Intern in Mayor's Office, received a key to the City.

Keystone RV Representative Collin Becket presented each of the Youth Advisors with a \$1,000 scholarship to be used at the school of the advisors choosing.

Swearing in of Incoming Youth Advisors

Adrian Mora was sworn in by Mayor Stutsman as the new Youth Advisor to the City Common Council.

Sophia Yordy – Mayor's Environmental Advisory Committee
Ashley Garcia – Parks Department
Steve Bermudez – Community Relations Commission
Katie Batson – Shade Tree Board
Aysia Adkins – Goshen High School, School Board



Present: Megan Eichorn (District 4), Julia King (At-Large), Jim McKee (District 1),
Doug Nisley (District 2), Gilberto Perez, Jr. (District 5),
Matt Schrock (District 3), Council President Brett Weddell (At-Large),
Youth Advisor Adrian Mora (Non-voting)

Absent: None

No minutes were presented.

King/Eichorn moved to approve the agenda as presented. Passed 7-0

Privilege of the Floor

No one spoke.

Resolution 2021-23: Development Agreement with Last Dance, LLC

Weddell/McKee moved for the passage of Resolution 2021-23.

Community Development Director Mark Brinson presented the agreement.

Redevelopment Project Manager Becky Hutsell provided a presentation going of the main points of the agreement and the plans for the developed land. Added the total project cost is estimated to be \$14 million. Stated the developer, Last Dance, LLC, is funding the design to the Cities standards.

Mayor Stutsman stated that the annexation portion of the agreement will be presented at the July 6, 2021 meeting.

Schrock asked Hutsell if they could meet to discuss plans for flood and routing control by Rock Run Creek.

Discussion regarding page 9 and the state tax credit line followed.

King and Brinson discussed the nature of the jobs the developed land would create and how that would factor in with the labor shortage.

King also expressed concern in passing this agreement before residents had an opportunity to discuss the annexation.



Mayor Stutsman stated that there would be two more public hearings regarding the annexation before it was brought to the council again.

King attempted to table the agreement. Motion failed.

Becket representing Keystone stated that any business brought in through this developed land would be a direct competitor and asked for a level playing field in the future. Added that Keystone has always been proud of their property within the City and they represent it well.

Voice Vote to pass Resolution 2021-23. Passed 5-yes, 1-no, 1-pass

Eichorn:	Yes
King:	Pass
McKee:	Yes
Nisley:	Yes
Perez:	No
Schrock:	Yes
Weddell:	Yes

Resolution 2021-24: Transfer of Appropriations: Electric-assisted Bicycles

Environmental Resilience Director Aaron Sawatsky-Kingsley presented the agreement.

Kingsley expressed the benefits he believes the City and the staff will gain by using the bicycles for quick errands or quick trips around the City.

Division Chief Mario Mora stated the Police Department is looking forward to using them for their bike patrol and hopes this will strengthen community relations.

Kingsley added two types of bikes have been purchased, Class 1 and Class 3. Class 1 travels at 18-20 MPH and the Class 3, designated for the Police Department, travels as 28 MPH.

Perez asked about maintenance followed by Shrock asking about winter storage.

Kingsley stated that maintenance on the bikes would be done by Lincoln Avenue Cycling and they would store the bikes during the winter.

McKee expressed is concern on spending money on electric bicycles when regular bikes are available and no money have been put into the City's rainy day fund. McKee stated he felt \$1 million should be put into the fund or the fund should be eliminated. McKee also suggested that any department wanting and electric bike should take money from their budget and assist in paying for the bikes.

Voice Vote to pass Resolution 2021-24. Passed 7-0



Elected Official Report

Eichorn shared an update from the Community Relations Committee and progress on the Sundown Town marker. Stated the CRC is going to reach how to residents that are people of color and collect their opinions for the marker. Also added that the CRC is looking to hire a Dr. Janet Riley to assist in training the committee on diversity and cultural situations.

Weddell asked if that was not the reason Community Relations Coordinator AJ Delgadillo was hired. Mayor Stutsman stated that he and AJ are currently in discussions.

Scharf announced this would be his last meeting and made a statement in response to Keystone RV asking for a level playing field. He expressed caution on TIFs not being used for the right reason and stated how the State of California crashed their TIF system by not balancing funds. He cautioned the council that if the funds were not balanced, the City could see harmful effects.

Nisley teased that exciting things were coming to the airport but would not clarify further.

Council Members and Mayor Stutsman expressed their thanks and fond moments toward Scharf.

King/Eichorn moved to adjourn. Passed 7-0

Meeting Adjournment 7:25 p.m.

APPROVED: _____
Jeremy P. Stutsman, Mayor of Goshen

ATTEST: _____
Goshen City Clerk-Treasurer

**Notice of Public Hearing
for the County Road 36 Annexation into the City of Goshen**

A Petition for Annexation into the City of Goshen has been filed with the Goshen Common Council requesting the annexation of certain real estate located outside, but contiguous to the corporate limits of the City of Goshen. This area is identified as the "County Road 36 Annexation Area" and consists of approximately 163 acres of real estate generally located along both the north and south sides of County Road 36, west of County Road 31 and east of the railroad. The Goshen Common Council will conduct a public hearing on the County Road 36 Annexation at its regular meeting on July 6, 2021 at 6 p.m. The hearing will be held in the City Court Room/Council Chambers at the Goshen Police & Court Building, 111 East Jefferson Street, Goshen. All interested members of the public are invited to attend and will be given the opportunity to testify on the proposed annexation at the public hearing.

COUNCIL RESOLUTION 2021-25

Fiscal Plan for County Road 36 Annexation

WHEREAS the Goshen Common Council proposes to annex to the City of Goshen the real estate generally located on the north and south side of County Road 36, west of County Road 31 and east of the railroad. This area is identified as the "County Road 36 Annexation Area"; and

WHEREAS pursuant to Indiana Code § 36-4-3-3.1, the city has developed a written fiscal plan establishing a definite policy to provide city services to the County Road 36 Annexation Area, a copy of which is attached to this resolution.

NOW, THEREFORE, BE IT RESOLVED that the Goshen Common Council approves and adopts the Fiscal Plan for the County Road 36 Annexation Area attached to and made a part of this resolution.

PASSED by the Goshen Common Council on July _____, 2021.

Presiding Officer

Attest:

Clerk-Treasurer

PRESENTED to the Mayor of the City of Goshen on July _____, 2021, at _____ a.m./p.m.

Clerk-Treasurer

APPROVED and ADOPTED on July _____, 2021.

Jeremy P. Stutsman, Mayor

Fiscal Plan for County Road 36 Annexation

INTRODUCTION

The fiscal plan documents the municipal services the City of Goshen will deliver to the County Road 36 Annexation Area (“Annexation Area”), when the Annexation Area will start to receive the municipal services, and the city's capacity to deliver those municipal services to the Annexation Area. The fiscal plan provides cost estimates for the services and infrastructure to be furnished to the Annexation Area, together with the methods of financing the costs for the services and infrastructure.

The Annexation Area is covered by a Development Agreement with Last Dance, LLC (Last Dance) dated June 16, 2021. A copy of the Development Agreement is attached as Exhibit F. This agreement includes a waiver by Last Dance and any successor in interest to Last Dance’s right to remonstrate against the annexation of the real estate into the City of Goshen. This waiver applies to all tracts of real estate within the Annexation Area.

The property owners of all real estate within the Annexation Area have submitted a Petition for Annexation into the City of Goshen and requested the Goshen Common Council adopt an ordinance to annex the real estate. This annexation is proceeding under the provisions of Indiana Code § 36-4-3-5.1.

The effective date of the annexation of the real estate will be thirty (30) days after the adoption of the annexation ordinance, publication of the notice of adoption, and upon the filing and recording of the ordinance pursuant to Indiana Code § 36-4-3-22(a).

ANNEXATION AREA

Location, Description, Size and Contiguity

The Annexation Area is generally located along both the north and south sides of County Road 36, west of County Road 31 and east of the railroad. This area is depicted on the map attached as Exhibit A, and more particularly described in Exhibit B. The Annexation Area is approximately 163 acres, and consists of the five parcels of real estate listed in Exhibit D. The Annexation Area also includes any public highway and rights-of-way of the public highway that are contiguous to the real estate depicted in Exhibit A and described in Exhibit B to the extent required by Indiana Code § 36-4-3-2.5.

Approximately 36% of the aggregate external boundaries of the Annexation Area are contiguous with the corporate boundaries of the City of Goshen.

Land Use and Demographics

The Annexation Area consists of undeveloped agricultural real estate with no population. The real estate is planned to be developed as an industrial land use.

The Annexation Area is currently under the planning and zoning jurisdiction of Elkhart County. The area is zoned A1C Agricultural District. Upon annexation into the city, the Annexation Area will be zoned as M-1 Industrial District (Light Industrial).

Assessed Valuation

The current assessed valuation of all real estate in the Annexation Area (as of January 1, 2021) is included in the parcel information set forth in Exhibit D. The total assessed valuation is \$202,900. Once development occurs on the real estate, the assessed valuation will increase significantly.

Tax Rates and Estimated Tax Bill

The 2020 pay 2021 Elkhart County gross tax rates for Elkhart Township and Goshen City, Elkhart Township are set forth in Exhibit C. The 2020 pay 2021 Goshen City, Elkhart Township tax rate is \$3.6811 per \$100 of assessed valuation, of which \$1.4657 per \$100 of assessed valuation is the City of Goshen's tax rate.

The estimated change in a tax bill following the effective date of annexation is set forth in Exhibit E.

Tax Abatements

There are no property tax abatements adopted under Indiana Code § 36-4-3-8.5 for the Annexation Area.

Township Debt

The Annexation Area is part of Elkhart Township. To the extent required by Indiana Code § 36-4-3-10, the city is liable for any indebtedness of Elkhart Township in the same ratio as the assessed valuation of the property in the Annexation Area bears to the assessed valuation of all property in Elkhart Township as shown by the most recent assessment for taxation before the annexation. It is not believed that Elkhart Township has indebtedness for which the assessed property in the city is not already liable; however, if this assumption is incorrect, the city will fulfill its statutory obligation.

Common Council District

The Annexation Area will be assigned to Goshen Common Council District Five.

MUNICIPAL SERVICES

The following information includes the municipal services that will be provided to the Annexation Area. This section also includes the plan for the organization and extension of these services, the estimated costs to the city to provide the services, and the methods of financing the planned services.

The city is committed to providing municipal services to the Annexation Area in the same manner and scope as those services are provided to other areas of the city of a similar nature.

Capital services, such as public streets, sewer mains, and water mains and stormwater retention will be provided as detailed in the Development Agreement. Noncapital services, such as police protection, fire protection, and street and road maintenance will be provided to the Annexation Area within ninety (90) days of the effective date of annexation.

Street Improvements and Maintenance

This Annexation Area will add approximately one-quarter mile (1,321 feet) of County Road 36 to the city's street system and less than a mile of new streets within the annexation area.

The street improvements will be paid from bond proceeds issued by City of Goshen and purchased by the Developer. The bond proceeds will be used to construct new public streets and install traffic control devices, but there will be no capital cost to the city from existing funding sources for the street improvements in the annexation area. The funding for the new improvements will be generated only by new TIF revenues. Since the streets will be new, no significant maintenance within the first four years of the annexation is likely. The bond is to be paid solely by TIF revenues generated by new buildings constructed in the annexation area.

The estimated annual maintenance cost of providing services to the Annexation Area is based the additional street centerline miles in the Annexation Area multiplied by the Street Department's average annual cost per mile to provide service. The city's approximate annual cost to provide street maintenance services is \$23,740 per mile. The estimated annual maintenance cost to the Annexation Area is \$5,935 except that since the new street improvements will be new or newly repaired the average cost for the next four (4) years will likely be substantially below the projected cost.

Estimated Capital Cost:..... \$0
Estimated Annual Maintenance Cost:.....\$5,935

Sidewalks

Any public sidewalks to be added within the Annexation Area will be paid from bond proceeds issued by the City of Goshen and purchased by Developer. The bond is to be paid by solely from TIF revenues generated by the new buildings constructed in the annexation area.

Since any sidewalks will be new construction, no maintenance within the first four years of the annexation is likely.

Estimated Capital Cost:..... \$0
Estimated Annual Maintenance Cost:..... \$0

Water and Sewer Mains

Public Water Mains. The public water mains will be extended from their current location on College Avenue east to County Road 31, south to County Road 38 and west to tie in to the existing water main at Century Drive. This portion of the public water mains will be paid from existing TIF funding from the Southeast Consolidated TIF. A separate public water main loop will be constructed within the development west of the parcels to be annexed on the north side of County Road 36 and these public water mains will be paid from bonds to be solely funded from new TIF funds generated by the proposed project or from Last Dance.

Any building water lines required to connect any building to the public water main will be constructed at the sole expense of Last Dance.

The maintenance of the public water mains and public fire hydrants will be the responsibility of the Water and Sewer Department. Any maintenance that may be required will be paid from the water revenues generated from user fees.

Public Sewer Mains. The public sewer mains will be extended from their current location on College Avenue to the east boundary of the Annexation Area. Sewer mains along College Avenue will be funded by bond proceeds which will be repaid solely from new TIF revenues generated by the new

development west of the parcels to be annexed on the north side of County Road 36 or from the Developer. Any building sewer lines required to connect any building to the public sewer main will be constructed at the sole expense of the Developer.

The maintenance of the public sewer mains will be the responsibility of the Water and Sewer Department. Any maintenance that may be required will be paid from the sewer revenues generated from user fees. Since the water mains are new construction, little maintenance can be expected within the first four (4) years.

Estimated Capital Cost:..... \$0
Estimated Annual Maintenance Cost:..... \$0

Storm Water Drainage

Storm water drainage will be constructed on real estate easements to be established by Last Dance, LLC as part of the subdivision process and donated to the City. The construction of the stormwater retention area will be funded by the Southeast Consolidated TIF revenues.

The Storm Water Management Department oversees and enforces the city's storm water ordinances to ensure that storm water drainage complies with local, state and federal laws. There should be no additional cost to provide maintenance services to the Annexation Area in the first four (4) years since the stormwater retention or detention area is new construction.

Estimated Capital Cost:..... \$0
Estimated Annual Maintenance Cost:..... \$0

Police Services

The Police Department will provide police services to the Annexation Area within ninety (90) days of the effective date of the annexation. Police patrols, traffic enforcement, detection and apprehension of criminal offenders, preservation of public peace and civil order, and emergency responses will be part of the services the city will offer to the Annexation Area. Calls for service are dispatched by the Elkhart County Dispatch Center. Police service and response times to this area can be expected to be comparable and consistent with those services provided in other similarly situated areas of the city.

The city does not anticipate any significant need for additional personnel and equipment or an increase in annual operating costs to provide police services to the Annexation Area. The estimated annual operating cost of providing police services to the Annexation Area will be based on the additional number of parcels in the Annexation Area. The Police Department's average annual cost per parcel to provide service is \$470. The estimated annual operating cost to provide police services to the Annexation Area based on five (5) additional parcels is \$2,350.

The costs of police protection services are paid from the city's general fund. Certain capital expenses may be paid from the cumulative capital development fund, or the cumulative building, remodeling, and police radio equipment fund.

Estimated Capital Cost:..... \$0
Estimated Annual Operating Cost:\$2,350

Fire and Ambulance Services

The Fire Department will provide combined fire protection and ambulance services to the Annexation Area within ninety (90) days of the effective date of the annexation. Fire protection, suppression, inspection and prevention services, as well as emergency rescue and ambulance services will be part of the services the city will offer to the Annexation Area. Calls for service are dispatched by the Elkhart County Dispatch Center. The services and response times to the Annexation Area can be expected to be comparable and consistent with those service provided in other areas of the city.

The city does not anticipate any significant need for additional personnel and equipment or an increase in annual operating costs to provide fire and ambulance services to the Annexation Area. The estimated annual operating cost of providing fire and ambulance services to the Annexation Area will be based on the additional number of parcels in the Annexation Area. The Fire Department's average annual cost per parcel to provide service is \$430. The estimated annual operating cost to provide fire and ambulance services to the Annexation Area based on five (5) additional parcels is \$2,150.

The costs for fire and ambulance services are paid from the city's general fund and ambulance user fees. Certain capital expenses may be paid from the cumulative capital development fund, or the cumulative building, remodeling, firefighting radio equipment fund.

Estimated Capital Cost:..... \$0
Estimated Annual Operating Cost:\$2,150

Solid Waste Collection and Disposal Services

The city privately contracts to provide solid waste collection and disposal services to residential buildings with four (4) or fewer dwelling units per building. Since the Annexation Area is undeveloped and will be non-residential once developed, City will not provide solid waste collection and disposal services to the Annexation Area.

Estimated Capital Cost:..... \$0
Estimated Annual Service Cost: \$0

Parks and Recreation

All residents have access to various city park facilities, such as the swimming pool, bicycle trails, baseball diamonds, volleyball courts, pavilions and picnic facilities. The Parks and Recreation Department also provides several other recreational programs and activities throughout the year, some of which are offered for a fee. Some programs, such as day camp and pool admission charge non-residents a slightly higher fee than residents. These services are already available to the Annexation Area. There will be no additional capital cost or operating cost to provide parks and recreation services to the Annexation Area.

Estimated Capital Cost:..... \$0
Estimated Annual Operating Cost: \$0

Administrative Services

All governmental administrative services from the various city departments and offices will be available to the Annexation Area upon the effective date of annexation and will be comparable and consistent with those services provided to other areas of the city. Such services include, but are not limited to the Mayor's Office, Clerk-Treasurer's Office, Building Department, Planning and Zoning Department, Engineering

Department, Stormwater Management and Code Enforcement. The estimated annual operating cost of providing services to the Annexation Area will be based on the additional number of parcels in the Annexation Area. The city's average annual cost per parcel to provide service is \$620. The estimated annual operating cost to provide services to the Annexation Area based on five (5) additional parcels is \$3,100.

The costs for administrative services will be paid from the city's general fund, local option income taxes, cumulative funds, user fees, and other funds as appropriate.

Estimated Capital Cost:..... \$0
Estimated Annual Operating Cost:\$3,100

FISCAL IMPACT

Revenues

Revenues to the City of Goshen change directly because of changes in the assessed valuation that result from the annexation, or indirectly because the distribution methods used for particular revenues that take into account factors such as share of levy, population, or road mileage. The change in the city's property tax revenues or levy will affect the distribution of local option income taxes. The following information includes the taxes that will be affected by the proposed annexation.

Property Taxes. The principal source of revenue for the city is through local property taxes. Property tax revenues collected in the current year are based on the assessment of the real estate as of the assessment date of the previous year. Since the effective date of annexation will not be until after the end of 2021, the city will not receive any property tax revenues from the Annexation Area until 2023. No significant revenue from property taxes will be realized until the year after construction of the buildings on the annexation area. No increase from real estate taxes can be expected until at least 2024.

Local Option Income Tax. County-wide local option income taxes are paid by income-earning residents of Elkhart County and by individuals who work in Elkhart County and live in a county that has not elected to impose any form of local option income tax. The amount of local option income tax revenues the city can expect to receive from the county will not be estimated in this analysis due to the complexity of the distribution formula and the county-wide variables that can affect the distribution of these revenues.

Fuel Taxes. The State of Indiana distributes a portion of the revenues collected from the various fuel taxes to local units. Fuel taxes distributed to the motor vehicle highway fund are allocated according to a formula based on population, road mileage and vehicle registrations. Fuel taxes distributed to the local roads and streets fund are allocated according to a formula based on population and the ratio of total city road mileage to county road mileage. The amount of fuel tax revenues the city can expect to receive will not be estimated in this analysis since the population figures used to determine the distribution are based on the 2021 census figures and should have limited impact on the Annexation Area.

Cigarette and Tobacco Products Taxes and Alcoholic Beverage Taxes. The State of Indiana distributes to cities and towns a portion of the cigarette and tobacco products tax revenues collected, as well as a portion of the alcoholic beverage tax revenues collected. This distribution is according to a formula that is based on population. As with revenues received from fuel taxes, the amount of cigarette and tobacco products tax revenues and alcoholic beverage tax revenues the city can expect to receive will not be estimated in this analysis since the population figures used to determine the distribution are based on the 2021 census figures.

Storm Water User Fees. An annual storm water user fee is assessed on every residential and non-residential parcel of real estate within the City of Goshen which directly or indirectly contributes to the city's storm water system. This user fee, which funds the city's Storm Water Management Department, pays for the regulation, planning, operation, maintenance, repair, replacement, and improvement of the city's existing and future storm water system. The amount of revenues to be received by the city is calculated based on the assigned equivalent residential unit (ERU) for each parcel of real estate containing impervious area. Although the city will receive additional storm water user fees from parcels annexed, the amount of storm water user fees the city can expect to receive will not be estimated in this analysis due to the complexity of determining the ERU for each non-residential parcel within the Annexation Area.

Expenditures

It is estimated that within the first four years following the effective date of the annexation, the City of Goshen will have no capital costs except those costs to be part by existing funds in the Southeast Consolidated TIF. The remaining initial costs are covered by Developer bond proceeds. No annual maintenance/operating costs through 2024 should be included since projects will be new construction. City is committing to use Tax Increment Financing Funds from the Southeast Consolidated TIF to fund the construction of storm water retention facilities and water main loop. These two projects will benefit the annexation area and, to a greater extent, other real estate.

Summary and Conclusion

The City will begin providing services to the Annexation Area on or about January 1, 2023.

The estimated cost of providing services to the Annexation Area is minimal.

This City will likely not begin receiving property taxes until at least the 2023 pay 2024 tax year. It is anticipated that the city will receive secondary revenue sources as a result of this annexation. Secondary revenue sources such as local option income tax distributions, fuel taxes, cigarette and tobacco products taxes and alcoholic beverage taxes, storm water user fees, and any other user fees are not fully reflected in this analysis.

In conclusion, essential municipal services can be made available to the Annexation Area, and the City of Goshen is physically and financially able to provide those municipal services to the Annexation Area. The annexation of this area is a logical extension of the city's corporate boundaries, and this area is needed and can be used for the continued development and managed growth of the City of Goshen.

EXHIBIT A

Map of County Road 36 Annexation Area

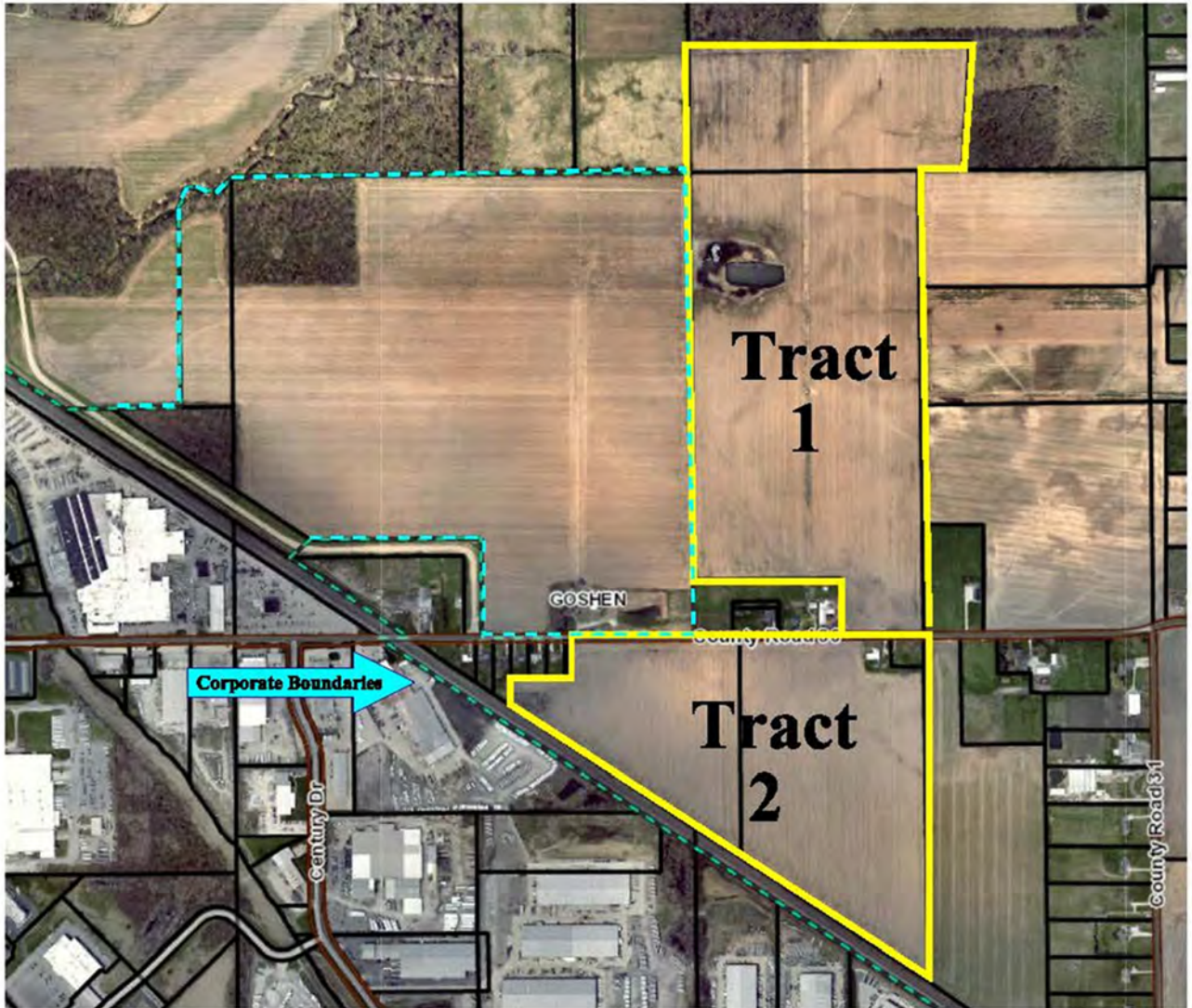


EXHIBIT B

County Road 36 Annexation Area Described

TRACT 1 (Parcel Numbers 20-1 1-13-200-005.000-014 and 20-11-13-400-006.000-014)

A PART OF THE NORTHEAST AND SOUTHEAST QUARTERS OF SECTION 13, TOWNSHIP 36 NORTH, RANGE 6 EAST, ELKHART TOWNSHIP, ELKHART COUNTY, INDIANA, SURVEYED BY RONNIE L. JUSTICE, REGISTRATION NUMBER 80900004, WITH ADVANCED LAND SURVEYING OF NORTHERN INDIANA INC., AS SHOWN ON PROJECT NUMBER 201101 CERTIFIED ON NOVEMBER 3, 2020, AND BEING MORE PARTICULARLY DESCRIBED AS FOLLOWS (BEARINGS IN THIS DESCRIPTION ARE BASED ON THE SOUTH LINE OF THE SOUTHEAST QUARTER OF SAID SECTION 13 HAVING A BEARING OF NORTH 89 DEGREES 39 MINUTES 12 SECONDS EAST); COMMENCING AT A HARRISON MONUMENT MARKING THE SOUTHWEST CORNER OF THE SOUTHEAST QUARTER OF SECTION 13, TOWNSHIP 36 NORTH, RANGE 6 EAST; THENCE NORTH 00 DEGREES 22 MINUTES 23 SECONDS WEST WITH THE EAST LINE OF A TRACT OF LAND CONVEYED TO RYAN THWAITS AND LARRY SCHROCK IN ELKHART COUNTY DEED RECORD 2020-11865, A DISTANCE OF 320.49 FEET TO A #5 REBAR FOUND AT THE POINT OF BEGINNING OF THIS DESCRIPTION; THENCE NORTH 00 DEGREES 22 MINUTES 23 SECONDS WEST WITH SAID LINE, A DISTANCE OF 2327.58 FEET TO A THREE QUARTER INCH REBAR FOUND AT THE NORTHWEST CORNER OF THE SOUTHEAST QUARTER OF SAID SECTION 13 AND BEING THE SOUTHEAST CORNER OF A TRACT OF LAND CONVEYED TO VERNON AND WANDA SCHLABACH IN ELKHART COUNTY DEED RECORD 2017-07742; THENCE NORTH 00 DEGREES 28 MINUTES 34 SECONDS WEST, WITH THE EAST LINE OF SAID SCHLABACH LAND, A DISTANCE OF 732.81 FEET TO A THREE QUARTER INCH REBAR AT THE SOUTHWEST CORNER OF A TRACT OF LAND CONVEYED TO DANA L. MILLER IN ELKHART COUNTY DEED RECORD 93003206; THENCE NORTH 89 DEGREES 29 MINUTES 51 SECONDS EAST WITH SAID MILLER LAND, A DISTANCE OF 1607.17 FEET TO A REBAR; THENCE SOUTH 03 DEGREES 14 MINUTES 28 SECONDS WEST, WITH SAID MILLER LAND, A DISTANCE OF 739.44 FEET TO A REBAR WITH CAP STAMPED BRADS-KO ON THE NORTH LINE OF A TRACT OF LAND CONVEYED TO SPRINGVIEW LAND HOLDINGS, LLC IN ELKHART COUNTY DEED RECORD 2019-06807; THENCE SOUTH 89 DEGREES 40 MINUTES 59 SECONDS WEST, WITH THE NORTH LINE OF SAID LAND, A DISTANCE OF 247.27 FEET TO A REBAR; THENCE SOUTH 00 DEGREES 25 MINUTES 47 SECONDS EAST, WITH THE WEST LINE OF SAID LAND, A DISTANCE OF 2021.27 FEET TO A REBAR WITH CAP STAMPED PCB AT THE NORTHWEST CORNER OF A TRACT OF LAND CONVEYED TO MOLAR MANAGEMENT, LLC IN ELKHART COUNTY DEED RECORD 2020-22405; THENCE .SOUTH 00 DEGREES 42 MINUTES 10 SECONDS EAST, WITH THE WEST LINE OF SAID LAND, A DISTANCE OF 626.09 FEET TO A SURVEY MARK SPIKE ON THE SOUTH LINE OF SAID SOUTHEAST QUARTER; THENCE SOUTH 89 DEGREES 39 MINUTES 12 SECONDS WEST, ALONG THE SOUTH LINE OF SAID SOUTHEAST QUARTER, A DISTANCE OF 472.08 FEET TO A SURVEY MARK SPIKE AT THE SOUTHEAST CORNER OF A TRACT OF LAND CONVEYED TO TRI-COUNTY LAND TRUSTEE CORPORATION IN ELKHART COUNTY DEED RECORD 2013-06108; THENCE NORTH 00 DEGREES 20 MINUTES 44 SECONDS WEST WITH THE EAST LINE OF SAID LAND, A DISTANCE OF 320.49 FEET TO A #5 REBAR AT THE NORTHEAST CORNER OF SAID LAND; THENCE SOUTH 89 DEGREES 39 MINUTES 16 SECONDS WEST, WITH THE NORTH LINE OF SAID LAND, A DISTANCE OF 845.97 FEET TO THE POINT OF BEGINNING OF THIS DESCRIPTION, CONTAINING 100.36 ACRES, MORE OR LESS.

TRACT 2 (Parcel Numbers 20-11-24-201-001.000-014, 20-11-24-126-011.000-014 and 20-11-24-201-002.000-014)

PART OF THE NORTHWEST AND NORTHEAST QUARTERS OF SECTION 24, TOWNSHIP 36 NORTH, RANGE 6 EAST, ELKHART TOWNSHIP, ELKHART COUNTY, INDIANA, SURVEYED BY RONNIE L. JUSTICE, REGISTRATION NUMBER 80900004, WITH ADVANCED LAND SURVEYING OF NORTHERN INDIANA INC., AS SHOWN ON PROJECT NUMBER 210101 CERTIFIED ON JANUARY 7, 2021, AND BEING MORE PARTICULARLY DESCRIBED AS FOLLOWS (BEARINGS IN THIS DESCRIPTION ARE BASED ON THE NORTH LINE OF THE NORTHEAST QUARTER OF SAID SECTION 24 HAVING A BEARING OF NORTH 89 DEGREES 39 MINUTES 12 SECONDS EAST); BEGINNING AT A HARRISON MONUMENT MARKING THE NORTH QUARTER CORNER OF SECTION 24, TOWNSHIP 36 NORTH, RANGE 6 EAST; THENCE NORTH 89 DEGREES 39 MINUTES 12 SECONDS EAST, ALONG THE NORTH LINE OF THE NORTHEAST QUARTER OF SAID SECTION 24, A DISTANCE OF 1320.73 FEET TO A MAG NAIL AT THE NORTHWEST CORNER OF A TRACT OF LAND CONVEYED TO THE STANLEY D. MILLER REVOCABLE TRUST DATED THE 18TH DAY OF JULY 2007; THENCE SOUTH 00 DEGREES 42 MINUTES 25 SECONDS EAST WITH THE WEST LINE OF SAID MILLER LAND, A DISTANCE OF 1979.96 FEET TO A REBAR WITH CAP (JUSTICE 900004) ON THE NORTH RIGHT OF WAY OF THE NORFOLK SOUTHERN RAILWAY COMPANY; THENCE NORTH 56 DEGREES 31 MINUTES 53 SECONDS WEST, WITH THE NORTH RIGHT OF WAY WITH THE NORFOLK SOUTHERN RAILWAY COMPANY, A DISTANCE OF 2857.74 FEET TO A REBAR FOUND AT THE SOUTHEAST CORNER OF A TRACT OF LAND CONVEYED TO KATHLEEN S. EMERY IN ELKHART COUNTY DEED RECORD 2014-08913; THENCE NORTH 00 DEGREES 43 MINUTES 38 SECONDS WEST, WITH THE EAST LINE OF SAID EMERY LAND, A DISTANCE OF 164.93 FEET TO A REBAR AT THE SOUTHWEST CORNER OF A TRACT OF LAND CONVEYED TO DAVID AND SARAH LAMBRIGHT IN ELKHART COUNTY DEED RECORD 2020-05774; THENCE NORTH 89 DEGREES 40 MINUTES 10 SECONDS EAST, WITH THE SOUTH LINE OF SAID LAMBRIGHT LAND, THE SOUTH LINE OF A TRACT OF LAND CONVEYED TO REESE SCHMUCKER IN ELKHART COUNTY DEED RECORD 2018-05528 AND THE SOUTH LINE OF A TRACT OF LAND CONVEYED TO SIX MILE LAKE INVESTMENTS, LLC IN DEED RECORD 2016-13337, A DISTANCE OF 314.95 FEET TO A REBAR AT THE SOUTHEAST CORNER OF THE SIX MILE LAKE INVESTMENTS, LLC PROPERTY; THENCE NORTH 00 DEGREES 54 MINUTES 25 SECONDS WEST, WITH THE EAST LINE OF SAID LAND, A DISTANCE OF 224.93 FEET (225 FEET RECORDED) TO A MAG NAIL ON THE NORTH LINE OF THE NORTHWEST QUARTER OF SAID SECTION 24; THENCE NORTH 89 DEGREES 40 MINUTES 30 SECONDS EAST, ALONG THE NORTH LINE OF SAID NORTHWEST QUARTER, A DISTANCE OF 729.93 FEET TO THE POINT OF BEGINNING OF THIS DESCRIPTION, CONTAINING 62.69 ACRES, MORE OR LESS.

EXHIBIT C

**2020 Pay 2021 Tax Rates
per \$100 Assessed Valuation**

Taxing Unit	Elkhart Township	Goshen City, Elkhart Township
County	\$0.4495	\$0.4394
Township	\$0.1470	\$0.0152
School	\$1.6374	\$1.6374
Library	\$0.1234	\$0.0987
City	\$0.0000	\$1.4657
Conservancy District	\$0.0000	\$0.0000
Gross Tax Rate	\$2.3573	\$3.6811

EXHIBIT D

Parcel Information for County Road 36 Annexation Area

Parcel Number	Property Address	Owner	1/1/2020 Assessed Value	Waiver
20-11-13-200-005.000-014	County Road 36, Goshen	Ryan Thwaits	\$32,300	Yes
20-11-13-400-006.000-014	16379 County Road 36, Goshen	Ryan Thwaits	\$84,600	Yes
20-11-24-201-001.000-014	County Road 36, Goshen	Ryan Thwaits & Douglas W Thwaits & Nancy L Thwaits	\$61,600	Yes
20-11-24-126-011.000-014	County Road 36, Goshen	Ryan Thwaits & Douglas W Thwaits & Nancy L Thwaits	\$21,500	Yes
20-11-24-201-002.000-014	County Road 36, Goshen	Ryan Thwaits & Douglas W Thwaits & Nancy L Thwaits	\$1,600	Yes

EXHIBIT E

Estimated Change in Tax Bill

Estimates are provided based on property subject to the 1% tax cap rate (homestead residential), 2% tax cap rate (residential rental, non-homestead residential, and agricultural), and 3% tax cap rate (other), and no deductions or local property tax credits were taken into consideration. (Where a parcel is subject to more than one tax cap rate, the primary tax cap rate was used for the entire parcel in the calculations.) Further, no tax levies for projects approved by voters through referendum were taken into consideration. The actual 2020 pay 2021 tax bill may be more or less.

Parcel Number	1/1/2020 Assessed Value	Tax Cap Rate	Property Tax based on Tax Cap Rate	Gross Tax Bill based on Elkhart Township Tax Rate	Gross Tax Bill based on Goshen City, Elkhart Township Tax Rate	Estimated Change in Tax Bill
20-11-13-200-005.000-014	\$32,300.00	2%	\$646.00	\$761.40	\$1,189.00	No significant change until the construction of buildings in the annexation area is completed
20-11-13-400-006.000-014	\$84,600.00	2%	\$1,692.00	\$1,994.28	\$3,114.21	No significant change until the construction of buildings in the annexation area is completed.
20-11-24-201-001.000-014	\$61,600.00	2%	\$1,537.00	\$1,452.10	\$2,267.56	No significant change until the construction of buildings in the annexation area is completed.
20-11-24-126-011.000-014	\$21,500	2%	\$430.00	\$506.82	\$791.44	No significant change until the construction of buildings in the annexation area is completed.
20-11-24-201-002.000-014	\$1,600	2%	\$48.00	\$37.72	\$58.90	No significant change until the construction of buildings in the annexation area is completed.

EXHIBIT F

2021-15977

**ELKHART COUNTY RECORDER
JENNIFER L. DORIOT
FILED FOR RECORD ON
06/16/2021 03:34 PM
AS PRESENTED**



DEVELOPMENT AGREEMENT

THIS DEVELOPMENT AGREEMENT is entered into on June 16, 2021, among the City of Goshen, Indiana, a municipal corporation and political subdivision of the State of Indiana, acting through the Goshen Common Council and the Goshen Board of Public Works and Safety (collectively, the “City of Goshen”), the Goshen Redevelopment Commission (the Goshen Redevelopment Commission and the City of Goshen, collectively, the “City”), and Last Dance, LLC (referred to as “Developer”).

RECITALS

WHEREAS this agreement provides for the development of three (3) tracts of real estate in accordance with the terms and conditions set forth in this agreement. The tracts are identified as Tract 1, Tract 2 and Tract 3 on the map attached to this agreement as Exhibit A and more particularly described in Exhibit B and hereinafter referred to as “subject real estate.”

WHEREAS the real estate identified as Tract 3 in Exhibits A and B is owned by Ryan Thwaits and Larry Schrock, each owning an undivided one-half (1/2) interest as tenants in common in Tract 3.

WHEREAS Ryan Thwaits owns the real estate identified as Tract 1 in Exhibits A and B. Ryan Thwaits also owns an undivided one-half (1/2) interest in the real estate identified as Tract 2 in Exhibits A and B together with Douglas W. Thwaits and Nancy L. Thwaits, husband and wife, who own the other undivided one-half (1/2) interest in Tract 2.

In consideration of mutual covenants contained in this agreement, City and Developer now agree as follows:

AUTHORITY

This agreement is entered into in accordance with Indiana Code §36-4-3-21.

6/14/2021
SN

TERM OF THE AGREEMENT

The term of this agreement begins upon execution of this agreement by City and Developer and upon the agreement's approval by the Goshen Common Council, the Goshen Redevelopment Commission and the Goshen Board of Public Works and Safety and ends when City and Developer have fulfilled all obligations set forth in this agreement.

DEVELOPMENT AREA DESCRIBED

1. This agreement concerns the development of three (3) tracts of real estate consisting of eight (8) parcels generally located along College Avenue (County Road 36), east of the railroad tracks and west of County Road 31. The tracts are identified as Tract 1, Tract 2 and Tract 3 on the map attached to this agreement as Exhibit A, and are more particularly described in Exhibit B.
2. The real estate identified as Tract 3 in Exhibits A and B consists of three (3) parcels of real estate located on the north side of College Avenue/County Road 36 and is currently located within the corporate limits of the City of Goshen. This real estate shall be referred to individually as the "Tract 3 real estate." Ryan Thwaites and Larry Schrock warrant that each owns an undivided one-half (½) interest as tenants in common in the Tract 3 real estate.
3. The real estate identified as Tract 1 in Exhibits A and B consists of two (2) parcels of real estate located on the north side of College Avenue/County Road 36 and is currently located outside the corporate limits of the City of Goshen. This real estate shall be referred to individually as the "Tract 1 real estate." Ryan Thwaites warrants that he is the owner of the Tract 1 real estate. A Petition for Annexation into the City of Goshen has been submitted for the Tract 1 real estate in the form attached hereto as Exhibit C.
4. The real estate identified as Tract 2 in Exhibits A and B consists of three (3) parcels of real estate located on the south side of College Avenue/County Road 36 and is currently located outside the corporate limits of the City of Goshen. This real estate shall be referred to individually as the "Tract 2 real estate." Ryan Thwaites warrants that he owns an undivided one-half (½) interest with Douglas W. Thwaites and Nancy L. Thwaites, husband and wife, who own the other undivided one-half (½) interest as tenants in common in the Tract 2 real estate. A Petition for Annexation into the City of Goshen has been submitted for the Tract 2 real estate in the form attached hereto as Exhibit C.
5. For the purposes of this agreement, the Tract 1 real estate, Tract 2 real estate and Tract 3 real estate may be collectively referred to as "subject real estate."

WATER SERVICES AND WATER BUILDING LINE CONSTRUCTION

1. Developer will pay City's standard water connection fee for each parcel of the subject real estate at the time that any building on such parcel is connected to the City's water system.
2. Developer will design, construct and maintain at Developer's expense any water building line that is necessary for the proper connection of any building on the subject real estate to City's water main.
3. Developer will pay City's standard fee for any water building line inspection and for any subsequent water connections on any parcel of the subject real estate.
4. Developer agrees to provide any proposed plans and specifications for the construction of water building lines to City's Engineering Department for review and approval before commencing construction of such building lines.
5. Developer will pay City's standard fees for water meters, meter horns, and any applicable taxes for any building constructed on any parcel of the subject real estate.
6. Once water building lines and water mains are designed and approved for construction, City and Developer shall clearly designate which are water building lines and which are water mains. Developer shall maintain at Developer's expense all water building lines on the subject real estate. City will maintain at City's expense all water mains on the subject real estate.

WATER MAIN CONSTRUCTION

1. City agrees to bid, construct and provide the funding for a water main within the City's right-of-way (existing and to be acquired) of sufficient size to properly provide water to the subject real estate. The water main will be constructed along College Avenue (County Road 36) beginning at the end of the City's existing water main on College Avenue. The new water main will run under the railroad tracks, east to County Road 31, then south on County Road 31 to County Road 38, then west on County Road 38 connecting to the existing City water main on Century Drive (water main project). City agrees to complete the water main project within five hundred forty-five (545) days after the needed rights-of-way have been identified.
2. Other than as set forth below, the City funding for the water main loop will come from tax increment financing ("TIF") revenues from the Southeast Allocation Area ("Southeast Allocation Area") of the Redevelopment District of the City (the "District"). The amount of City's funding from the Southeast Allocation Area for the water main loop will not exceed Two Million Three Hundred Fifty Thousand Dollars (\$2,350,000). If the cost estimate for the water main project exceeds Two Million Three Hundred Fifty Thousand Dollars (\$2,350,000), the Developer can provide a design reducing the size and/or scope of the water main project so the estimated cost is

not in excess of Two Million Three Hundred Fifty Thousand Dollars (\$2,350,000). If the cost estimate exceeds Two Million Three Hundred Fifty Thousand Dollars (\$2,350,000) and the Developer is not able to provide a water main project design so the estimated cost of the modified water main project does not exceed Two Million Three Hundred Fifty Thousand Dollars (\$2,350,000), City may terminate this agreement if the water main project exceeds Two Million Three Hundred Fifty Thousand Dollars (\$2,350,000) and the City provides Developer written notice of termination within sixty (60) days of City receiving notice of the cost estimate.

3. Developer agrees to develop plans and specifications for the water main project described in paragraph 1 above. The Developer will pay the cost of the development plans and specifications. City will review and approve the proposed design and specifications prior to finalizing the plans and specifications. If City does not approve the design and Developer is unwilling to make the City's modifications, the agreement will terminate without further action by the parties.
4. City will commence the bidding process within forty-five (45) days after the plans and specifications are finalized.
5. No building requiring water service may be occupied until Developer has constructed the required water building lines to properly service the building at Developer's expense and City's water main extension project is completed.
6. Developer agrees to donate any rights-of-way or easements necessary to construct or maintain the water main to the extent that Developer owns the real estate from which the rights-of-way or easements are needed. City will acquire any rights-of-way or easements needed to construct the water main loop at City's expense other than from real estate owned by Developer.

SEWER SERVICES AND SEWER BUILDING LINE CONSTRUCTION

1. Developer will pay City's standard sewer connection fee for any parcel of the subject real estate at the time that any building on such a parcel is connected to the City's sewer system.
2. Developer will pay City's standard fee for any sewer building line inspection and for any sewer building line connection on any parcel of the subject real estate.
3. Developer will construct and maintain at Developer's expense any sewer building line that is necessary for the proper connection of any building to City's sewer main.
4. Developer agrees to provide any proposed plans and specifications for the construction of any sewer building lines to City's Engineering Department for review and approval before commencing construction of such building lines.
5. Developer will pay City's standard fee for any meter necessary to properly measure sewer usage.

6. Once sewer building lines and sewer mains are designed and approved for construction, City and Developer shall clearly designate which are sewer building lines and which are sewer mains. Developer shall maintain at Developer's expense all sewer building lines on the subject real estate. City will maintain at City's expense all sewer mains on the subject real estate.

SEWER MAIN CONSTRUCTION

1. City agrees to bid, construct and provide the funding for all sewer mains as well as any lift station or other appurtenant facilities needed to properly provide sewer service to the subject real estate from bond proceeds to be issued by City and purchased by Developer. City agrees to complete the sewer main construction within three hundred sixty-five (365) days after the needed rights-of-way have been identified. If the bond proceeds are not sufficient to completely fund the sewer main and other infrastructure improvements described in this agreement which are to be paid from the bond proceeds, the Developer will initially provide the additional funds. City will repay Developer for such additional funds from TIF revenues generated solely from the New Allocation Area (as defined herein) except as provided in paragraph 9 under Project Funding.
2. Developer agrees to develop plans and design specifications for all components of the sewer main extension. The Developer will pay the costs to develop the plans and design specifications. City will review and approve all proposed plans and design specifications prior to finalizing the plans and design specifications. If City does not approve the design and Developer is unwilling to make the City's modifications, the agreement will terminate without further action by the parties.
3. City will commence the bidding process to select a contractor to construct the sewer main within forty-five (45) days after the plans and design specifications are finalized.
4. No building requiring sewer service may be occupied until the sewer main extension project is completed or before Developer has constructed the required sewer building lines to properly service any building to connect to City sewer.
5. Developer agrees to donate any rights-of-way or easements necessary to construct and maintain the sewer main to the extent that Developer owns the real estate from which the rights-of-way or easements are needed. City will acquire any rights-of-way or easements needed to construct the sewer main at City's expense other than from real estate owned by Developer.
6. The sewer main constructed in the City's rights-of-way along College Avenue or immediately adjacent to the College Avenue rights-of-way will be a public sewer main and will be maintained at City's expense.

**COLLEGE AVENUE IMPROVEMENTS, SIDEWALKS, STORM SEWER
AND STORMWATER RETENTION**

1. Except as otherwise designated by the parties after design is completed, the roads within the subject real estate will be private roads. As private roads, Developer will be responsible for all costs for the construction of such roads and for all maintenance of such roads.
2. Developer agrees to design at Developer's expense a ten-foot (10') sidewalk (the "Sidewalk") adjacent to College Avenue (County Road 36) beginning on the east side of the railroad tracks and extending to the eastern boundary of the subject real estate. City will review and approve the proposed design and plan specifications prior to finalization of the design and plan specifications.
3. City agrees to bid and construct the Sidewalk at City's expense. City will also bid, and construct curbs and gutters at City's expense for College Avenue (County Road 36) from the railroad tracks to the eastern boundary of the subject real estate.
4. Developer agrees to design, at Developer's expense, flood routing and control and stormwater retention, including side ditches, culverts and ponds for the subject real estate which will retain all stormwater from a National Oceanic and Atmospheric Administration (NOAA) Atlas-14 rain event. The design plans must be approved by the City Engineer and determined to be consistent with the City of Goshen Storm Water Ordinance. In addition, the stormwater plan and facilities constructed must adequately detain stormwater from the real estate north and east of the subject real estate which migrates to the subject real estate.
5. City agrees to construct, at City's expense, the storm water retention projects described in paragraph 4 above in an amount not to exceed Three Million Dollars (\$3,000,000) from the District's Southeast Allocation Area TIF revenues or TIF revenues from a consolidated allocation area that includes the current Southeast Allocation Area. The amount of City's funding from the Southeast Allocation Area or a consolidated allocation area, including the Southeast Allocation Area, for the storm water retention projects will not exceed Three Million Dollars (\$3,000,000). If the cost estimate for such projects exceed Three Million Dollars (\$3,000,000), the Developer can provide a design reducing the size and/or scope of the storm water retention projects so the estimated cost is not in excess of Three Million Dollars (\$3,000,000) as long as the storm water retention projects meet the requirements of paragraph 4 above. If the cost estimate exceeds Three Million Dollars (\$3,000,000) and the Developer is not able to provide a design so the estimated cost of the modified storm water retention projects does not exceed Three Million Dollars (\$3,000,000), City may terminate this agreement if City provides Developer written notice of termination within sixty (60) days of City receiving notice of the cost estimate.

6. City will commence the bidding process within forty-five (45) days after plans and design specifications for the College Avenue improvements, sidewalk, storm sewer and stormwater retention areas are finalized.
7. Developer agrees to donate any rights-of-way or grant any easements needed from property that Developer owns for the College Avenue road and sewer, water and stormwater utility projects. Developer specifically agrees to grant City rights-of-way adjacent to College Avenue (County Road 36) so that City has a minimum of forty feet (40') of right-of-way measured from the centerline of College Avenue (County Road 36). Developer agrees to design the flood routing and control and stormwater retention, including side ditches, culverts and ponds, and sewer main construction so that these projects are within existing rights-of-way or easements or on the subject real estate. Developer agrees to donate such rights-of-way or easements to City.
8. Developer will be required to dedicate all rights-of-way and easements needed for public roads within the subject real estate. The road must have been constructed in a manner that meets all City requirements in order for City to accept the road as a public road. If City accepts dedication of the road, City will assume future maintenance of the public road.
9. City agrees to complete the construction of all improvements as set forth in this section within three hundred sixty-five (365) days after the needed rights-of-way have been identified.

PROJECT FINANCING

1. The City, for and on behalf of the District, will issue Economic Development Revenue Bonds (the "Bonds") to be purchased by Developer, or such other individuals or entities designated by Developer, to fund the infrastructure projects listed in paragraph 2 of this section below. The financial parameters of the Bond are set forth in paragraph 6 of this section below. The Bonds will be paid by the District solely from TIF revenues generated by a separate allocation area to be comprised of the subject real estate (the "New Allocation Area"). If the TIF revenues generated by improvements in the New Allocation Area are insufficient to make the Bond payments, the City's payments to Developer will be delayed until there are sufficient TIF revenues generated from the New Allocation Area to make such payments. City will not pay a penalty or any additional interest to Developer as long as no TIF revenues generated from the New Allocation Area are used by City for any purpose other than the repayment of the Bonds.
2. The following infrastructure projects are to be paid from Bond proceeds which will be reimbursed from TIF revenues solely generated by the New Allocation Area for the following projects:
 - a) College Avenue roadway improvements including a ten-foot (10') sidewalk, curbs, road resurfacing, and road widening and repair.

- b) College Avenue sanitary sewer extension beginning at the end of the sanitary sewer west of the Tract 3 real estate, and extending to the east boundary of the subject real estate.
 - c) Construction of public sanitary sewer mains within the subject real estate.
 - d) Construction of public water mains within the subject real estate.
 - e) Construction of public roads within the subject real estate.
 - f) Excess water main cost, but only if TIF revenues from the New Allocation Area remain after paying for items a) through e).
3. In addition to the projects to be funded by Bond proceeds, City agrees to commit TIF revenues from the Southeast Allocation Area or a consolidated allocation area that includes the current Southeast Allocation Area to pay for real estate acquisition and to bid and construct the following infrastructure improvements:
 - a) Flood control routing, including side ditches, culverts, and ponds on the subject real estate and on real estate located to the south and east of the College Avenue improvements.
 - b) A water main loop from College Ave to County Road 31 to Kercher Road (County Road 38) to Century Drive.
4. These projects do not include the construction of the sanitary sewer building lines and water building lines that connect buildings on the subject real estate to public water mains and sewer mains.
5. Preliminary cost estimates for these infrastructure projects, which will be funded by proceeds of the Bonds are not to exceed Nine Million Two Hundred Eight Thousand Five Hundred Sixty-Five Dollars (\$9,208,565).
6. Based upon the TIF projections completed by Baker Tilly Municipal Advisors, LLC, Developer's committed investment will provide capacity to issue the Bonds in an aggregate principal amount that will generate net proceeds of Nine Million Four Hundred Forty-Five Thousand Dollars (\$9,445,000) that will be available to fund the projects listed in paragraph 2 of this section above. All TIF revenues generated from the New Allocation Area will be used to repay Bonds. The Bonds will have a final maturity no later than twenty (20) years after the date of issuance of the Bonds, and will bear interest at an interest rate of four percent (4%) per annum.
7. If the net Bond proceeds are not used entirely for the projects in paragraph 2 above, the unused Bond proceeds will be used on the project in paragraph 3, subparagraph a) above (flood control routing) or subparagraph b) above (water main loop).
8. All TIF revenues generated from the New Allocation Area will be used exclusively for payment of debt service on the Bonds until the Bonds are paid in full.

9. In addition to TIF revenues generated from development in the New Allocation Area, twenty-five percent (25%) of TIF revenues generated by future industrial development within the area east of the railroad to County Road 31, south to Kercher Road and then west to Century Drive will be used for Bond repayment if such new development substantially benefits from the infrastructure improvements funded by the Bond issued by City and purchased by Developer.
10. City agrees to complete the construction of all improvements set forth in this section within five hundred forty-five (545) days after the needed rights-of-way have been identified unless a shorter period of time is noted elsewhere in this agreement.

DEVELOPER'S STATE TAX CREDITS

Developer is submitting an application for State tax credits through the Indiana Economic Development Corporation (IEDC). City supports Developer's application. Developer's commitment to proceed with project is contingent upon Developer receiving Six Million Dollars (\$6,000,000) in eligible tax credits.

REAL ESTATE TAX APPEALS

Developer, and any successor in interest of the subject real estate, agrees that it will not appeal any tax assessment for any parcel of the subject real estate until the Economic Development Revenue Bond is paid in full.

FIRE HYDRANTS

Fire hydrants shall be installed within the subject real estate by Developer as the parcels are developed. Installation will be in accordance with plans acceptable to the Goshen Fire Department and the Goshen Engineering Department. The need for additional fire hydrants will be reviewed at the time that any additional building plans are approved. Fire hydrants will be installed at Developer's expense and will be maintained by Developer unless City accepts dedication of such hydrants. Developer shall provide sufficient easements or rights-of-way to allow for proper access to the hydrants and for proper maintenance of the hydrants if City accepts dedication.

DEVELOPMENT PLANS

1. Developer agrees to submit detailed development plans for any development on the subject real estate to the Goshen Planning and Zoning Department, Goshen Department of Storm Water Management and Goshen Engineering Department for review and approval.

2. Developer agrees to comply with all City of Goshen requirements for development within a M-1 (Light Industrial) zoning district. The City will use its best efforts to expeditiously obtain the necessary approvals set forth in the prior sentence.

INFRASTRUCTURE CONSTRUCTION REQUIREMENTS

The following requirements are applicable to any construction on the subject real estate:

1. The construction of any water main, sewer main, water building line, sewer building line, or other appurtenant facilities, public road, private road, curb and gutter, stormwater retention or flood control structures shall be constructed in accordance with detailed plans and specifications approved in advance of construction by the Goshen City Engineer and the Goshen Board of Public Works and Safety. The City will use its best efforts to expeditiously obtain the necessary approvals set forth in the prior sentence.
2. Upon satisfactory completion, final inspection by the City of Goshen and approval of the Goshen Board of Public Works and Safety, the water mains, sewer mains, public roads, flood control measures and stormwater retention areas will be dedicated to and will be accepted by the City for maintenance unless otherwise provided in this agreement. At the time of dedication to the City and approval by the Board of Public Works and Safety, the City will assume the cost of maintenance of the water mains, sewer mains, public roads, flood control measures and stormwater retention areas. Any water building lines, sewer building lines, private roads or private drives constructed will not be dedicated to City and shall remain the property of Developer who shall continue to be responsible for the maintenance of such private infrastructure.
3. At the time of any dedication to City, all materials and facilities dedicated to City shall be clear of all liens and encumbrances. Developer shall convey good and merchantable title to all physical components of public infrastructure constructed which is to be dedicated to City.
4. City and Developer each agree to execute all deeds, easements, rights-of-way or other documents that are reasonably necessary, desirable or appropriate to further the projects and to provide for the future maintenance of the City's water mains, sewer mains, appurtenant facilities, public roadways or other public infrastructure.
5. City agrees to supply the subject real estate with water service and sewer service if Developer constructs, at Developer's own expense, water building lines and/or sewer building lines from the respective buildings to the City's water main and/or sewer main. Such building lines must be constructed in accordance with specifications approved by the Goshen City Engineer. The costs for constructing any such water building lines and/or sewer building lines by Developer on their

parcels will be paid by Developer. Maintenance of these water building lines and sewer building lines will be at Developer's expense

6. Any building constructed on the subject real estate after the execution of this agreement shall be connected to the City's sewer system and water system at the expense of the owner of such real estate at the time of the construction of the building.
7. The parties acknowledge that construction of the water main and sewer main projects are dependent upon the cooperation of the railroad to permit boring under the railroad. The timeliness of the railroad approval is not in control of either City or Developer. The parties agree to cooperate with each other to obtain the needed permits to bore under the railroad tracks. Any railroad delay in granting such permits may affect the parties' intended time frames.

CHARGES FOR WATER AND SEWER SERVICES

The City reserves the right to modify the charges for water service and sewer service to all parcels during the term of this agreement or any extensions. It is agreed that such water rates and sewer rates shall be modified in accordance with the statutory procedures for the modification of water rates and sewer rates. The rates charged for the water and sewer services to the subject real estate by any amended water or sewer rate ordinance will be the same charges that apply to any other similarly situated property in the City of Goshen.

ANNEXATION AND EASEMENTS

1. The Tract 3 real estate is in the current corporate boundaries of the City of Goshen and is part of the Lippert/Dierdorff Economic Development Area and the Lippert/Dierdorff Tax Increment Financing District. The Tract 3 real estate will be removed from the Lippert/Dierdorff Tax Increment Finance District and placed in the New Allocation Area.
2. Developer agrees to consent to City annexing the Tract 1 real estate and Tract 2 real estate and adding the Tract 1 real estate and Tract 2 real estate to the New Allocation Area that includes the Tract 3 real estate.
3. City agrees to commence the annexation proceedings and the process to add the Tract 1 real estate and Tract 2 real estate to the New Allocation Area as set forth above as soon as Developer has commenced plans for construction of buildings on the Tract 1 real estate and/or Tract 2 real estate.
4. The annexation and adding the parcels to the New Allocation Area must commence prior to starting building construction on either the Tract 1 real estate or Tract 2 real estate.
5. City agrees to begin the annexation process as soon as Developer instructs City to add the Tract 1 real estate and Tract 2 real estate to the above-referenced New Allocation Area.

6. City agrees to begin the process to add Tract 1 real estate and Tract 2 real estate to the New Allocation Area as soon as the annexation process is commenced.
7. Developer agrees to commence the construction of two new manufacturing buildings and one lamination building within the New Allocation Area by December 31, 2021 and to complete such construction by December 2022.
8. In the event that any rights-of-way or easements to be donated to the City pursuant to this Agreement for the Tract 1, Tract 2 or Tract 3 real estate and the Developer does not own all or any portion of said tracts of real estate, Ryan Thwaites and/or Larry Schrock agree to donate any such rights-of-way or easements for all or any portion of the Tract 1, Tract 2 or Tract 3 real estate held by Ryan Thwaites and/or Larry Schrock.

WAIVER OF RIGHT TO REMONSTRATE AGAINST ANNEXATION

Developer and their successors in title and any person tapping into any of the water or sewer mains constructed as a result of this agreement, waive and release any right to remonstrate against any pending or future annexation of any of the affected real estate. This waiver is given in consideration for the right to connect into the water mains and/or sewer mains constructed and the right to receive City water and sewer services.

MISCELLANEOUS

1. Developer agrees that upon the sale of any portion of any of the subject real estate, Developer will advise the purchaser in writing of this agreement prior to the sale. Any successor in interest to the subject real estate assumes the obligations set forth in this agreement.
2. If it becomes necessary for any party to this agreement to institute litigation in order to enforce or construe the terms and provisions of this agreement, the prevailing party shall be entitled to recover its reasonable attorney's fees and costs incurred in such litigation from the non-prevailing party.
3. No remedy conferred upon any party to this agreement is intended to be exclusive of any other remedy provided or permitted by law, but each remedy shall be cumulative and shall be in addition to any other remedy given under the terms of this agreement or existing at law or equity. Every power or remedy provided in this agreement may be exercised concurrently or independently and as often as deemed appropriate.
4. This agreement shall be construed and enforced in accordance with the laws of the State of Indiana. The venue for any action brought by any party relating to or arising out of this agreement shall be in Elkhart County, State of Indiana.

5. This agreement shall be binding upon and inure to the benefit of the parties to this agreement and for all purposes shall be deemed a covenant running with the land to remain in full force and effect until all obligations under the agreement have been completed. The subject real estate will be governed by the ordinances of the City of Goshen.
6. This agreement contains the entire agreement between the parties respecting the matters set forth.
7. The City of Goshen represents that it has received the approval of this development agreement from the Goshen Common Council.

IN WITNESS WHEREOF, the parties have executed this agreement as of the dates set forth below.

City of Goshen, Indiana
Goshen Common Council

Last Dance, LLC

 By Jeremy P. Stutsman, Mayor and Presiding Officer

Date: _____

Goshen Board of Public Works and Safety

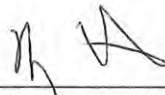
 By Jeremy P. Stutsman, Mayor

Date: _____

Goshen Redevelopment Commission

 By Vince Turner, President

Date: _____



 By: Ryan Thwaits, Member
 Date: 6/2/21

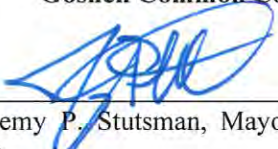
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6. This agreement contains the entire agreement between the parties respecting the matters set forth.
7. The City of Goshen represents that it has received the approval of this development agreement from the Goshen Common Council.

IN WITNESS WHEREOF, the parties have executed this agreement as of the dates set forth below.

City of Goshen, Indiana

Last Dance, LLC

Goshen Common Council



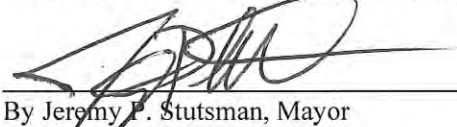
 By Jeremy P. Stutsman, Mayor and Presiding Officer

 By: Ryan Thwaites, Member

Date: June 16, 2021

Date: _____

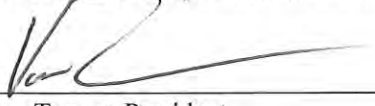
Goshen Board of Public Works and Safety



 By Jeremy P. Stutsman, Mayor

Date: June 14, 2021

Goshen Redevelopment Commission



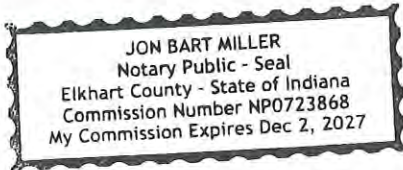
 By Vince Turner, President

Date: 6/18/21

STATE OF INDIANA)
) SS:
COUNTY OF Elkhart)

Before me, the undersigned Notary Public in and for said County and State, personally appeared Ryan Thwaits, as a Member of Last Dance, LLC, being known to me or whose identity has been authenticated by me to be the person who acknowledged the execution of the foregoing instrument as the person's voluntary act for the purpose stated therein.

Witness my hand and Notarial Seal this 2nd day of June, 2021.



Printed Name: Jon Bart Miller
Notary Public of Elkhart County, Indiana
My Commission Expires: 12-2-27
Commission Number: NP0723868

STATE OF INDIANA)
) SS:
COUNTY OF ELKHART)

Before me, the undersigned Notary Public in and for said County and State, personally appeared Jeremy P. Stutsman, Mayor and Presiding Officer, on behalf of the Goshen Common Council and City of Goshen, Indiana, being known to me or whose identity has been authenticated by me to be the person who acknowledged the execution of the foregoing instrument as the person's voluntary act for the purpose stated therein.

Witness my hand and Notarial Seal this 16 day of June, 2021.



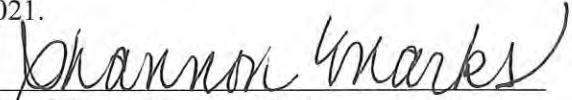
Printed Name: Shannon Marks
Notary Public of _____ County, Indiana
My Commission Expires: _____
Commission Number: _____

STATE OF INDIANA)
) SS:
COUNTY OF ELKHART)

Before me, the undersigned Notary Public in and for said County and State, personally appeared Jeremy P. Stutsman, Mayor, on behalf of the Goshen Board of Public Works and Safety and City of Goshen, Indiana, being known to me or whose identity has been authenticated by me to be the person who acknowledged the execution of the foregoing instrument as the person's voluntary act for the purpose stated therein.

Witness my hand and Notarial Seal this 14th day of June, 2021.

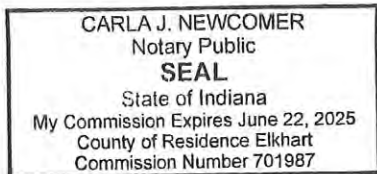




Printed Name: Shannon Marks
Notary Public of Elkhart County, Indiana
My Commission Expires: May 17, 2024
Commission Number: NP0685467

STATE OF INDIANA)
) SS:
COUNTY OF ELKHART)

Before me, the undersigned Notary Public in and for said County and State, personally appeared Vince Turner, President on behalf of the Goshen Redevelopment Commission and City of Goshen, Indiana, being known to me or whose identity has been authenticated by me to be the person who acknowledged the execution of the foregoing instrument as the person's voluntary act for the purpose stated therein.

Witness my hand and Notarial Seal this 8th day of June, 2021.




Printed Name: Carla J. Newcomer
Notary Public of Elkhart County, Indiana
My Commission Expires: June 22, 2025
Commission Number: NP0701987

This instrument was prepared by Larry A. Barks, Goshen City Attorney, Attorney No. 3568-20, City of Goshen Legal Department, 204 East Jefferson Street, Suite 2, Goshen, Indiana 46528, (574) 533-9536.

I affirm, under the penalties for perjury, that I have taken reasonable care to redact each social security number in this document, unless required by law (Larry A. Barks).

EXHIBIT A - DEVELOPMENT AREA

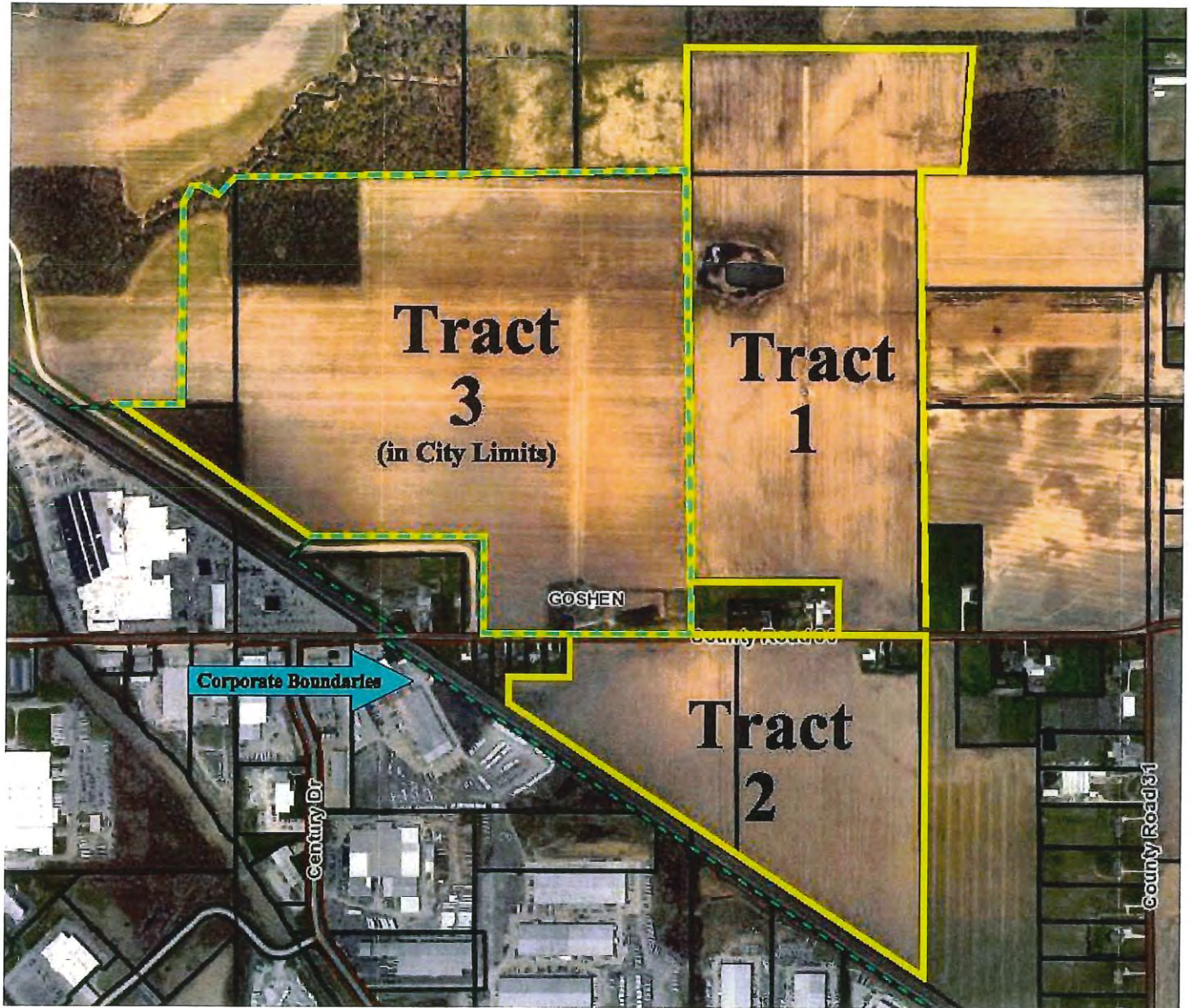


EXHIBIT B – DEVELOPMENT AREA DESCRIBED

TRACT 1 (Parcel Numbers 20-1 1-13-200-005.000-014 and 20-11-13-400-006.000-014)

A PART OF THE NORTHEAST AND SOUTHEAST QUARTERS OF SECTION 13, TOWNSHIP 36 NORTH, RANGE 6 EAST, ELKHART TOWNSHIP, ELKHART COUNTY, INDIANA, SURVEYED BY RONNIE L. JUSTICE, REGISTRATION NUMBER 80900004, WITH ADVANCED LAND SURVEYING OF NORTHERN INDIANA INC., AS SHOWN ON PROJECT NUMBER 201101 CERTIFIED ON NOVEMBER 3, 2020, AND BEING MORE PARTICULARLY DESCRIBED AS FOLLOWS (BEARINGS IN THIS DESCRIPTION ARE BASED ON THE SOUTH LINE OF THE SOUTHEAST QUARTER OF SAID SECTION 13 HAVING A BEARING OF NORTH 89 DEGREES 39 MINUTES 12 SECONDS EAST); COMMENCING AT A HARRISON MONUMENT MARKING THE SOUTHWEST CORNER OF THE SOUTHEAST QUARTER OF SECTION 13, TOWNSHIP 36 NORTH, RANGE 6 EAST; THENCE NORTH 00 DEGREES 22 MINUTES 23 SECONDS WEST WITH THE EAST LINE OF A TRACT OF LAND CONVEYED TO RYAN THWA ITS AND LARRY SCHROCK IN ELKHART COUNTY DEED RECORD 2020-11865, A DISTANCE OF 320.49 FEET TO A #5 REBAR FOUND AT THE POINT OF BEGINNING OF THIS DESCRIPTION; THENCE NORTH 00 DEGREES 22 MINUTES 23 SECONDS WEST WITH SAID LINE, A DISTANCE OF 2327.58 FEET TO A THREE QUARTER INCH REBAR FOUND AT THE NORTHWEST CORNER OF THE SOUTHEAST QUARTER OF SAID SECTION 13 AND BEING THE SOUTHEAST CORNER OF A TRACT OF LAND CONVEYED TO VERNON AND WANDA SCHLABACH IN ELKHART COUNTY DEED RECORD 2017-07742; THENCE NORTH 00 DEGREES 28 MINUTES 34 SECONDS WEST, WITH THE EAST LINE OF SAID SCHLABACH LAND, A DISTANCE OF 732.81 FEET TO A THREE QUARTER INCH REBAR AT THE SOUTHWEST CORNER OF A TRACT OF LAND CONVEYED TO DANA L. MILLER IN ELKHART COUNTY DEED RECORD 93003206; THENCE NORTH 89 DEGREES 29 MINUTES 51 SECONDS EAST WITH SAID MILLER LAND, A DISTANCE OF 1607.17 FEET TO A REBAR; THENCE SOUTH 03 DEGREES 14 MINUTES 28 SECONDS WEST, WITH SAID MILLER LAND, A DISTANCE OF 739.44 FEET TO A REBAR WITH CAP STAMPED BRADS-KO ON THE NORTH LINE OF A TRACT OF LAND CONVEYED TO SPRINGVIEW LAND HOLDINGS, LLC IN ELKHART COUNTY DEED RECORD 2019-06807; THENCE SOUTH 89 DEGREES 40 MINUTES 59 SECONDS WEST, WITH THE NORTH LINE OF SAID LAND, A DISTANCE OF 247.27 FEET TO A REBAR; THENCE SOUTH 00 DEGREES 25 MINUTES 47 SECONDS EAST, WITH THE WEST LINE OF SAID LAND, A DISTANCE OF 2021.27 FEET TO A REBAR WITH CAP STAMPED PCB AT THE NORTHWEST CORNER OF A TRACT OF LAND CONVEYED TO MOLAR MANAGEMENT, LLC IN ELKHART COUNTY DEED RECORD 2020-22405; THENCE SOUTH 00 DEGREES 42 MINUTES 10 SECONDS EAST, WITH THE WEST LINE OF SAID LAND, A DISTANCE OF 626.09 FEET TO A SURVEY MARK SPIKE ON THE SOUTH LINE OF SAID SOUTHEAST QUARTER; THENCE SOUTH 89 DEGREES 39 MINUTES 12 SECONDS WEST, ALONG THE SOUTH LINE OF SAID SOUTHEAST QUARTER, A DISTANCE OF 472.08 FEET TO A SURVEY MARK SPIKE AT THE SOUTHEAST CORNER OF A TRACT OF LAND CONVEYED TO TRI-COUNTY LAND TRUSTEE CORPORATION IN ELKHART COUNTY DEED RECORD 2013-06108; THENCE NORTH 00 DEGREES 20 MINUTES 44 SECONDS WEST WITH THE EAST LINE OF SAID LAND, A DISTANCE OF 320.49 FEET TO A #5 REBAR AT THE NORTHEAST CORNER OF SAID LAND; THENCE SOUTH 89 DEGREES 39 MINUTES 16 SECONDS WEST, WITH THE NORTH LINE OF SAID LAND, A DISTANCE OF 845.97 FEET TO THE POINT OF BEGINNING OF THIS DESCRIPTION, CONTAINING 100.36 ACRES, MORE OR LESS.

TRACT 2 (Parcel Numbers 20-11-24-201-001.000-014, 20-11-24-126-011.000-014 and 20-11-24-201-002.000-014)

PART OF THE NORTHWEST AND NORTHEAST QUARTERS OF SECTION 24, TOWNSHIP 36 NORTH, RANGE 6 EAST, ELKHART TOWNSHIP, ELKHART COUNTY, INDIANA, SURVEYED BY RONNIE L. JUSTICE, REGISTRATION NUMBER 80900004, WITH ADVANCED LAND SURVEYING OF NORTHERN INDIANA INC., AS SHOWN ON PROJECT NUMBER 210101 CERTIFIED ON JANUARY 7, 2021, AND BEING MORE PARTICULARLY DESCRIBED AS FOLLOWS (BEARINGS IN THIS DESCRIPTION ARE BASED ON THE NORTH LINE OF THE NORTHEAST QUARTER OF SAID SECTION 24 HAVING A BEARING OF NORTH 89 DEGREES 39 MINUTES 12 SECONDS EAST); BEGINNING AT A HARRISON MONUMENT MARKING THE NORTH QUARTER CORNER OF SECTION 24, TOWNSHIP 36 NORTH, RANGE 6 EAST; THENCE NORTH 89 DEGREES 39 MINUTES 12 SECONDS EAST, ALONG THE NORTH LINE OF THE NORTHEAST QUARTER OF SAID SECTION 24, A DISTANCE OF 1320.73 FEET TO A MAG NAIL AT THE NORTHWEST CORNER OF A TRACT OF LAND CONVEYED TO THE STANLEY D. MILLER REVOCABLE TRUST DATED THE 18TH DAY OF JULY 2007; THENCE SOUTH 00 DEGREES 42 MINUTES 25 SECONDS EAST WITH THE WEST LINE OF SAID MILLER LAND, A DISTANCE OF 1979.96 FEET TO A REBAR WITH CAP (JUSTICE 900004) ON THE NORTH RIGHT OF WAY OF THE NORFOLK SOUTHERN RAILWAY COMPANY; THENCE NORTH 56 DEGREES 31 MINUTES 53 SECONDS WEST, WITH THE NORTH RIGHT OF WAY WITH THE NORFOLK SOUTHERN RAILWAY COMPANY, A DISTANCE OF 2857.74 FEET TO A REBAR FOUND AT THE SOUTHEAST CORNER OF A TRACT OF LAND CONVEYED TO KATHLEEN S. EMERY IN ELKHART COUNTY DEED RECORD 2014-08913; THENCE NORTH 00 DEGREES 43 MINUTES 38 SECONDS WEST, WITH THE EAST LINE OF SAID EMERY LAND, A DISTANCE OF 164.93 FEET TO A REBAR AT THE SOUTHWEST CORNER OF A TRACT OF LAND CONVEYED TO DAVID AND SARAH LAMBRIGHT IN ELKHART COUNTY DEED RECORD 2020-05774; THENCE NORTH 89 DEGREES 40 MINUTES 10 SECONDS EAST, WITH THE SOUTH LINE OF SAID LAMBRIGHT LAND, THE SOUTH LINE OF A TRACT OF LAND CONVEYED TO REESE SCHMUCKER IN ELKHART COUNTY DEED RECORD 2018-05528 AND THE SOUTH LINE OF A TRACT OF LAND CONVEYED TO SIX MILE LAKE INVESTMENTS, LLC IN DEED RECORD 2016-13337, A DISTANCE OF 314.95 FEET TO A REBAR AT THE SOUTHEAST CORNER OF THE SIX MILE LAKE INVESTMENTS, LLC PROPERTY; THENCE NORTH 00 DEGREES 54 MINUTES 25 SECONDS WEST, WITH THE EAST LINE OF SAID LAND, A DISTANCE OF 224.93 FEET (225 FEET RECORDED) TO A MAG NAIL ON THE NORTH LINE OF THE NORTHWEST QUARTER OF SAID SECTION 24; THENCE NORTH 89 DEGREES 40 MINUTES 30 SECONDS EAST, ALONG THE NORTH LINE OF SAID NORTHWEST QUARTER, A DISTANCE OF 729.93 FEET TO THE POINT OF BEGINNING OF THIS DESCRIPTION, CONTAINING 62.69 ACRES, MORE OR LESS.

TRACT 3 (Parcel Numbers 20-11-13-300-001.000-015, 20-11-14-426-002.000-015 and 20-11-14-478-001.000-015)

Parcel 1 (Parcel Number 20-11-13-300-001.000-015)

The Southwest Quarter of Section 13, Township 36 North, Range 6 East, Elkhart Township, Elkhart County, Indiana.

EXCEPTING THEREFROM that portion lying South and West of the New York Central, containing 5 acres, more or less.

ALSO EXCEPTING the following described tract: Commencing at a stone marking the Southwest corner of Section 13, Township 36 North, Range 6 East, Elkhart County, Indiana; thence South 89 degrees 47 minutes East, along the South line of said Section, 1000.9 feet to an iron stake on the East right-of-way line of the New York Central Railroad, said iron stake being the place of beginning of this description; thence continuing South 89 degrees 47 minutes East, along the South line of said Section 13, 317.9 feet to an iron stake at the Southeast corner of the West half of the Southwest Quarter of Section 13; thence North along the East line of said West half of the Southwest Quarter of Section 13, 462.6 feet to an iron take; thence West 1001.1 feet to an iron stake on the aforesaid East right-of-way of the New York Central Railroad; thence South 55 degrees 58 minutes East along said East right-of-way line, 824.4 feet to the place of beginning.

Parcel 2 (Parcel Number 20-11-14-426-002.000-015)

A part of the Southeast Quarter of Section 14, Township 36 North, Range 6 East, 2nd Principal Meridian, Elkhart Township, Elkhart County, Indiana, being part of a tract of land conveyed to Elkhart County 4-H and Agricultural Exposition, Inc., as described in Document Number 2011-013502 in the Office of the Elkhart County Recorder, and being more particularly described as follows:

Commencing at the Southeast corner of said Section 14; thence North 0 degrees 7 minutes 2 seconds East along the East line of the Southeast Quarter of Section 14, a distance of 1323.45 feet to the Northeast corner of land conveyed to Stephen L. Fidler, Kelly J. Webb, and Karen M. Fidler as described in Deed Record 428, page 875, and also being the place of beginning of this description; thence continuing North 0 degrees 7 minutes 2 seconds East along the East line of the Southeast Quarter of Section 14 a distance of 1297.1 feet, more or less, to the center of Rock Run Creek; thence meandering Southwesterly along the centerline thread of Rock Run Creek, a distance of 400 feet more or less to a point which lies 298 feet perpendicular to the East line of the Southeast Quarter of Section 14; thence South 0 degrees 7 minutes 2 seconds West parallel with and 298 feet equidistant from the East line of the Southeast Quarter of Section 14, a distance of 1143.75 feet to the North line of said Fidler, Webb, and Fidler parcel; thence North 89 degrees 49 minutes 4 seconds East along said North line a distance of 298 feet to the place of beginning.

Parcel 3 (Parcel Number 20-11-14-478-001.000-015)

A part of the Southeast Quarter of Section 14, Township 36 North, Range 6 East, Elkhart County, Indiana, more particularly described as follows:

Commencing at a stone in the centerline of County Road Number 36, said stone marking the Southeast corner of the Southeast Quarter of Section 14, Township 36 North, Range 6 East; thence due North on an assumed bearing along the East line of the Southeast Quarter of Section 14, 671.9 feet to an iron stake on the North right of way line of the New York Central Railroad and the place of beginning of this description; thence continuing along said described bearing, 651.95 feet; thence South 89 degrees 45 minutes West, 958.8 feet to an iron stake on the North right of way line of the New York Central Railroad; thence South 55 degrees 57 minutes East along the North line of the New York Central Railroad, 1157.87 feet to the place of beginning of this description.

EXCEPTING THEREFROM the following:

A part of the Southwest Quarter of Section 13, and a part of the Southeast Quarter of Section 14, Township 36 North, Range 6 East, 2nd Principal Meridian, Elkhart Township, Elkhart County, Indiana, and being part of a tract of land conveyed to Stephen L. Fidler, Kelly J. Webb, and Karen M. Fidler, as tenants in common, each the owner of an undivided 1/3 interest as described in Deed Record 428, page 875 in the Office of the Elkhart County Recorder, and being more particularly described as follows:

Commencing at the Southwest corner of said Section 13; thence South 89 degrees 47 minutes East, along the South line of said Section 13, a distance of 1000.9 feet to an iron stake on the Easterly right-of-way line of the Pennsylvania Lines, LLC (Formerly New York Central Railroad) as described in Document Number 99-25426, said iron stake marking the Southwest corner of said Borkholder parcel; thence continuing South 89 degrees 47 minutes East on the South line of said Section 13 and the South line of said Borkholder parcel a distance of 317.9 feet to an iron stake marking the Southeast corner of said Borkholder parcel and also being the Southeast corner of the West half of the Southwest Quarter of said Section 13 and the place of beginning of this description; thence North along the East line of the West half of the Southwest Quarter of said Section 13 and the East line of said Borkholder parcel a distance of 462.6 feet to the Northeast corner of said Borkholder parcel; thence West along the North line of said Borkholder parcel, a distance of 1001.1 feet to an iron stake on the Easterly right-of-way line of said Pennsylvania Lines LLC parcel; thence North 55 degrees 57 minutes West along the Easterly right-of-way line of said Pennsylvania Lines LLC parcel, a distance of 382.8 more or less to the intersection of the West line of the Southwest Quarter of said Section 13, said intersection also being the Southeast corner of Tract 2 of said Fidler, Webb, and Fidler parcel; thence continuing North 55 degrees 57 minutes West along the Easterly right-of-way line of said Pennsylvania Lines LLC parcel, a distance of 1154.9 feet, more or less to the intersection of the North line of Tract 2 of said Fidler, Webb and Fidler parcel; thence South 89 degrees 45 minutes East along the North line of Tract 2 of said Fidler, Webb and Fidler parcel, a distance of 265.9 feet, more or less, to a point lying 150 feet perpendicular to the Easterly right-of-way line of said Pennsylvania Lines LLC parcel; thence South 55 degrees 57 minutes East parallel with and 150 feet equidistant from the Easterly right-of-way line of said Pennsylvania Lines LLC parcel, a distance of 834 feet, more or less to the East line of Tract 2 of said Fidler, Webb and Fidler parcel, also being the West line of the Southwest Quarter of said Section 13; thence continuing South 55 degrees 57 minutes East parallel with and 150 feet equidistant from the Easterly right-of-way line of said Pennsylvania Lines LLC parcel, a distance of 527.5 feet, more or less, to a point lying 100 feet perpendicular to the North line of said Borkholder parcel; thence East parallel with and 100 feet equidistant from the North line of said Borkholder parcel, a distance of 981.7 feet, more or less, to a point lying 100 feet perpendicular to the Northerly extension of the East line of said Borkholder parcel; thence South parallel with and 100 feet equidistant from the East line and said East line extended of said Borkholder parcel a distance of 563 feet more or less to the South line of the Southwest Quarter of said Section 13; thence North 89 degrees 47 minutes West a distance of 100 feet, more or less, along the South line of the Southwest Quarter of said Section 13 to the place of beginning of this description.

EXHIBIT C

PETITION FOR ANNEXATION INTO THE CITY OF GOSHEN

COMES NOW the undersigned, hereinafter collectively referred to as "Petitioner," and petitions the Goshen Common Council to annex certain real estate located outside, but contiguous to the corporate limits of the City of Goshen. In support of this Petition, the Petitioner alleges and says:

- (1) The real estate sought for annexation into the City of Goshen, hereinafter referred to as the "Subject Real Estate", is generally located on County Road 36 east of the rail road and west of County Road 31 as depicted on the map attached as Exhibit A and more particularly described in Exhibit B.
- (2) At least one-eighth (1/8) or (12.5%) of the aggregate external boundaries of the Subject Real Estate are contiguous with the corporate limits of the City of Goshen.
- (3) Petitioner represents one hundred percent (100%) of the owners of the Subject Real Estate.
- (4) Petitioner requests that the Goshen Common Council adopt an ordinance to annex the Subject Real Estate described in this petition into the City of Goshen.

RT
Ryan Thwaits

Date: 2-24-21

Douglas W. Thwaits
Douglas W. Thwaits

Date: 2-24-21

Nancy L. Thwaits
Nancy L. Thwaits

Date: 2/24/21

Exhibit A

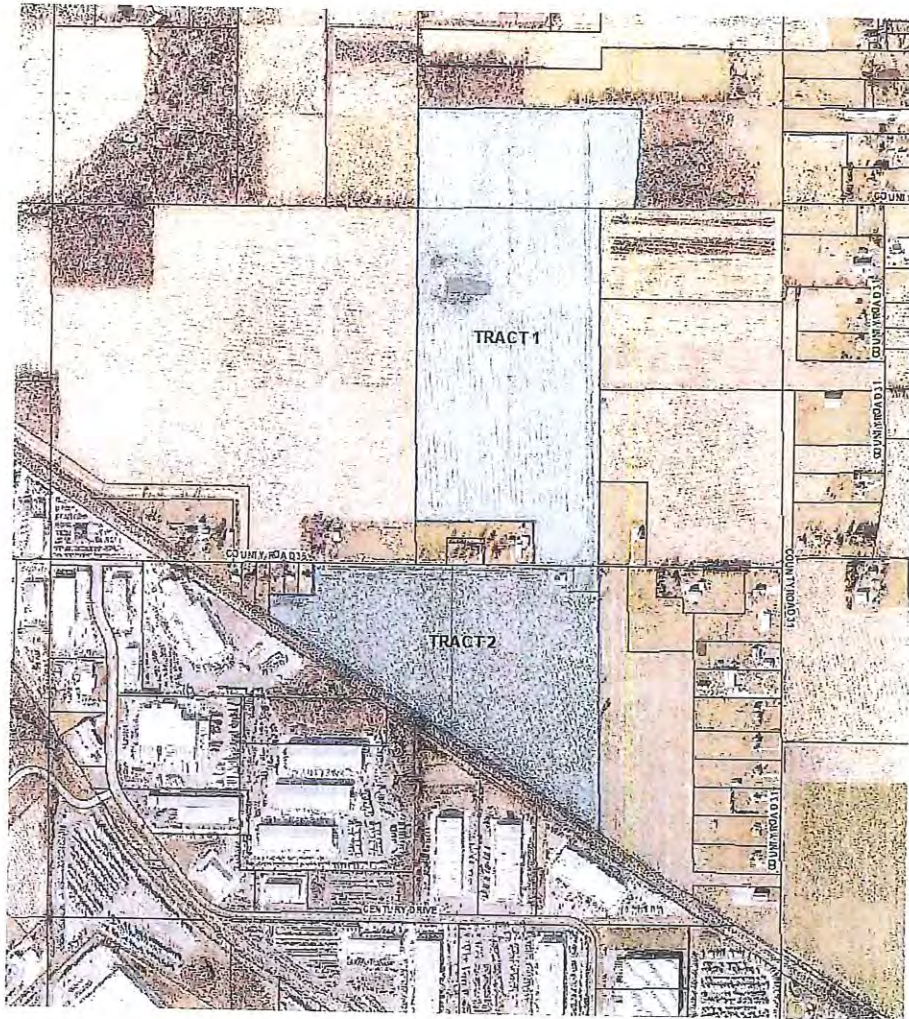


Exhibit B

TRACT 1 (Parcel 20-11-13-200-005.000-014 and 20-11-13-400-006.000-014)

A PART OF THE NORTHEAST AND SOUTHEAST QUARTERS OF SECTION 13, TOWNSHIP 36 NORTH, RANGE 6 EAST, ELKHART TOWNSHIP, ELKHART COUNTY, INDIANA, SURVEYED BY RONNIE L. JUSTICE, REGISTRATION NUMBER 80900004, WITH ADVANCED LAND SURVEYING OF NORTHERN INDIANA INC., AS SHOWN ON PROJECT NUMBER 201101 CERTIFIED ON NOVEMBER 3, 2020, AND BEING MORE PARTICULARLY DESCRIBED AS FOLLOWS (BEARINGS IN THIS DESCRIPTION ARE BASED ON THE SOUTH LINE OF THE SOUTHEAST QUARTER OF SAID SECTION 13 HAVING A BEARING OF NORTH 89 DEGREES 39 MINUTES 12 SECONDS EAST): COMMENCING AT A HARRISON MONUMENT MARKING THE SOUTHWEST CORNER OF THE SOUTHEAST QUARTER OF SECTION 13, TOWNSHIP 36 NORTH, RANGE 6 EAST; THENCE NORTH 00 DEGREES 22 MINUTES 23 SECONDS WEST WITH THE EAST LINE OF A TRACT OF LAND CONVEYED TO RYAN THWAITTS AND LARRY SCHROCK IN ELKHART COUNTY DEED RECORD 2020-11865, A DISTANCE OF 320.49 FEET TO A #5 REBAR FOUND AT THE POINT OF BEGINNING OF THIS DESCRIPTION; THENCE NORTH 00 DEGREES 22 MINUTES 23 SECONDS WEST WITH SAID LINE, A DISTANCE OF 2327.58 FEET TO A THREE QUARTER INCH REBAR FOUND AT THE NORTHWEST CORNER OF THE SOUTHEAST QUARTER OF SAID SECTION 13 AND BEING THE SOUTHEAST CORNER OF A TRACT OF LAND CONVEYED TO VERNON AND WANDA SCHLABACH IN ELKHART COUNTY DEED RECORD 2017-07742; THENCE NORTH 00 DEGREES 28 MINUTES 34 SECONDS WEST, WITH THE EAST LINE OF SAID SCHLABACH LAND, A DISTANCE OF 732.81 FEET TO A THREE QUARTER INCH REBAR AT THE SOUTHWEST CORNER OF A TRACT OF LAND CONVEYED TO DANA L. MILLER IN ELKHART COUNTY DEED RECORD 93003206; THENCE NORTH 89 DEGREES 29 MINUTES 51 SECONDS EAST WITH SAID MILLER LAND, A DISTANCE OF 1607.17 FEET TO A REBAR; THENCE SOUTH 03 DEGREES 14 MINUTES 28 SECONDS WEST, WITH SAID MILLER LAND, A DISTANCE OF 739.44 FEET TO A REBAR WITH CAP STAMPED BRADS-KO ON THE NORTH LINE OF A TRACT OF LAND CONVEYED TO SPRINGVIEW LAND HOLDINGS, LLC IN ELKHART COUNTY DEED RECORD 2019-06807; THENCE SOUTH 89 DEGREES 40 MINUTES 59 SECONDS WEST, WITH THE NORTH LINE OF SAID LAND, A DISTANCE OF 247.27 FEET TO A REBAR; THENCE SOUTH 00 DEGREES 25 MINUTES 47 SECONDS EAST, WITH THE WEST LINE OF SAID LAND, A DISTANCE OF 2021.27 FEET TO A REBAR WITH CAP STAMPED PCB AT THE NORTHWEST CORNER OF A TRACT OF LAND CONVEYED TO MOLAR MANAGEMENT, LLC IN ELKHART COUNTY DEED RECORD 2020-22405; THENCE SOUTH 00 DEGREES 42 MINUTES 10 SECONDS EAST, WITH THE WEST LINE OF SAID LAND, A DISTANCE OF 626.09 FEET TO A SURVEY MARK SPIKE ON THE SOUTH LINE OF SAID SOUTHEAST QUARTER; THENCE SOUTH 89 DEGREES 39 MINUTES 12 SECONDS WEST, ALONG THE SOUTH LINE OF SAID SOUTHEAST QUARTER, A DISTANCE OF 472.08 FEET TO A SURVEY MARK SPIKE AT THE SOUTHEAST CORNER OF A TRACT OF LAND CONVEYED TO TRI-COUNTY LAND TRUSTEE CORPORATION IN ELKHART COUNTY DEED RECORD 2013-06108; THENCE NORTH 00 DEGREES 20 MINUTES 44 SECONDS WEST WITH THE EAST LINE OF SAID LAND, A DISTANCE OF 320.49 FEET TO A #5 REBAR AT THE NORTHEAST CORNER OF SAID LAND; THENCE SOUTH 89 DEGREES 39 MINUTES 16 SECONDS WEST, WITH THE NORTH LINE OF

SAID LAND, A DISTANCE OF 845.97 FEET TO THE POINT OF BEGINNING OF THIS DESCRIPTION, CONTAINING 100.36 ACRES, MORE OR LESS.

TRACT 2 (20-11-24-201-001.000-014, 20-11-24-126-011.000-014 and 20-11-24-201-002.000-014)

Part of the Northwest and Northeast Quarters of Section 24, Township 36 North, Range 6 East, Elkhart Township, Elkhart County, Indiana, surveyed by Ronnie L. Justice, Registration Number 80900004, with Advanced Land Surveying of Northern Indiana Inc., as shown on Project Number 210101 certified on January 7, 2021, and being more particularly described as follows (bearings in this description are based on the north line of the Northeast Quarter of said Section 24 having a bearing of North 89 degrees 39 minutes 12 seconds East): Beginning at a Harrison monument marking the North Quarter corner of Section 24, Township 36 North, Range 6 East; thence North 89 degrees 39 minutes 12 seconds East, along the north line of the Northeast Quarter of said Section 24, a distance of 1320.73 feet to a mag nail at the northwest corner of a tract of land conveyed to the Stanley D. Miller Revocable Trust dated the 18th day of July 2007; thence South 00 degrees 42 minutes 25 seconds East with the west line of said Miller land, a distance of 1979.96 feet to a rebar with cap (Justice 900004) on the north right of way of the Norfolk Southern Railway Company; thence North 56 degrees 31 minutes 53 seconds West, with the north right of way with the Norfolk Southern Railway Company, a distance of 2857.74 feet to a rebar found at the southeast corner of a tract of land conveyed to Kathleen S. Emery in Elkhart County Deed Record 2014-08913; thence North 00 degrees 43 minutes 38 seconds West, with the east line of said Emery land, a distance of 164.93 feet to a rebar at the southwest corner of a tract of land conveyed to David and Sarah Lambright in Elkhart County Deed Record 2020-05774; thence North 89 degrees 40 minutes 10 seconds East, with the south line of said Lambright land, the south line of a tract of land conveyed to Reese Schmucker in Elkhart County Deed Record 2018-05528 and the south line of a tract of land conveyed to Six Mile Lake Investments, LLC in Deed Record 2016-13337, a distance of 314.95 feet to a rebar at the southeast corner of the Six Mile Lake Investments, LLC property; thence North 00 degrees 54 minutes 25 seconds West, with the east line of said land, a distance of 224.93 feet (225 feet recorded) to a mag nail on the north line of the Northwest Quarter of said Section 24; thence North 89 degrees 40 minutes 30 seconds East, along the north line of said Northwest Quarter, a distance of 729.93 feet to the point of beginning of this description, containing 62.69 acres, more or less.

ORDINANCE 5090

County Road 36 Annexation

WHEREAS pursuant to Indiana Code § 36-4-3-5.1, one hundred percent (100%) of the landowners have filed a Petition for Annexation into the City of Goshen and requested the Goshen Common Council adopt an ordinance to annex the real estate as identified on the map attached to this ordinance as Exhibit A, hereinafter referred to as the "Annexation Area."

WHEREAS at least one-fourth (1/4) of the aggregate external boundaries of the Annexation Area are contiguous with the corporate limits of the City of Goshen.

WHEREAS the Annexation Area is or will be zoned commercial, business or industrial uses.

WHEREAS a written fiscal plan and policy has been developed for the Annexation Area and adopted by resolution of the Goshen Common Council.

WHEREAS pursuant to notice given, the Goshen Common Council conducted a public hearing in which all interested parties were given the opportunity to testify on the proposed annexation.

NOW, THEREFORE, BE IT ORDAINED by the Goshen Common Council that:

SECTION 1 Annexation Area Described; Acreage

- (A) The real estate generally located along both the north and south sides of County Road 36, west of County Road 31 and east of the railroad as identified on the map attached to this ordinance as Exhibit A, and more particularly described in Exhibit B, is annexed to the City of Goshen, Indiana and included within the City's corporate boundaries. The real estate depicted in Exhibit A and described in Exhibit B shall hereinafter be referred to as the "Annexation Area."
- (B) The Annexation Area also includes any public highway and rights-of-way of the public highway that are contiguous to the Annexation Area to the extent required by Indiana Code § 36-4-3-2.5. Such public highways include County Road 36.
- (C) The total acreage of the Annexation Area is approximately 163 acres, more or less.

SECTION 2 Zoning

The Annexation Area will be zoned as M-1 Industrial District (Light Industrial) upon the effective date of annexation into the City of Goshen.

SECTION 3 Council District

The Annexation Area is assigned to Goshen City Council District Five.

SECTION 4 Effective Date

The effective date of the annexation of the real estate described in Section 1 shall be at least thirty (30) days after the adoption of the annexation ordinance and publication of notice, and upon the filing and recording of the ordinance pursuant to Indiana Code § 36-4-3-22(a).

SECTION 5 Filing and Recording of Ordinance

This ordinance shall be filed with the Auditor of Elkhart County, the Circuit Court Clerk of Elkhart County, the Board of Registration of Elkhart County, the Office of the Secretary of State, and the Office of Census Data established by Indiana Code § 2-5-1.1-12, and recorded in the Office of the Elkhart County Recorder pursuant to Indiana Code § 36-4-3-22.

[Continued on next page.]

EXHIBIT A

County Road 36 Annexation Area Map

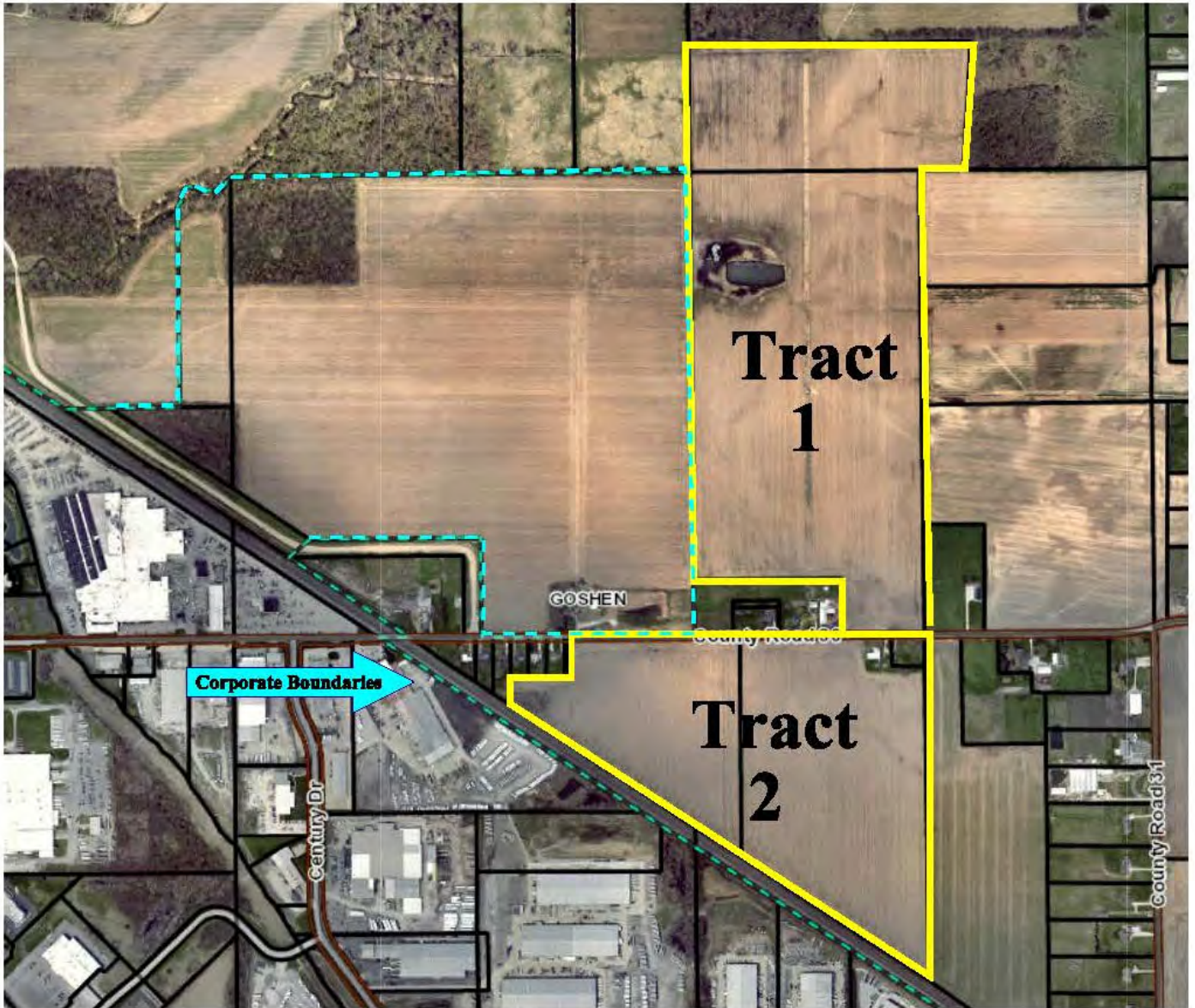


EXHIBIT B

County Road 36 Annexation Area Described

TRACT 1 (Parcel Numbers 20-1 1-13-200-005.000-014 and 20-11-13-400-006.000-014)

A PART OF THE NORTHEAST AND SOUTHEAST QUARTERS OF SECTION 13, TOWNSHIP 36 NORTH, RANGE 6 EAST, ELKHART TOWNSHIP, ELKHART COUNTY, INDIANA, SURVEYED BY RONNIE L. JUSTICE, REGISTRATION NUMBER 80900004, WITH ADVANCED LAND SURVEYING OF NORTHERN INDIANA INC., AS SHOWN ON PROJECT NUMBER 201101 CERTIFIED ON NOVEMBER 3, 2020, AND BEING MORE PARTICULARLY DESCRIBED AS FOLLOWS (BEARINGS IN THIS DESCRIPTION ARE BASED ON THE SOUTH LINE OF THE SOUTHEAST QUARTER OF SAID SECTION 13 HAVING A BEARING OF NORTH 89 DEGREES 39 MINUTES 12 SECONDS EAST); COMMENCING AT A HARRISON MONUMENT MARKING THE SOUTHWEST CORNER OF THE SOUTHEAST QUARTER OF SECTION 13, TOWNSHIP 36 NORTH, RANGE 6 EAST; THENCE NORTH 00 DEGREES 22 MINUTES 23 SECONDS WEST WITH THE EAST LINE OF A TRACT OF LAND CONVEYED TO RYAN THWAITS AND LARRY SCHROCK IN ELKHART COUNTY DEED RECORD 2020-11865, A DISTANCE OF 320.49 FEET TO A #5 REBAR FOUND AT THE POINT OF BEGINNING OF THIS DESCRIPTION; THENCE NORTH 00 DEGREES 22 MINUTES 23 SECONDS WEST WITH SAID LINE, A DISTANCE OF 2327.58 FEET TO A THREE QUARTER INCH REBAR FOUND AT THE NORTHWEST CORNER OF THE SOUTHEAST QUARTER OF SAID SECTION 13 AND BEING THE SOUTHEAST CORNER OF A TRACT OF LAND CONVEYED TO VERNON AND WANDA SCHLABACH IN ELKHART COUNTY DEED RECORD 2017-07742; THENCE NORTH 00 DEGREES 28 MINUTES 34 SECONDS WEST, WITH THE EAST LINE OF SAID SCHLABACH LAND, A DISTANCE OF 732.81 FEET TO A THREE QUARTER INCH REBAR AT THE SOUTHWEST CORNER OF A TRACT OF LAND CONVEYED TO DANA L. MILLER IN ELKHART COUNTY DEED RECORD 93003206; THENCE NORTH 89 DEGREES 29 MINUTES 51 SECONDS EAST WITH SAID MILLER LAND, A DISTANCE OF 1607.17 FEET TO A REBAR; THENCE SOUTH 03 DEGREES 14 MINUTES 28 SECONDS WEST, WITH SAID MILLER LAND, A DISTANCE OF 739.44 FEET TO A REBAR WITH CAP STAMPED BRADS-KO ON THE NORTH LINE OF A TRACT OF LAND CONVEYED TO SPRINGVIEW LAND HOLDINGS, LLC IN ELKHART COUNTY DEED RECORD 2019-06807; THENCE SOUTH 89 DEGREES 40 MINUTES 59 SECONDS WEST, WITH THE NORTH LINE OF SAID LAND, A DISTANCE OF 247.27 FEET TO A REBAR; THENCE SOUTH 00 DEGREES 25 MINUTES 47 SECONDS EAST, WITH THE WEST LINE OF SAID LAND, A DISTANCE OF 2021.27 FEET TO A REBAR WITH CAP STAMPED PCB AT THE NORTHWEST CORNER OF A TRACT OF LAND CONVEYED TO MOLAR MANAGEMENT, LLC IN ELKHART COUNTY DEED RECORD 2020-22405; THENCE .SOUTH 00 DEGREES 42 MINUTES 10 SECONDS EAST, WITH THE WEST LINE OF SAID LAND, A DISTANCE OF 626.09 FEET TO A SURVEY MARK SPIKE ON THE SOUTH LINE OF SAID SOUTHEAST QUARTER; THENCE SOUTH 89 DEGREES 39 MINUTES 12 SECONDS WEST, ALONG THE SOUTH LINE OF SAID SOUTHEAST QUARTER, A DISTANCE OF 472.08 FEET TO A SURVEY MARK SPIKE AT THE SOUTHEAST CORNER OF A TRACT OF LAND CONVEYED TO TRI-COUNTY LAND TRUSTEE CORPORATION IN ELKHART COUNTY DEED RECORD 2013-06108; THENCE NORTH 00 DEGREES 20 MINUTES 44 SECONDS WEST WITH THE EAST LINE OF SAID LAND, A DISTANCE OF 320.49 FEET TO A #5 REBAR AT THE NORTHEAST CORNER OF SAID LAND; THENCE SOUTH 89 DEGREES 39 MINUTES 16 SECONDS WEST, WITH THE NORTH LINE OF SAID LAND, A DISTANCE OF 845.97 FEET TO THE POINT OF BEGINNING OF THIS DESCRIPTION, CONTAINING 100.36 ACRES, MORE OR LESS.

TRACT 2 (Parcel Numbers 20-1-1-24-201-001.000-014, 20-11-24-126-011.000-014 and 20-11-24-201-002.000-014)

PART OF THE NORTHWEST AND NORTHEAST QUARTERS OF SECTION 24, TOWNSHIP 36 NORTH, RANGE 6 EAST, ELKHART TOWNSHIP, ELKHART COUNTY, INDIANA, SURVEYED BY RONNIE L. JUSTICE, REGISTRATION NUMBER 80900004, WITH ADVANCED LAND SURVEYING OF NORTHERN INDIANA INC., AS SHOWN ON PROJECT NUMBER 210101 CERTIFIED ON JANUARY 7, 2021, AND BEING MORE PARTICULARLY DESCRIBED AS FOLLOWS (BEARINGS IN THIS DESCRIPTION ARE BASED ON THE NORTH LINE OF THE NORTHEAST QUARTER OF SAID SECTION 24 HAVING A BEARING OF NORTH 89 DEGREES 39 MINUTES 12 SECONDS EAST); BEGINNING AT A HARRISON MONUMENT MARKING THE NORTH QUARTER CORNER OF SECTION 24, TOWNSHIP 36 NORTH, RANGE 6 EAST; THENCE NORTH 89 DEGREES 39 MINUTES 12 SECONDS EAST, ALONG THE NORTH LINE OF THE NORTHEAST QUARTER OF SAID SECTION 24, A DISTANCE OF 1320.73 FEET TO A MAG NAIL AT THE NORTHWEST CORNER OF A TRACT OF LAND CONVEYED TO THE STANLEY D. MILLER REVOCABLE TRUST DATED THE 18TH DAY OF JULY 2007; THENCE SOUTH 00 DEGREES 42 MINUTES 25 SECONDS EAST WITH THE WEST LINE OF SAID MILLER LAND, A DISTANCE OF 1979.96 FEET TO A REBAR WITH CAP (JUSTICE 900004) ON THE NORTH RIGHT OF WAY OF THE NORFOLK SOUTHERN RAILWAY COMPANY; THENCE NORTH 56 DEGREES 31 MINUTES 53 SECONDS WEST, WITH THE NORTH RIGHT OF WAY WITH THE NORFOLK SOUTHERN RAILWAY COMPANY, A DISTANCE OF 2857.74 FEET TO A REBAR FOUND AT THE SOUTHEAST CORNER OF A TRACT OF LAND CONVEYED TO KATHLEEN S. EMERY IN ELKHART COUNTY DEED RECORD 2014-08913; THENCE NORTH 00 DEGREES 43 MINUTES 38 SECONDS WEST, WITH THE EAST LINE OF SAID EMERY LAND, A DISTANCE OF 164.93 FEET TO A REBAR AT THE SOUTHWEST CORNER OF A TRACT OF LAND CONVEYED TO DAVID AND SARAH LAMBRIGHT IN ELKHART COUNTY DEED RECORD 2020-05774; THENCE NORTH 89 DEGREES 40 MINUTES 10 SECONDS EAST, WITH THE SOUTH LINE OF SAID LAMBRIGHT LAND, THE SOUTH LINE OF A TRACT OF LAND CONVEYED TO REESE SCHMUCKER IN ELKHART COUNTY DEED RECORD 2018-05528 AND THE SOUTH LINE OF A TRACT OF LAND CONVEYED TO SIX MILE LAKE INVESTMENTS, LLC IN DEED RECORD 2016-13337, A DISTANCE OF 314.95 FEET TO A REBAR AT THE SOUTHEAST CORNER OF THE SIX MILE LAKE INVESTMENTS, LLC PROPERTY; THENCE NORTH 00 DEGREES 54 MINUTES 25 SECONDS WEST, WITH THE EAST LINE OF SAID LAND, A DISTANCE OF 224.93 FEET (225 FEET RECORDED) TO A MAG NAIL ON THE NORTH LINE OF THE NORTHWEST QUARTER OF SAID SECTION 24; THENCE NORTH 89 DEGREES 40 MINUTES 30 SECONDS EAST, ALONG THE NORTH LINE OF SAID NORTHWEST QUARTER, A DISTANCE OF 729.93 FEET TO THE POINT OF BEGINNING OF THIS DESCRIPTION, CONTAINING 62.69 ACRES, MORE OR LESS.

PASSED by the Goshen Common Council on _____, 2021.

Jeremy P. Stutsman, Presiding Officer

ATTESTED:

Clerk-Treasurer

PRESENTED to the Mayor of the City of Goshen on _____, 2021, at _____
a.m./p.m.

Clerk-Treasurer

APPROVED and ADOPTED on _____, 2021.

Jeremy P. Stutsman, Mayor

This ordinance prepared by Shannon Marks, City of Goshen Legal Department, 204 East Jefferson Street, Suite 2, Goshen, Indiana 46528.

I affirm, under the penalties for perjury, that I have taken reasonable care to redact each social security number in this document, unless required by law (Shannon Marks).



Rhonda L. Yoder, AICP
PLANNING & ZONING DEPARTMENT, CITY OF GOSHEN
204 East Jefferson Street, Suite 4 • Goshen, IN 46528-3405

Phone (574) 537-3815 • Fax (574) 533-8626 • TDD (574) 534-3185
rhodayoder@goshencity.com • www.goshenindiana.org

MEMORANDUM

TO: Goshen Common Council
FROM: Rhonda L. Yoder, City Planner
DATE: July 6, 2021
RE: Ordinance 5089

The Goshen Plan Commission met on June 15, 2021, in regular session and considered a request for the vacation of the unimproved right of way of East Street between Arehart Street and N 7th Street, which appears as part of the subject property generally located at 715 N 7th Street (and which following the vacation will remain part of 715 N 7th Street, with Arehart Street and N 7th Street retaining their existing rights of way), zoned Residential R-1 District, recently discovered to have not been vacated, even though a house was built on the right of way in 1943, with the following outcome:

Forwarded to the Goshen Common Council with a favorable recommendation by a vote of 8-0.

The recommendation is based upon the following:

1. The proposed vacation will not hinder the growth or orderly development of the neighborhood, as the right of way to be vacated has not functioned as public right of way since at least 1943, when a house was built over the right of way.
2. The proposed vacation will not make access difficult or inconvenient, as there is no existing public access.
3. The proposed vacation will not hinder access to a church, school or other public building or place, as the existing right of way does not provide any of the described access.
4. The proposed vacation will not hinder the use of the public way, as the area to be vacated has not been used as a public way for many decades, and was considered vacated and part of the property at 715 N 7th Street.

Following the Plan Commission meeting, the Traffic Commission met on June 17, 2021, and recommended approval of the vacation request.

An inquiry was received prior to Plan Commission from Councilman Matt Schrock, asking about ownership and use plans following vacation and the status of the driveway that cuts through 715 N 7th Street. No questions/concerns/comments were received at Plan Commission.

ORDINANCE 5089
VACATION OF PUBLIC WAYS IN THE CITY OF GOSHEN, INDIANA

A Petition having heretofore been filed with the Common Council of the City of Goshen, Indiana, on the 20th day of May 2021 by LaCasa, Inc., William and Cheryl Shively, and Abonmarche Consultants requesting the vacation of certain public ways within the Corporate limits of the City of Goshen, Indiana, and more particularly described therein.

The public hearing before the Goshen City Plan Commission and public hearing before the Common Council of the City of Goshen, Indiana, having been scheduled as to said Petition with the hearing before the Goshen City Plan Commission having been held on the 15th day of June 2021, and with the hearing before the Common Council of the City of Goshen, Indiana, having been held on the 6th day of July 2021, and formal legal publication notice as to said hearings having been published in the Goshen News on the 5th day of June 2021, said legal notice having been published being in the words and figures following.

The Common Council of the City of Goshen having received a recommendation and/or report from the Goshen City Plan Commission and having conducted a public hearing on said Petition on the date set forth in said Notice and being duly advised in the premises now finds as follows:

1. The Petition heretofore filed is in proper order, and that proper legal notices of the public hearing conducted with regard to said Petition have been mailed and published.
2. The vacation of the public ways in question would not hinder the growth or orderly development of the City of Goshen, Indiana, or of the neighborhood in which it is located or to which it is contiguous.
3. The vacation of the public ways in question will not make access to the lands of any property owners within the City of Goshen, Indiana, by means of public way difficult or inconvenient.
4. The vacation of the public ways in question will not hinder the public's access to a church, school, or other public building or place.
5. The vacation of the public ways in question will not hinder the use of a public way by the neighborhood in which it is located or to which it is contiguous.

NOW THEREFORE, be it ordained, ordered, adjudged, and decreed by the Common Council of the City of Goshen, as follows:

1. That said Petition is hereby, in all respects approved and confirmed and the request therein made to vacate public ways is granted.
2. That the following described public ways situated in the City of Goshen, Indiana, are hereby vacated, said public ways being generally described as follows:

The unimproved right of way of East Street between Arehart Street and N. 7th Street, which appears as part of the subject property generally located at 715 N. 7th Street;

And more particularly described as follows:

A PORTION OF EAST STREET IN WILDEN'S FIRST ADDITION TO THE CITY OF GOSHEN, INDIANA

A PORTION OF THE DEDICATED RIGHT-OF-WAY OF EAST STREET (49.5 FOOT RIGHT-OF-WAY) AS SAID STREET IS KNOWN AND DESIGNATED ON THE RECORD PLAT OF "WILDEN'S FIRST ADDITION" TO THE CITY OF GOSHEN, INDIANA; SAID PLAT BEING RECORDED IN DEED RECORD 63, PAGE 352, IN THE OFFICE OF THE RECORDER OF ELKHART COUNTY, INDIANA; SAID PORTION OF EAST STREET BEING MORE PARTICULARLY DESCRIBED AS FOLLOWS:

BEGINNING AT THE NORTHWEST CORNER OF LOT NUMBERED 45 AS SAID LOT IS KNOWN AND DESIGNATED ON THE RECORD PLAT OF "WILDEN'S FIRST ADDITION" TO THE CITY OF GOSHEN AS RECORDED IN DEED RECORD 63, PAGE 352, IN THE OFFICE OF THE RECORDER OF ELKHART COUNTY, INDIANA; THENCE NORTHEASTERLY ALONG THE EASTERLY LINE OF AREHART STREET (PLATTED AS

SEVENTH STREET, 66 FOOT RIGHT-OF-WAY) TO THE SOUTHWEST CORNER OF LOT NUMBERED 55 AS DESIGNATED ON SAID PLAT AND BEING A POINT ON THE NORTH RIGHT-OF-WAY LINE OF SAID EAST STREET; THENCE EASTERLY ALONG THE SOUTH LINE OF SAID LOT NUMBERED 55 AND SAID NORTH RIGHT-OF-WAY LINE OF SAID EAST STREET TO A POINT LOCATED ON THE WEST RIGHT-OF-WAY LINE OF NORTH SEVENTH STREET (50 FOOT RIGHT-OF-WAY) AS NOW OPENED IN SAID WILDEN'S FIRST ADDITION PER DEED RECORD 164, PAGES 168-169, AS RECORDED IN THE OFFICE OF THE RECORDER OF ELKHART COUNTY, INDIANA; THENCE SOUTH ALONG SAID WEST RIGHT-OF-WAY LINE OF SEVENTH STREET, A DISTANCE OF 49.5 FEET (RECORD) TO A POINT ON THE NORTH LINE OF LOT NUMBERED 46 AS DESIGNATED ON SAID PLAT AND ALSO BEING A POINT ON THE SOUTH RIGHT-OF-WAY LINE OF SAID EAST STREET; THENCE WEST ALONG THE NORTH LINES OF LOTS NUMBERED 46 AND 45 AND ALONG SAID SOUTH RIGHT-OF-WAY LINE TO THE NORTHWEST CORNER OF SAID LOT NUMBERED 45 AND THE AFOREMENTIONED POINT OF BEGINNING.

CONTAINING 0.08 ACRE, MORE OR LESS. SUBJECT TO ALL EASEMENTS AND RESTRICTIONS OF RECORD.

- 3. That title in fee simple to the vacated right of way shall be transferred to the property owner of 715 N. 7th Street.
- 4. That these proceedings shall not deprive any public utility of the use of all or part of the public ways herein being vacated if, at the time these proceedings were initiated, the utility was occupying and using all or part of that public way for the location and operation of its facilities, with no general utility easement retained as part of this vacation due to no identified facilities within the area to be vacated.
- 5. This Ordinance shall become effective upon passage by the Council, approved by the Mayor. The Planning office of the City of Goshen shall be responsible for the recording of this Ordinance. A copy of this Ordinance stamped by the County Recorder as having been filed in that office shall be provided to the petitioners by the Planning office of the City of Goshen, with the petitioner being responsible for the recording expenses.

PASSED by the Common Council of the City of Goshen on _____, 2021.

Presiding Officer

Attest:

Printed Name: _____

Title: _____

PRESENTED to the Mayor of the City of Goshen on _____, 2021 at _____ a.m./p.m.

Printed Name: _____

Title: _____

APPROVED AND ADOPTED by the Mayor of the City of Goshen on _____, 2021.

Jeremy P. Stutsman, Mayor

I affirm, under the penalties for perjury, that I have taken reasonable care to redact each social security number in this document, unless required by law. Rhonda Yoder

This instrument prepared by: Rhonda Yoder, Goshen City Planning, City of Goshen, Indiana

To: Goshen City Plan Commission/Goshen Common Council
From: Rhonda L. Yoder, Planning & Zoning Administrator
Subject: 21-01V, Vacation of a Portion of East Street Right of Way, 715 N 7th Street
Date: June 15, 2021

ANALYSIS

LaCasa, Inc., William & Cheryl Shively, and Abonmarche Consultants request the vacation of the unimproved right of way of East Street between Arehart Street and N 7th Street, which appears as part of the subject property generally located at 715 N 7th Street, zoned Residential R-1 District. It was recently discovered the East Street right of way has not been vacated, even though a house was built on the right of way in 1943. Following the vacation, Arehart Street and N 7th Street will retain their existing rights of way, and the vacated area will remain part of 715 N 7th Street.

Based on responses from utility providers, there are no existing utilities in the area to be vacated, so no general utility easement is required for the vacated area. The area to be vacated has not functioned as public right of way, as a house was built over the right of way in 1943, according to the records of the Elkhart County Assessor. The right of way has been labeled as vacated on many documents, and it was only recently discovered it was not vacated.

The Traffic Commission is scheduled to review the proposed vacation on June 17, 2021, after the Plan Commission meeting, so the Traffic Commission recommendation will be provided to the Council along with the Plan Commission recommendation.

According to Indiana Code 36-7-3-13 remonstrance or objection to a vacation may only be filed on the following grounds:

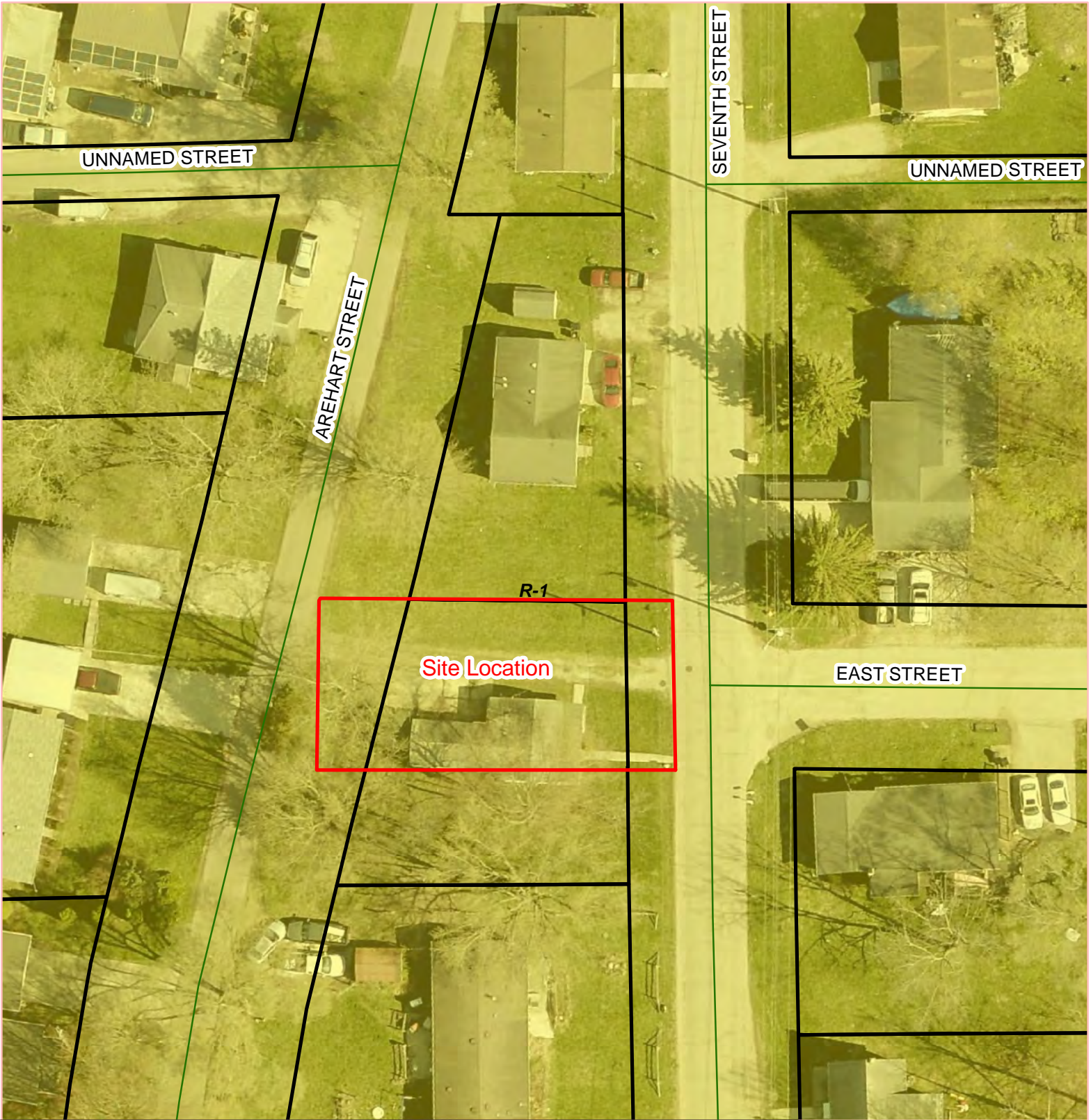
- (1) *The vacation would hinder the growth or orderly development of the unit or neighborhood in which it is located or to which it is contiguous.*
- (2) *The vacation would make access to the lands of the aggrieved person by means of public way difficult or inconvenient.*
- (3) *The vacation would hinder the public's access to a church, school, or other public building or place.*
- (4) *The vacation would hinder the use of a public way by the neighborhood in which it is located or to which it is contiguous.*

Because the right of way is unimproved and does not currently provide access, the vacation will not impact access or use of the public way. Following the vacation the vacated area will officially be part of 715 N 7th Street, as it currently exists in practice.

RECOMMENDATIONS

Staff recommends the Plan Commission forward a favorable recommendation to Goshen Common Council for the vacation of the unimproved right of way of East Street between Arehart Street and N 7th Street, based upon the following:

1. The proposed vacation will not hinder the growth or orderly development of the neighborhood, as the right of way to be vacated has not functioned as public right of way since at least 1943, when a house was built over the right of way.
2. The proposed vacation will not make access difficult or inconvenient, as there is no existing public access.
3. The proposed vacation will not hinder access to a church, school or other public building or place, as the existing right of way does not provide any of the described access.
4. The proposed vacation will not hinder the use of the public way, as the area to be vacated has not been used as a public way for many decades, and was considered vacated and part of the property at 715 N 7th Street.



The City of Goshen's Digital Data is the property of the City of Goshen and Elkhart County, Indiana. All graphic data supplied by the city and county has been derived from public records that are constantly undergoing change and is not warranted for content or accuracy. The city and county do not guarantee the positional or thematic accuracy of the data. The cartographic digital files are not a legal representation of any of the features depicted, and the city and county disclaim any assumption of the legal status they represent. Any implied warranties, including warranties of merchantability or fitness for a particular purpose, shall be expressly excluded. The data represents an actual reproduction of data contained in the city's or county's computer files. This data may be incomplete or inaccurate, and is subject to modifications and changes. City of Goshen and Elkhart County cannot be held liable for errors or omissions in the data. The recipient's use and reliance upon such data is at the recipient's risk. By using this data, the recipient agrees to protect, hold harmless and indemnify the City of Goshen and Elkhart County and its employees and officers. This indemnity covers reasonable attorney fees and all court costs associated with the defense of the city and county arising out of this disclaimer.

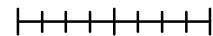
East Street Vacation

2019 Aerial
 Printed May 20, 2021



Feet

0 10 20 40



1 inch = 40 feet

The City of Goshen
 Department of
 Planning & Zoning

204 East Jefferson Street, Goshen, Indiana 46528
 Phone: 574-534-3600 Fax: 574-533-8626

April 12, 2021

City of Goshen Traffic Commission
204 East Jefferson Street, Suite 1
Goshen, IN 46528

RE: Vacation of existing East Street right-of-way between Arehart and North 7th Streets.

Members of the City of Goshen Traffic Commission,

We the owners of 715 and 719 North 7th Street respectively request the City of Goshen Traffic Commission make a positive recommendation to the City of Goshen Plan Commission for the vacation of the East Street right-of-way between Arehart Street and North 7th Street.

During the planning process for the construction of a new home at 715 North 7th Street, it was discovered that the home owned by La Casa Inc. was built on right-of-way. The attached drawing shows the house and the land that we are discussing as the right-of-way in the red box. The green line shows the center line or middle of that property.

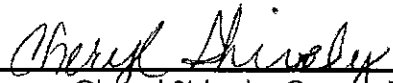
The existing home at 715 North 7th Street was built in 1943 without first addressing the City right-of-way. La Casa would like to demolish the existing home and build a new home on the site. This cannot be done with the existing right-of-way still in place. By vacating the unimproved East Street right-of-way, the City will allow for the new home to be constructed and offer a homebuyer the opportunity to invest in Goshen.

We appreciate your time and consideration of this request

Sincerely,



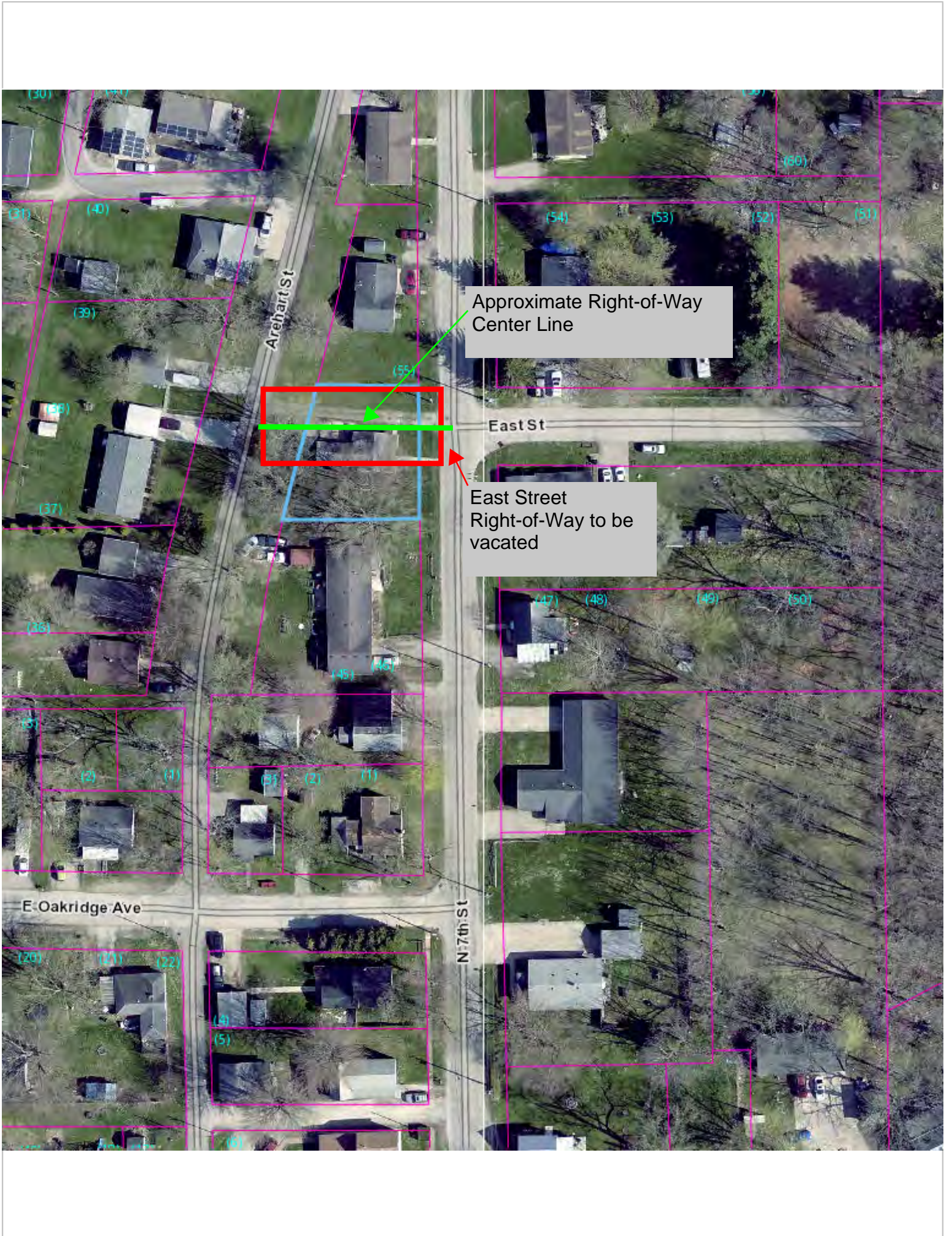
William Shively, Owner 719 N. 7th Street



Cheryl Shively, Owner 719 N. 7th Street



La Casa, Inc. Owner 715 N. 7th Street



ORDINANCE NO. 5091

**AN ORDINANCE OF THE CITY COUNCIL OF THE CITY OF GOSHEN,
INDIANA, RELATING TO PROACTIVE INVESTIGATIVE FUNDS**

WHEREAS, the City of Goshen Police Department (“GPD”) has the need to utilize Proactive Investigative funds to assist with proactive criminal investigations primarily involving felony drug investigations by the GPD Proactive Investigative Team; and

WHEREAS, the GPD funds utilized by the GPD Proactive Investigative Team will be managed by the Chief of Police or his/her designee; and

WHEREAS, the GPD supervisor of its Proactive Investigation Team has access to privileged knowledge of confidential details that are pertinent to authorizing monies to be expended by the Proactive Investigative Team; and

WHEREAS, the City of Goshen wishes to formalize its use of Proactive Investigative funds and procedures related to such.

NOW, THEREFORE, BE IT ORDAINED by the Goshen Common Council that:

SECTION 1. Proactive Investigative funds Line Item

A Proactive Investigative line item in the Police Department General Fund budget is established.

SECTION 2. Sources of Funding.

The sources of funding of the Proactive Investigative line item shall be from fees collected for all false alarm service charges under City of Goshen Ordinances 4754 and 5012 or any other monies budgeted or appropriated for this fund.

SECTION 3. Use of Fund.

Proactive Investigative funds shall be used by the Goshen Police Department’s Proactive Investigative Team in covert operations for purpose of purchasing equipment necessary for operations; funding Cooperating Sources; paying for reasonable, necessary services related to Cooperating Sources; and any other reasonably necessary expenses directly related to the performance of the Goshen Police Department’s Proactive Investigative Team.

SECTION 4. Expenditures.

All expenditures of Proactive Investigative funds shall be supported by proper receipts with reimbursement authorized from the budget line item upon presentation of proper receipts pursuant to the GPD’s Proactive Investigative Team Policy and consistent with the Indiana State Board of Accounts standards.

SECTION 5. Management of Funds.

The Goshen City Chief of Police shall manage Proactive Investigative funds as part of the City's normal budget process. The Chief of Police may assign the management of this fund to a supervisor in the Police Department.

SECTION 6. Deposits; Disbursements; Administration.

Deposits to, disbursements from, and administration of Proactive Investigative funds shall be subject to and in accordance with all restrictions, limitations, requirements, and other provisions of applicable laws and regulations of the State of Indiana; any presently applicable ordinances of the City of Goshen; and any other laws or ordinances hereafter adopted which may be applicable thereto and shall also conform to GPD's Proactive Investigative Team Policy, adopted policies, and procedures.

SECTION 7. Cooperating Source Management Procedures.

Detailed procedures relative to determining suitability, handling, establishing and maintaining files, and monetary payment records on all Cooperating Sources shall be described in the GPD's Proactive Investigative Team Policy. The GPD shall strictly adhere to these procedures.

SECTION 8. Fiscal Year-End Balance.

Any balance remaining in the Proactive Investigative Fund at the end of a fiscal year shall be carried over in the fund for the following year and does not revert to the General Fund.

SECTION 9. Severability.

If any portion of this ordinance is declared invalid or unconstitutional by any court of competent jurisdiction, such holding shall not affect the validity of the remaining portion(s) of this ordinance.

SECTION 10. Effective Date.

This ordinance shall be in full force and effect from and after its passage, approval and adoption according to the laws of the State of Indiana.

The foregoing ordinance was passed and adopted at a regular meeting of the City Council on the _____ day of _____, 20____.

PASSED by the Goshen Common Council on _____, 2021.

Presiding Officer

ATTEST:

Jeffery Weaver, Acting Clerk-Treasurer

PRESENTED to the Mayor of the City of Goshen on _____, 2021 at _____
a.m./p.m.

Jeffery Weaver, Acting Clerk-Treasurer

APPROVED and ADOPTED on _____, 2021.

Jeremy P. Stutsman, Mayor

Goshen Common Council

July 6, 2021

Resolution (adoption of City of Goshen Government Operations Climate Action Plan)

Memo:

In April of 2019 the Goshen Common Council adopted the Youth Environmental Resolution (2019-19), which called for, among other things, the drafting of a City government operations Climate Action Plan designed to achieve net-zero greenhouse gas emissions by 2035. The City of Goshen Department of Environmental Resilience, with support from the Indiana Sustainability Development Program and the Indiana University Environmental Resilience Institute, studied the City's emissions and created the attached Climate Action Plan.

This City government operations Climate Action Plan is intended as a living document; it points the way toward zero greenhouse gas emissions by 2035, with important target goals in 2026. The nine central strategies which the Plan develops are a starting point for reducing costs associated with energy consumption and reducing the resulting emissions. Over time, participation from City departments will refine and sharpen these strategies toward the express goal of zero emissions. The Plan is designed to help the City government operate with fiscal responsibility, tend a healthy and sustainable ecosystem, and care equitably for employees and city residents.

COUNCIL RESOLUTION 2021-19

City of Goshen Government Operations Climate Action Plan

WHEREAS the City of Goshen Common Council adopted Resolution 2019-19 which called for, *inter alia*, City government operations to achieve a net-zero carbon dioxide emissions goal by 2035 and to create a Climate Action Plan for the City of Goshen.

WHEREAS the City of Goshen Environmental Resilience Department has developed a Government Operations Climate Action Plan (a copy of which is attached hereto) that includes nine major carbon dioxide emission reduction strategies.

WHEREAS the City of Goshen seeks to build a city government that: 1) operates with fiscal responsibility, 2) tends a healthy and sustainable ecosystem, and 3) cares equitably for its employees and city residents.

NOW, THEREFORE, BE IT RESOLVED by the Goshen Common Council that the City of Goshen Government Operations Climate Action Plan is hereby found to contain worthy goals and strategies to reduce the carbon dioxide emissions by the City's government operations.

BE IT FURHTER RESOLVED that the Goshen Common Council hereby adopts the provisions of the City of Goshen Government Operations Climate Action Plan.

PASSED by the Goshen Common Council on June _____, 2021.

Presiding Officer

ATTEST:

Clerk-Treasurer

PRESENTED to the Mayor of the City of Goshen on June _____, 2021, at _____ a.m./p.m.

Clerk-Treasurer

APPROVED and ADOPTED on June _____, 2021.

Jeremy P. Stutsman, Mayor

MAY 2021

CITY OF GOSHEN

CLIMATE ACTION PLAN FOR GOVERNMENT OPERATIONS



SUMMARY

04.

ACKNOWLEDGEMENTS

A listing of many of the people and organizations that worked to make this effort a reality.

24.

INTRODUCTION TO CLIMATE CHANGE

These pages take a look at the data being collected on carbon and explain how carbon in the atmosphere affects climate.

34.

EMISSIONS FORECAST

The emissions forecast for the business-as-usual model and the forecast with planned reductions.

06.

ABBREVIATIONS

A list of the abbreviations that are used in this document.

26.

GOSHEN EXPERIENCES HISTORIC FLOODING

This section explores local consequences of climate change.

36.

MITIGATION AND ADAPTATION

The importance and differences between mitigation and adaptation practices to reduce the impact of climate change.

07.

LETTER FROM THE MAYOR

A letter written by Mayor Jeremy P. Stutsman followed by the resolution authorizing the adoption of the plan by the Board of Public Works and Safety.

28.

GOSHEN TAKES ACTION ON CLIMATE CHANGE

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ACKNOWLEDGEMENTS

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This plan was developed with support from the Resilience Cohort, a program offered by the Environmental Resilience Institute (ERI). ERI is an initiative of Indiana University as a part of the Environmental Grand Challenge.



This plan was developed with support from ICLEI USA in partnership with the Resilience Cohort.

ABBREVIATIONS

ABBREVIATION	TERM
BAU	business-as-usual
CAP	climate action plan
CO ₂ e	carbon dioxide equivalent
EPA	Environmental Protection Agency
EV	electric vehicle
g	gram
GHG	greenhouse gas emissions
GW	gigawatt
GWh	gigawatt hours
GWP	global warming potential
HVAC	heating, ventilation, and air conditioning
kg	kilogram
kW	kilowatt
kWh	kilowatt hour
l	liter
lb	pound
LED	light-emitting diode
LEED	Leadership in Energy & Environmental Design
LFG	landfill gas
LGOP	Local Governmental Operations Protocol
CH ₄	methane
MG	million gallons
MMBTU	million British thermal units
MT	metric ton
MTCO ₂ e	metric tons of carbon dioxide equivalent
MW	megawatt
NIPSCO	Northern Indiana Public Service Organization
N ₂ O	nitrous oxide
ppm	parts per million
PV	photovoltaic
SMP	sustainability master plan
VFD	variable frequency drives
WCP	water conservation plan

To Members of Goshen City Council and the Goshen Community,

Almost 200 years ago, Goshen was founded with a name many people recognized as synonymous with prosperity and abundance. Situated in a landscape of rich soils, vibrant forests, and plentiful water, Goshen thrived. Today, we continue to thrive, mixing industrial ingenuity with digital dynamism while growing quality of life rooted in our natural setting.

There are challenges which our community has to face. Climate change is a challenge unlike any other. It is unique because it is so large – climate affects nearly every aspect of our lives, in subtle ways and obvious ways – and because it is widespread, affecting nearly every place on earth differently. We face the dual challenge of mitigating these changes (lessening their impacts) and adapting to these changes.

We are working hard to understand how the changing climate will affect us and how we should prepare. This Local Government Operations Climate Action Plan for the City of Goshen is our first attempt to name the challenge before us and describe how we want to meet the challenge. We know that our understanding of the climate challenge will change over time, requiring that our responses also change and adapt. This fluid reality may be one of the most difficult dynamics of climate change. For that reason, it is important to understand that this Climate Action Plan is a living document intended to be reviewed and revised.

The challenges in this document are real, and we intend to move our operations to net zero emissions by 2035: from reimagining the way we manage grounds and landscaping to shifting our vehicles away from fossil fuels toward electricity; from auditing and inventorying the

energy we use in our offices and buildings, to investing in solar and renewable energy; from planting and caring for trees, to finding humane operating efficiencies. Making these adaptations will stretch us and require patience and creativity. Above all, it will take all of us working together to build a city government that does three essential tasks: 1) operate with fiscal responsibility, 2) tend a healthy and sustainable ecosystem, and 3) care equitably for our employees and our residents.

This Climate Action Plan for Goshen’s government operations is our opportunity to respond to our youth, who asked us in the 2019 Youth Environmental Resolution to “work to achieve carbon neutrality by 2035 and take all appropriate actions to do so”. We want to engage this Climate Action Plan for ourselves, and especially for those who come after us. With this plan, we seek to demonstrate that meeting the challenges of climate change will ensure that Goshen continues to be a place of prosperity and abundance. We will ensure the sustainability of both our community and our budgets. We will ensure our great-great-grandchildren have a community they are proud to call home.



A handwritten signature in blue ink, appearing to read 'JPM', with a long horizontal line extending to the right.

Mayor Jeremy P. Stutsman

(This letter was appropriately finalized on Thursday, April 22, 2021, Earth Day)

MAYOR STUTSMAN AND KID MAYOR CANDIDATES



RESOLUTION 2021-15

City of Goshen Government Operations Climate Action Plan

WHEREAS the City of Goshen Common Council adopted Resolution 2019-19 which called for, *inter alia*, City government operations to achieve a net-zero carbon dioxide emissions goal by 2035 and to create a Climate Action Plan for the City of Goshen.

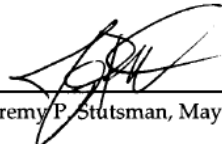
WHEREAS the City of Goshen Environmental Resilience Department has developed a Government Operations Climate Action Plan (a copy of which is attached hereto) that includes nine major carbon dioxide emission reduction strategies.

WHEREAS the City of Goshen seeks to build a city government that: 1) operates with fiscal responsibility, 2) tends a healthy and sustainable ecosystem, and 3) cares equitably for its employees and city residents.

NOW, THEREFORE, BE IT RESOLVED by the Goshen Board of Public Works and Safety that the City of Goshen Government Operations Climate Action Plan is hereby found to contain worthy goals and strategies to reduce the carbon dioxide emissions by the City's government operations.

BE IT FURHTER RESOLVED that the Goshen Board of Public Works and Safety hereby adopts the provisions of the City of Goshen Government Operations Climate Action Plan.

PASSED and ADOPTED by the Goshen Board of Public Works and Safety on 24 MAY 2021.



Jeremy P. Stutsman, Mayor



Michael A. Landis, Board Member



Mary Nichols, Board Member



ELKHART RIVER

EXECUTIVE SUMMARY

CITY OF GOSHEN LOCAL GOVERNMENT OPERATIONS CLIMATE ACTION PLAN

THE 2021 GOSHEN CLIMATE ACTION PLAN FOR LOCAL GOVERNMENT OPERATIONS IS THE CITY'S FIRST ATTEMPT TO REDUCE ITS IMPACT ON THE GLOBAL CLIMATE CRISIS.

Greenhouse gases (GHGs) are essential to life on Earth. These gases provide a shield from the sun's radiation, and they help the Earth retain some of that heat, allowing the planet to exist at a temperature suitable for life to thrive. However, human activity – specifically the releasing of ancient carbon dioxide into the atmosphere by burning fossil fuels – is contributing greenhouse gases at an increasing rate. As a result, the Earth is warming faster than it would naturally, which poses hazards to all life on Earth.

A 2020 study of Goshen's greenhouse gas emissions calculated that 9,396 metric tons of carbon dioxide equivalents were released into the atmosphere by government operations in 2019.

The 2021 Goshen Climate Action Plan for Local Government Operations is the City's first attempt to reduce its impact on the global climate crisis. This plan is also an

attempt to curb the climate change impacts that threaten the City and local community. At its heart, this plan is offered as a map toward equity for all of Goshen's residents, now and into the future, human and non-human alike. Seeking a more fully humane community is in the deepest interest of all.

To achieve these goals, the Environmental Resilience Department presents nine major Emission Reduction Strategies. Each strategy comprises unique programs and goals that will need implementation. After implementation, monitoring efforts should occur to evaluate this plan's efficacy. When sections of this plan appear to be lacking or ineffective, the City should alter its course of action to achieve more desirable outcomes. The sum of these efforts combined with added efforts in future revisions are expected to achieve net-zero emissions by 2035 and increase resiliency across the City and community.

NET-ZERO BY 2035

The Youth Environmental Resolution (i.e., Resolution No. 2019-19) asks for creation of a Climate Action Plan and reduction of emissions to net-zero by 2035. The resolution is non-binding but was passed with bi-partisan support, 6-0, in April 2019. The unique nature of the resolution – crafted and submitted by Goshen high school students and supported by other youth and children of the Goshen community – fills it with an extra-legal urgency and gravity.

Resolution No. 2019-19 also calls for setting short term benchmark goals to track progress towards the main target. By the end of 2026, the City will aim for a 30% reduction of electricity consumption in buildings, a 20% reduction in natural gas consumption in buildings, and 25% reduction in gasoline consumption by the City's fleet.

EMISSIONS REDUCTION STRATEGIES



CITY ANNEX BUILDING

STRATEGY #1 ENERGY MANAGEMENT OF BUILDINGS

A fundamental component of reducing emissions is to reduce energy consumption. The energy used to power government operations (lights, air conditioners, heaters, printers, computers) originates from electricity and natural gas. Energy consumption, consequently, results in the emission

of greenhouse gases. Reducing energy can reduce emissions.

Reducing energy also has monetary benefits. Initial research indicates that the City can expect to save \$65,000 per year in Buildings & Facilities. These anticipated savings result from the goals below.

SUMMARY OF THE PROGRAM AND GOALS

- **GOAL 1:** Conduct energy audits on all City buildings and facilities by 2024.
- **GOAL 2:** Develop a heating and cooling policy relevant to each City operated building by 2022.
- **GOAL 3:** Evaluate landscaping around City buildings and, where needed, develop a plan to maximize shade production.
- **GOAL 4:** Design new facilities with efficient building and energy systems.
- **GOAL 5:** Explore telecommuting and alternative work schedules to reduce resource consumption.



STRATEGY #2 SOLID WASTE MANAGEMENT

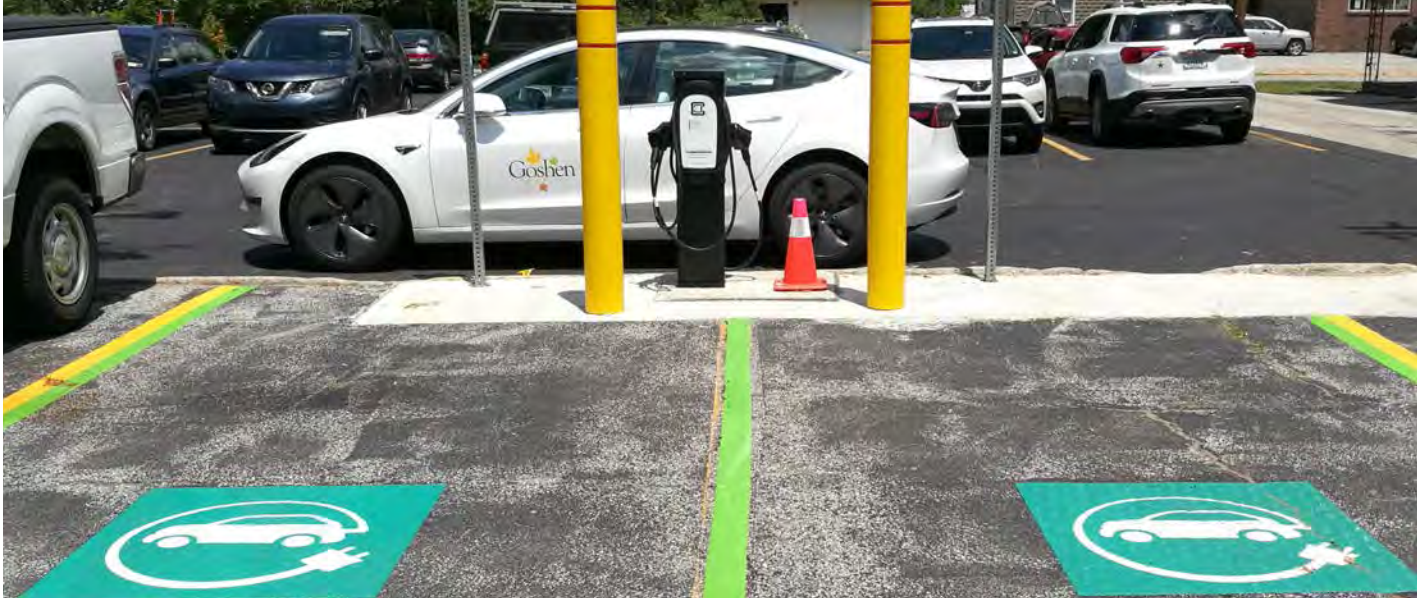
The City of Goshen generates two primary forms of solid waste: trash generated by City employees throughout the workday and green waste (leaves and brush) picked up curbside and composted or chipped at the Goshen Environmental Center. The decomposition of these products either in a landfill or in a composting pile generates carbon dioxide.

Lifetime emissions of any product include creating, collecting, or extraction of raw materials, fabrication,

transportation, use, and disposal of a product. Using less can reduce all of these emissions, but reducing one or more of the components in the lifetime emissions sequence can make a difference. An example of this is when the City purchases items made locally, there is a reduction in lifetime emissions. When green waste is composted on the property where it is generated, there are no emissions generated to take it to the Environmental Center.

SUMMARY OF THE PROGRAM AND GOALS

- **GOAL 1:** Review Green Waste processes to innovate reductions in GHG emissions.
- **GOAL 2:** Stock reusable plates and cutlery; buy 20% or better post-consumer or biodegradable food service items when possible.
- **GOAL 3:** Evaluate and implement compost opportunities.
- **GOAL 4:** Develop and adopt policy for waste management protocol, including for regular waste and “universal” waste (e-waste, fluorescent bulbs, etc.).
- **GOAL 5:** Evaluate consumable products using financial and environmental cost-benefit analyses.
- **GOAL 6:** Evaluate current waste removal and recycling contracts for best management practices.



CITY OF GOSHEN PUBLIC EV CHARGING STATION

STRATEGY #3 SUSTAINABLE TRANSPORTATION

Many greenhouse gases are emitted from typical transportation activities. The largest percentage of Goshen's government transportation emissions come from heavy equipment, large trucks, and police operations, with smaller

emission amounts from other regular operations. These combined activities resulted in 1,505 MTCO_{2e}. Increasing sustainable transportation is crucial to reducing Goshen's government emissions.

SUMMARY OF THE PROGRAM AND GOALS

- **GOAL 1:** Fund the adoption of energy efficient light-duty vehicles (including hybrid-electric and electric) to reduce emissions by 25% by 2026.
- **GOAL 2:** Develop and implement gasoline emissions reduction strategy for each Department, resulting in emissions reduction of 25% or mean fuel economy of 27 mpg by 2026.
- **GOAL 3:** Develop strategic plan for municipal fleet electric vehicle charging stations.
- **GOAL 4:** Develop an education and awareness campaign to encourage employee bicycle commuting.
- **GOAL 5:** Work to achieve "Silver Status" as a Bicycle Friendly Community.



STORM DRAIN ART

STRATEGY #4 SUSTAINABLE INFRASTRUCTURE

Pursuing emission reduction goals reveals complex hurdles that require new or improved infrastructure. These supporting systems (roads, streetlights, stormwater, wastewater, and water infrastructure) require on-going maintenance and replacements. A changing climate will require revisions of

policies and standards, such as designing to heavier spring rainfall loads and increase in freeze-thaw events during the winter. Introduction and maintenance of green infrastructures – designed to take advantage of natural systems - will help mitigate impacts from increased precipitation and heat.

SUMMARY OF THE PROGRAM AND GOALS

- **GOAL 1:** Convert more than 95% of streetlights, parking lights, and traffic signals to LED by 2025.
- **GOAL 2:** Evaluate and revise development standards to meet the challenges of climate change impacts.
- **GOAL 3:** Develop and train a green infrastructure maintenance crew.
- **GOAL 4:** Increase the miles of “Complete Streets” to increase safe, low-emissions, high access travel.



UTILITY PROCESSES

STRATEGY #5 UTILITY PROCESSES

The Goshen Water and Wastewater Utility utilizes electricity and natural gas to pump groundwater for water treatment and distribution of drinking water throughout the City and collect and process wastewater. The Utility generates fifty-eight (58) percent of all MTCO₂ emissions in government operations, with most of that energy used to power pumps.

The Utility uses approximately 7,345,718 kWh of electricity and 156,108 therms of natural gas annually,

generating 5,480 MTCO₂ emissions.

Currently, the WWTP is undergoing expansion and efficiency improvements. As a result of those improvements, the wastewater treatment plant is expected to save 1,321,000 kWh annually, equating to 858 MTCO₂. That is a twenty-one (21) percent reduction in emissions at the wastewater treatment plant and a 9.1% reduction of MTCO₂ in overall city emissions.

SUMMARY OF THE PROGRAM AND GOALS

- **GOAL 1:** continue to encourage and support professional learning opportunities, evaluating new strategies and knowledge sharing.



MONARCH BUTTERFLY CATERPILLAR

STRATEGY #6 SUSTAINABLE LAND USE THROUGH RESILIENT ECOSYSTEMS AND BIODIVERSITY

Protecting and enhancing ecosystems will be a critical factor in the natural environment's success in and around Goshen. Yet, this task is complex and must go beyond individual species to have a meaningful impact. Supporting ecosystems and biodiversity at large will

ensure Goshen continues to enjoy the intrinsic value and economically measurable benefits that the natural environment provides. Preserving floodplain and wetlands and adopting a flood resilience plan responsive to climate science are critical characteristics of sustainable land use.

SUMMARY OF THE PROGRAM AND GOALS

- **GOAL 1:** Develop or update long-term land-use plans for city-owned property.
- **GOAL 2:** Incorporate Canopy Goal objectives and apply appropriate tree maintenance practices on all City properties and rights-of-way.
- **GOAL 3:** Develop City-wide landscape maintenance policies on fertilizer, irrigation, mowing, and other practices, aimed at best sustainable use.
- **GOAL 4:** Incorporate longer-term climate projections as part of land use planning.
- **GOAL 5:** Collaborate with specialists to develop and implement a flood resilience plan.
- **GOAL 6:** Preserve, enhance and acquire existing floodplain.



ELKHART COUNTY COURTHOUSE, DOWNTOWN GOSHEN

STRATEGY #7 TREE CANOPY

Urban forestry is the practice of managing and caring for tree populations in urban settings to improve the built environment. The Goshen Urban Tree Canopy Goal (2019) spelled out an ambitious goal for the City to increase its urban

forest from 22% ground cover to 45% by 2045. Similarly, the goal intends to diversify the City's tree species and adapt to climate change.

SUMMARY OF THE PROGRAM AND GOALS

- **GOAL 1:** Develop an internal policy to protect current city-owned forests.
- **GOAL 2:** Update Urban Tree Canopy Assessment every 5 years.
- **GOAL 3:** Collaborate with landowners to promote long-term protection of forested land.
- **GOAL 4:** Update Tree Ordinance, including policy in support of the Canopy Goal.



SOLAR PANELS AT GOSHEN HIGH SCHOOL

STRATEGY #8 SUSTAINABLE ENERGY

Another key component to reducing emissions from local government operations is to invest in sustainable energy sources. Currently, the City acquires most of its energy from NIPSCO. However, NIPSCO's energy production will continue to generate greenhouse gas emissions for 35% of the energy supplied beyond its commitment to convert to clean energy. By making sustainable energy investments, the City can develop greater energy source diversity and increase its

long-term sustainability while reducing emissions. Converting to clean energy also can result in cost savings as well.

This would allow the City to directly invest in renewable energy. The addition of approximately 5 megawatts of alternative (solar) energy generation would meet the electricity needs of the City if that electricity could be net metered. By making these investments, the City will reduce emissions and save money.

SUMMARY OF THE PROGRAM AND GOALS

- **GOAL 1:** Develop a 5-year plan to begin incorporating energy generation at select sites.
- **GOAL 2:** Identify buildings and properties that could be used for renewable energy installation.
- **GOAL 3:** Evaluate investing public funds in local renewable energy projects (such as Solar United Neighbors)



TOUR OF THE WASTEWATER TREATMENT PLANT

STRATEGY #9 EDUCATION

Since education is essential to this plan's ability to achieve its desired results, professional development will play a foundational role in meeting Net Zero Emissions by 2035. Every employee must understand why the City initiated a Climate Action Plan to reduce emissions. Furthermore,

voluntary meetings focused on environmental topics can provide an additional opportunity to educate employees and the community. The latter can help reduce emissions and build a more resilient Goshen.

SUMMARY OF THE PROGRAM AND GOALS

- **GOAL 1:** Develop and implement employee training on green infrastructure, low-impact development, and climate change mitigation and adaptation practices.
- **GOAL 2:** Involve front-line employees in problem-solving processes related to the reduction of GHG emissions.
- **GOAL 3:** Provide flexible hours for employees to participate in educational programs such as Indiana Master Naturalists, Tree Stewards, etc.

CLIMATE ACTION PLAN

INTRODUCTION

INTRODUCTION

EMISSIONS TELL US WHERE WE NEED TO SEARCH FOR BETTER, COST-SAVING OPERATING OPTIONS. REDUCING EMISSIONS WILL SAVE THE CITY MONEY.

AARON SAWATSKY KINGSLEY

If there ever was such a thing as an “old normal,” we won’t be going back to it. The new normal is one of change and adaptation. On the one hand, cultural and technological change is something that we have become fairly used to over the twentieth century and into the twenty-first century. On the other hand, large-scale changes, which we don’t have much control over, and which require difficult choices, are not a part of our preferred reality.

Climate change is a large-scale set of forces that will increasingly require difficult decisions from us during this century. Anticipating the impacts of climate change ahead of time, doing what we can to mitigate those impacts now, and setting into motion now adaptations to those impacts, will allow us to keep open the broadest set of decisions in the future. This Government Operations Climate Action Plan for the City of Goshen is designed to give us the best options.

In 2019, the Youth Environmental Resolution was unanimously adopted by the Common Council in a 6-0 vote. While non-binding, the Resolution called for, among other things, government operations to achieve a net-zero emissions goal by 2035 and to create a Climate Action Plan for the City of Goshen.

This plan is the result of the

insistence and aspirations of Goshen’s youth. Goshen completed its first greenhouse gas emissions inventory in 2019 (assessing 2017 data) and the second inventory in 2020 (assessing 2019 data). This emissions data forms the Climate Action Plan’s backbone – it tells us where we are currently, which informs what we need to do to meet our goal: net-zero emissions by 2035.

In 2019, City government operations emitted 9,396 metric tons of carbon dioxide equivalents (MTCO_{2e} – an equation used to express the heat-trapping potential of different greenhouse gases in terms of carbon dioxide, the most plentiful of these gases). This number is maybe interesting to compare to other communities, but ultimately each community is unique, and comparisons are relatively meaningless. However, it is meaningful to us in Goshen in that it tells us what our emissions are, and because of the inventory detail, we know where they are coming from.

This detail is laid out carefully in the following document, but the highlights are these: Water and Wastewater Utility Processes - 5,480 MTCO_{2e}; Buildings and Facilities - 1,410 MTCO_{2e}; Vehicle Fleet - 1,505 MTCO_{2e}; Environmental Center operations – 349 MTCO_{2e}; Street Lighting – 652 MTCO_{2e}.

These emissions cost us money in at least two broad categories. Emissions

cause and exacerbate climate change which can cost us money in the form of the many economic disruptions it creates, from weather disasters to crop failure to environmental degradation to human distress and violence. Emissions also cost us money because they directly reflect the energy we buy and use (electricity, natural gas, gasoline, diesel, etc.), especially the inefficient ways we use it. Emissions tell us where we need to search for better, cost-saving operating options. Reducing emissions will save us money.

Not all of the emissions from our government operations can be easily reduced. The largest portion of our emissions – Water and Wastewater Utility Processes (58%) – is a very tricky set of emissions. Water and wastewater have to be treated, no way around that. While we are finding ways to reduce energy consumption in significant ways related to these essential operations, water and wastewater treatment will likely always be a large source of our emissions.

The Climate Action Plan lays out goals and strategies for reducing various sectors of our emissions. All of these reductions will take effort, cooperation, willingness to adapt, and funding. Cost-benefit analyses show that spending money to reduce emissions ultimately saves us real dollars in fuel costs. For example, an analysis of a \$5000 investment in energy-saving

GOSHEN MILLRACE



retrofits at the Rieth Interpretive Center could save \$4,700 annually in energy costs. Upgrading the boiler-heating system at the Police Department will yield a \$30,180 savings over the 20 year lifetime of the new unit. Investment in cleaner electric and hybrid-electric vehicles has similar returns.

This Climate Action Plan proposes that by 2026, we aim to reduce our government operation emissions by 40%. While the strategies outlined below can help us achieve this first step in our overall goal of net-zero emissions, this document does not dictate the process that “should” be implemented to reach the goal. It is up to the various Departments to choose

their path to GHG reduction. Likewise, it is up to the Mayor to support these efforts and the Goshen City Council to provide appropriate funding levels to enable Departments to reach those goals. Furthermore, it is important to note that we are at the beginning of a long process; as we work to reduce emissions and increase efficiencies, we will discover trends and technologies which this Plan could not anticipate.

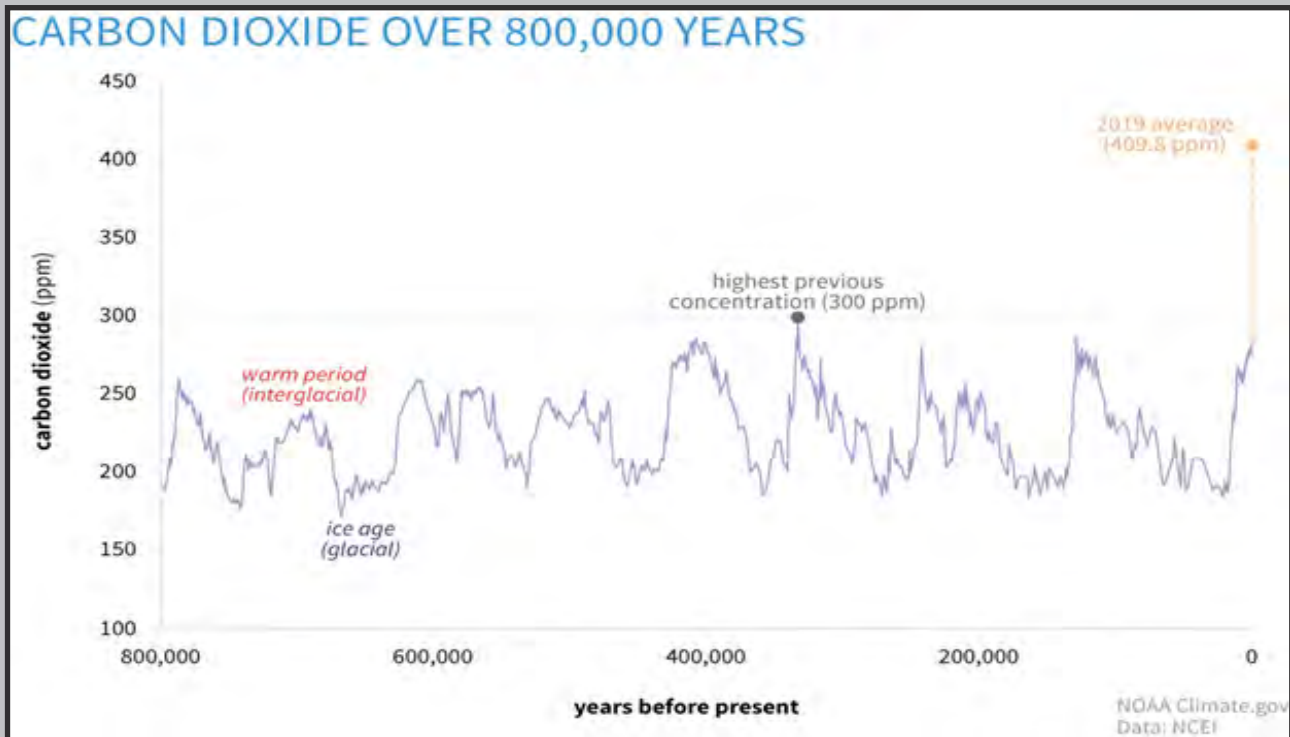
It’s also important to note that the primary supplier of electricity and natural gas for our operations, NIPSCO, is in the process of eliminating its coal-generators and replacing them with 65% renewable energy generation. These changes alone

will reduce our emissions by close to 40% by 2028. This is a significant development, making our task, in some ways easier.

However, this news should not make us complacent. The work which is in front of us, in many ways, is to reduce the most pernicious, most difficult sets of emissions, such as those generated by cleaning our water and wastewater. To that end, this document will need to be a living and breathing document, reviewed and updated regularly, along with our emissions inventories. As stated above, adapting to change is our new normal, and even this Climate Action Plan will have to reflect this reality.

INTRODUCTION TO CLIMATE CHANGE

THE LAST TIME THE ATMOSPHERIC CO₂ AMOUNTS WERE AS HIGH AS 400 WAS MORE THAN 3 MILLION YEARS AGO, WHEN THE TEMPERATURE WAS 3.6°-5.4°F HIGHER THAN DURING THE PRE-INDUSTRIAL ERA, AND SEA LEVEL WAS 50-80 FEET HIGHER THAN TODAY.



Carbon is essential to life on Earth. Carbon is an element that is required to form complex molecules and DNA. All living things and those made from previously living things are all made from carbon, prompting the phrase “carbon life-form.” We build homes, power our vehicles, clothe ourselves with carbon; we even eat carbon. Although carbon is integral to life on the planet, the modern human relationship with carbon goes well beyond life-sustaining uses.

Carbon atoms are continually moving from the atmosphere to Earth and then back into the atmosphere in a carbon cycle process. Surface carbon moves in a relatively fast cycle (over a period of decades or centuries); rock-bound and deep-ocean bound carbon moves in a much slower cycle (100 thousands to 100 millions of years). Carbon in the slow cycle is often trapped in the decomposed bodies of ancient lifeforms, and may be transformed into such fossil fuels as coal, oil, and natural gas through a combination of pressure, heat, and epoch-scale periods of time.

Carbon in our atmosphere is part of the surface carbon cycle. It exists in the atmosphere in the form of carbon dioxide. Along with water vapor and other trace gases, carbon dioxide absorbs heat that would otherwise be lost into space, allowing the Earth to hold a steady 60-degree average temperature instead of near zero. It is for this reason that these gases are termed “greenhouse gases” (GHGs) – their ability to insulate and stabilize temperature is similar to the function of a greenhouse. The balance these GHGs provide has enabled the relatively moderate climate of the 20th century and the climate that life on Earth has adapted to over at least the last 800,000 years.

MONA LOA OBSERVATORY, MONA LOA, HAWAII



The surface carbon cycle has maintained a balance of 200-300 ppm CO₂ in the atmosphere for the last 800,000 years, based on the measurement of air bubbles trapped in mile-thick ice cores and other evidence. Even during the ice age cycles of the past one million years, carbon dioxide never exceeded 300 ppm. To add perspective to these measurements, before the industrial revolution began in the mid-1700s, the global average amount of carbon dioxide was about 280 ppm.

The burning of fossil fuels (from the slow carbon cycle) is causing a rapid rise in carbon dioxide in the atmosphere as it is added to the surface carbon cycle. Fossil fuels like coal and oil contain ancient carbon that plants pulled out of the atmosphere through photosynthesis millions of years ago. As humans burn fossil fuels, large amounts of carbon stored in the ground over millions of years are being converted to atmospheric carbon dioxide in a span of a few hundred years. While plants, such as trees, and oceans are able to absorb some of this newly re-introduced carbon dioxide, significant amounts of it concentrate in our atmosphere.

As carbon dioxide concentrations increase in our atmosphere, the greenhouse heat-trapping capacity of the atmosphere also increases. This increase in heat is compounded by the fact that a warmer atmosphere also holds more water vapor. Water vapor further amplifies heat and produces larger precipitation events (<https://www.earthobservatory.nasa.gov/features/CarbonCycle/page1.php>). Large precipitation events can result in flooding.

In 1958, the United States began atmospheric carbon observations at the the Mauna Loa Volcanic Observatory (<https://www.esrl.noaa.gov/gmd/ccgg/trends/mlo.html>). In that year, the global atmospheric carbon dioxide concentration had risen to 315 ppm. In 2014, the global daily average carbon dioxide concentration surpassed 400 ppm for the first time on record.

Given the current trends, Climatologists estimate if fossil fuels continue to meet the bulk of global energy demand, atmospheric carbon dioxide concentration is projected to exceed 900 ppm by the end of this century. The last time the atmospheric CO₂ amounts were as high as 400 was more than 3 million years ago, when the temperature was 3.6°–5.4°F higher than during the pre-industrial era, and sea level was 50–80 feet higher than today.

GOSHEN EXPERIENCES HISTORIC FLOODING

In February 2018, after receiving over 5 1/2 inches of rainfall in two days, the Elkhart River rose to 12.53 feet, 6.53 feet above the flood “action” stage. The City of Goshen experienced the largest flood in recorded history, causing several injuries, extensive property damage, and displaced businesses that resulted in a local state of emergency declaration.

While flooding is not new to the City, this event was the worst on record. Rain events in Indiana are becoming heavier and with greater intensity, on average. The reality of increased flooding illustrates just one example of the impacts a changing climate can have on communities across the Midwest.

Elkhart County is expected to see the number of extreme heat events (highs 90°F or greater and nights with lows 68°F or greater) per year increase. Between 1971 and 2000, Elkhart county experienced 21 extreme heat events per year, on average. Yet, by the 2050s, Elkhart County will see between 58 and 72 extreme heat events per year, on average (Environmental Resilience Institute 2020). Further evidence of this is observable by assessing recent years’ heat events. For example, in 2019, Goshen experienced 26 extreme heat waves, and in 2020, it experienced at least 29 (National Centers for Environmental Information 2020).

These extreme heat waves have profound impacts. As the Indiana Climate Change Impacts Assessment describes,

extreme heat can lead to an increased number of heat-related illnesses, hospitalization, and medical costs. Likewise, extreme heat reduces crop yields, essentially counteracting improved harvests from longer growing seasons. Longer growing seasons “also increase (the) growth of less desirable plants like ragweed and create favorable conditions for some invasive species.” Furthermore, reducing cold temperatures means potential disease-carrying mosquitoes, ticks, and forest pests will expand their range and remain active for longer portions of each year (Purdue Climate Change Research Center 2018).

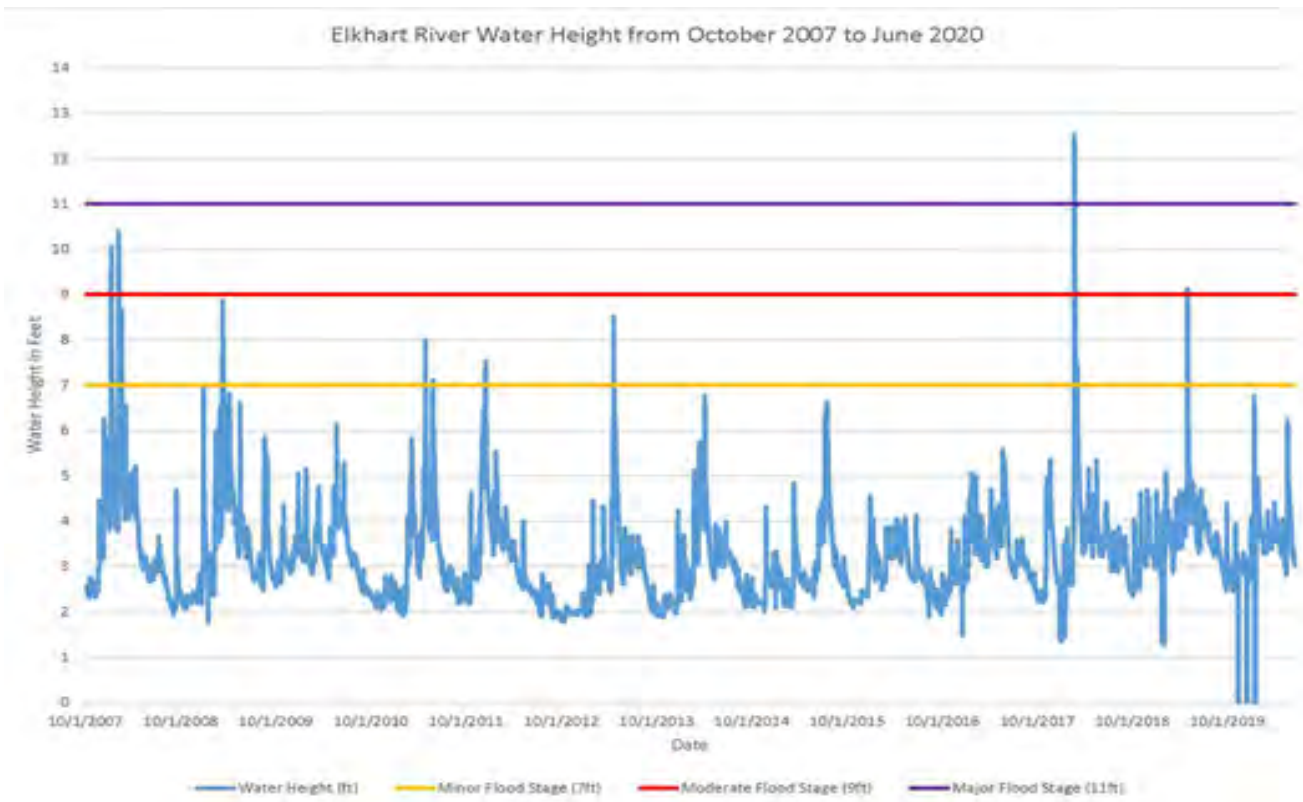
As temperatures increase, the number of extreme precipitation events per decade (daily precipitation of two inches or greater) will increase in Elkhart County from ten events per decade to eleven or twelve per decade by the 2050s (Environmental Resilience Institute 2020). Yet, while this increase alone is not staggering, the change in timing warrants greater attention. The Purdue Climate Change Research Center (2018) finds that “winters and springs are likely to be much wetter by mid-century, while expected changes in summer and fall precipitation are less certain.” Extreme precipitation events in late winter and early spring increase Goshen’s flood risk when soils are likely saturated or frozen, meaning less water infiltrates the ground and more becomes runoff.

2018 FLOODING ON PIKE STREET, GOSHEN, INDIANA



PHOTOGRAPHER: ANDREW KAUFFMAN

WATER HEIGHT AND FLOOD STAGES ON THE ELKHART RIVER 2007-2019



WHEN THE WATER RISES IN GOSHEN

In 2018, Goshen firefighters went door to door in the middle of the night to rescue residents from the rising flood waters.

When the Elkhart River rises above five feet, outlying areas including ditches and streams (including Rock Run Creek, Horn and Leedy Ditch, East Wilden) begin flooding.

The Elkhart River officially reaches flood stage at 6 feet: it overflows its banks to inundate the wetlands between the Goshen Dam pond and the Elkhart River, a large part of Shanklin Park, and Mullet Park.

As the Elkhart River reaches eight feet, Rogers Park and Oakridge Park become inundated. Creekside Estates Mobile Home Park begins to flood; flooding now begins to affect businesses and close roads.

At nine feet, the flooded river cuts off access to Trinity Square businesses, such as Kroger.

In 2018, the river rose to inundate Kroger Grocery, Linway Plaza and home on Denver Avenue and Huron Street. Four of the five bridges were inundated, effectively cutting the city in half. Goshen firefighters went door to door in the middle of the night to rescue residents from the rising flood waters.

GOSHEN TAKES ACTION ON CLIMATE CHANGE

Soon after the 2018 flood, Mayor Stutsman established the Mayor’s Environmental Advisory Committee to guide on environmental issues. Around the same time, Goshen High School students spearheaded the Youth Environmental Resolution (2019-19), which called for a climate action plan. Recognizing a need to focus on climate issues in great detail, the City acted to support the measure, including establishing a new department – the Department of Environmental Resilience – to pioneer this plan.

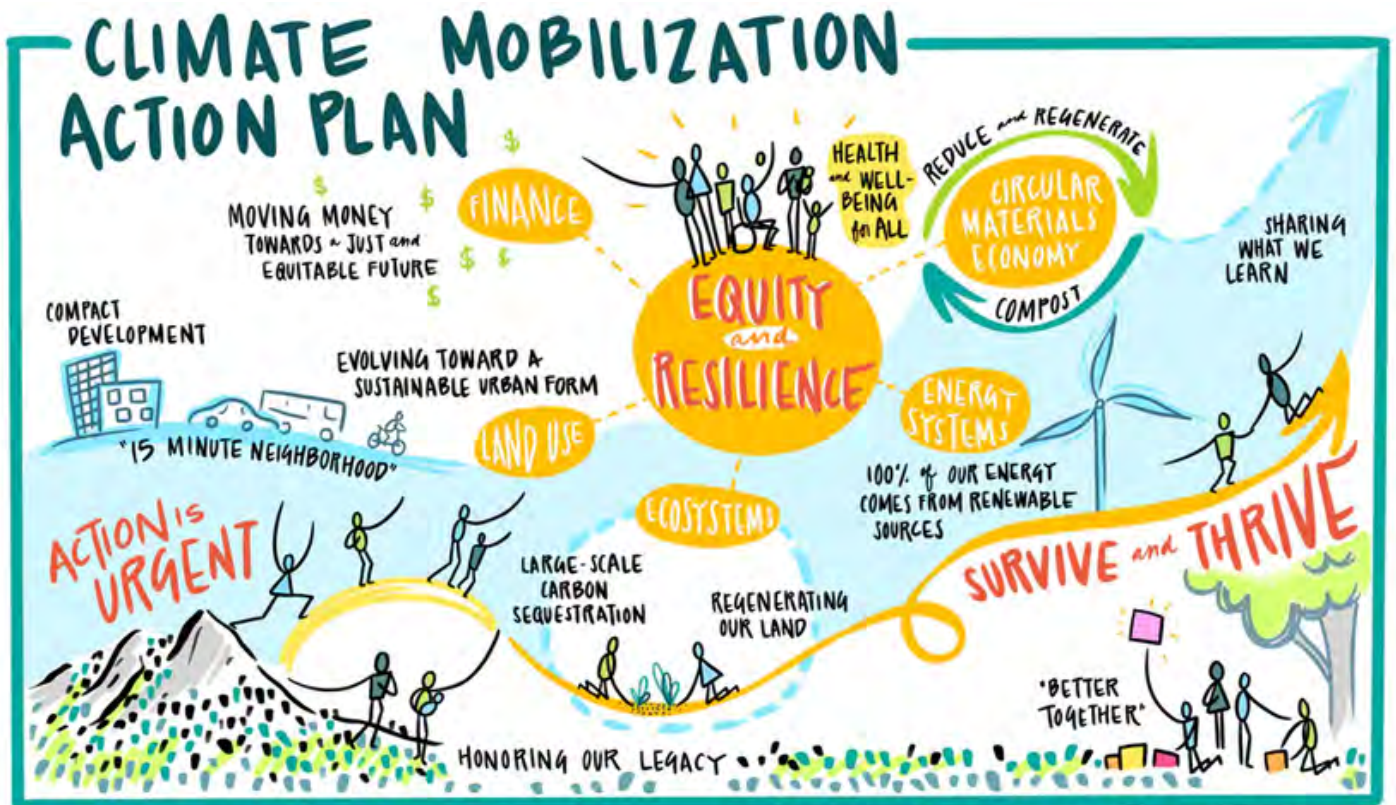
In the Spring of 2019, by a vote of 6 to 0, the Common Council and Mayor Stutsman passed the non-binding resolution 2019-19 to create and implement a Climate Action Plan by 2021.

In the Summer of 2019, the City partnered with I.U.’s Environmental Resilience Institute to collect and analyze energy consumption data, leading to the first-ever emissions inventory of 2017 of both the community and city government data.

In the fall of 2019, the Mayor, supported by City Department Heads, proposed the Department of Environmental Resilience.

January 2020, the Environmental Resilience Department began operations, with the first major project being to develop a Climate Action Plan for Goshen City Government Operations. Again, the City partnered with I.U.’s Environmental Resilience Institute to work through the process of the creation of a Climate Action Plan.

Throughout 2020, the Environmental Resilience Department worked with other Departments to compile data, update emissions calculations, develop realistic strategies, and sought feedback from employees, Department Heads, the Mayor’s Environmental Action Committee, and the I.U. Environmental Resilience Institute to generate a plan for reducing emissions from city operations.



MAKING PLANS IN THE STATE OF INDIANA

Climate Action Planning and the active reduction of emissions has become a global operation of global proportions in an attempt to avoid the worst of these impacts.

By improving preparedness, planning for impacts, and reducing the emission of heat-trapping gases, the City (referring to the local government) is working toward a resilient future. While the City is a regional leader, it is not alone in its efforts in Indiana. Fifteen other municipalities are working on developing and implementing climate action. Indianapolis, South Bend, Bloomington, and Zionsville have already published climate action plans.

- Bloomington
- Carmel
- Elkhart
- Evansville
- Fishers
- Fort Wayne
- Gary
- Goshen
- Indianapolis
- Lafayette
- Michigan City
- Richmond
- South Bend
- West Lafayette
- Zionsville



NET-ZERO BY 2035

The 2021 City of Goshen Operations Climate Action and Mitigation Plan aims to develop emissions reduction goals projected five years forward to 2026, where tested practices currently exist that will allow the City to reduce emissions in a logical, pragmatic approach. These goals will be the first step in moving toward the overarching goal of net-zero government operations emissions by 2035. The Climate Action Plan will serve as a living document. It will need to be revised and updated to incorporate new strategies as new insights technologies become available and as new practices are adopted.

In developing this plan, the Department of Environmental

Resilience compiled many forms of data (such as energy and fuel use records) with other Departments’ assistance. It then used real-world scenarios to develop strategies to reduce greenhouse gases in City operations.

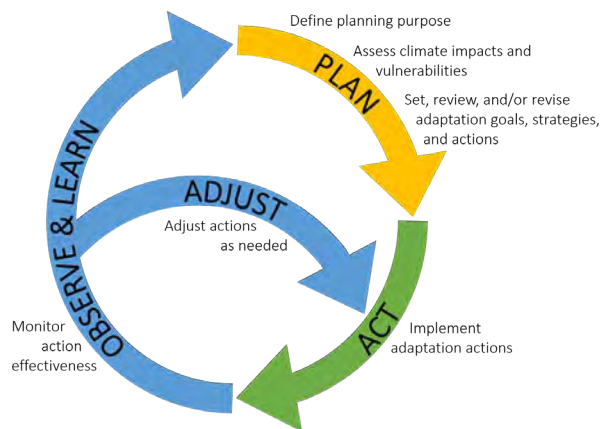
Where strategies exist to reduce greenhouse gases, the Environmental Resilience Department has proposed a proportionate goal as a part of a multi-step process to attain net-zero emissions

for City operations by 2035. In some cases, there were no obvious or proven solutions to reducing GHGs; therefore, more in-depth review will be needed.

The Department of Environmental Resilience is committed to supporting other Departments through this process. The Department has established target goals for multiple categories that will be important to achieve if the City is to reach net-zero by 2035.

It is important to note that this document does not dictate the process to be implemented to reach the goal. Instead, the document outlines possible paths City Departments can take in choosing the best routes to GHG emissions reduction. The Mayor’s support and Goshen City Council funding approval will be needed to meet each Department’s goals. Support from elected officials will be critical as City policies, practices, and standards are adapted to meet the Climate Action Plan’s goals.

Climate Change Adaptation Cycle

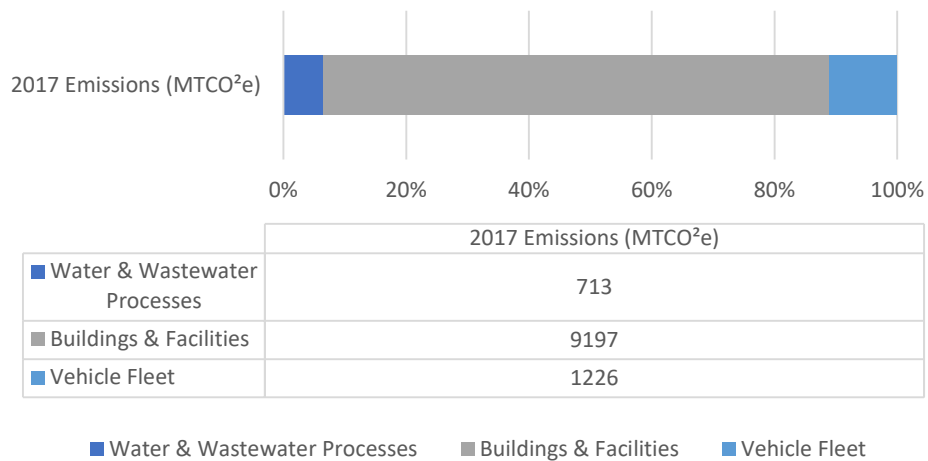


THE INVENTORY

The Climate Action Plan is being written with the benefit of having two separate inventories in two different years. Having two inventories has enabled both comparison and improvement based on experience. The Department had the opportunity to learn and improve the second inventory and set up the data for long-term monitoring.

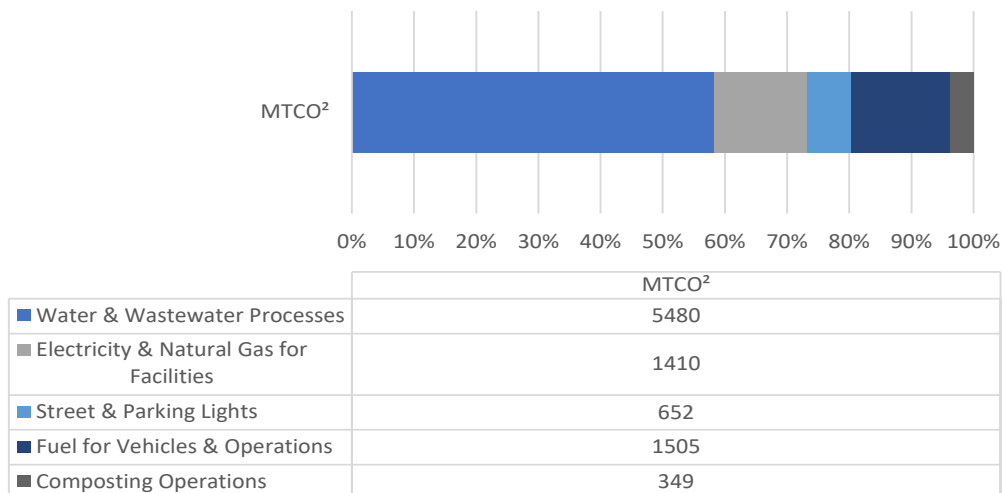
2017 INVENTORY

2017 MTCO₂e Goshen Government Emissions



2019 INVENTORY

Emissions



The 2017 inventory of Goshen Government Operations was the first study of the Goshen City government’s emissions. It measured 11,136 metric tons of carbon dioxide equivalents (MTCO_{2e}). Carbon Dioxide Equivalent includes all greenhouse gases but reports their warming potential in terms of carbon dioxide, the most common greenhouse gas. Table 1 illustrates the emissions sectors and activities. Of this, total electricity use contributed 73 percent of emissions, natural gas at 9 percent, emissions from the vehicle fleet in gasoline and diesel use totaled 11 percent, and wastewater treatment effluent comprised the remaining 7 percent of emissions. The determination was made to include solid waste emissions, a contracted service that includes Goshen residential waste, in the Community inventory. The inventory did not include emissions from the environmental center or flared methane at the wastewater treatment facility.

The 2017 emissions inventory provided a solid starting point for identifying local government emissions; though it did not provide a detailed accounting of energy usage over time, energy costs, or a system to continue to track both emissions and costs, it laid the foundation for building an even more robust inventory.

The 2019 inventory includes an accounting of all City energy accounts and purchases and tracking of materials and services and assets that contribute to emissions both positive and negative. This allowed the identification of emissions by energy type, source, user, and expenses and provided a way to track each variable.

Between the two inventories, there was a difference in total emissions. A significant reduction in emissions of 1,739 MTCO_{2e} is recorded over the two inventory years. This reduction is due to NIPSCO’s efforts to decarbonize their power generation by increasing their percentage of clean energy over coal power plants. Other more minor differences occurred when categorizing emissions and choosing which emissions should be included in the survey for Government Operations versus those that would be considered Community emissions.

In both the 2017 and 2019 inventories, the City followed the Local Government Protocol to quantify and report greenhouse gas emissions developed in partnership and adopted by the California Air Resources Board, California Climate Action Registry, ICLEI Local Governments for Sustainability, and the Climate Registry. The protocol provides a structure for determining which GHG emissions would be characterized as “Government Operations” and which would be “Community” emissions.

WHAT DOES A METRIC TON OF CO₂ ACTUALLY LOOK LIKE?

WITH ENVIRONMENTAL AWARENESS BECOMING PERSVASIVE IN BUSINESS YOU HAVE PROBABLY HEARD COMPANIES REPORTING THEIR CARBON FOOTPRINT BY NUMBER OF METRIC TONS BUT WHAT DOES THAT ACTUALLY MEAN?

- 8.12 METER CUBE**
At standard pressure and 15 °C the density of carbon dioxide gas is 1.87 kg/m³. One metric ton of carbon dioxide gas occupies 534.8 m³
- 1 HOT AIR BALLOON**
1 metric ton of CO₂ is roughly the size of an AX-03 hot air balloon. This size of air balloon is able to fit one passenger in the carriage.
- 3500 BATHTUBS**
The capacity of a typical bathtub is 0.16 Cubic Meters.
- 75,000 BASKETBALLS**
A NBA official ball, manufactured by Spalding, is a Size 7 ball and measures about 0.0071042167287 cubic meters
- 1 TREE**
It takes a single tree roughly 40 years in order to absorb 1 metric tons of CO₂

SOURCE:AMERICAN SOLAR ENERGY SOCIETY

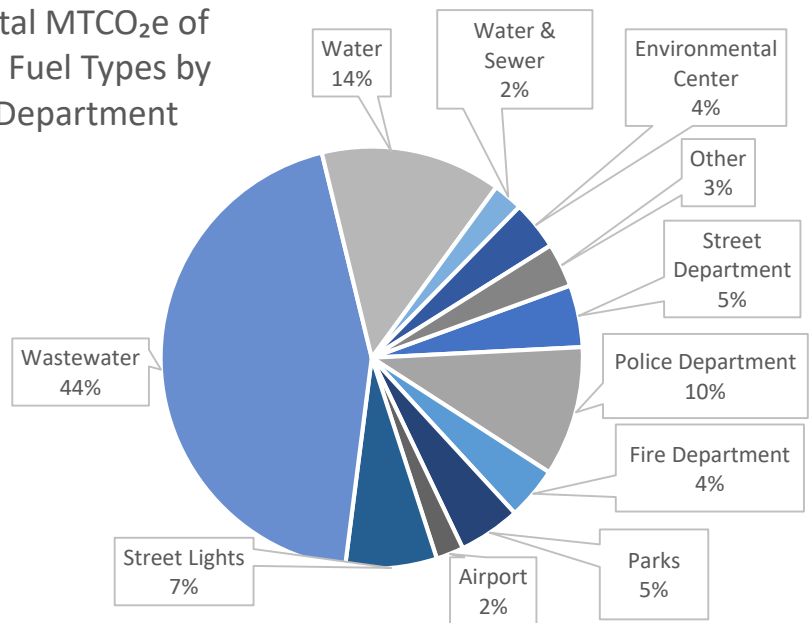
DISTRIBUTION OF ENERGY AND EXPENSES

CITY OF GOSHEN
2019 ENERGY EXPENSES

The City spends approximately \$1.8 million annually on energy; these purchases generated approximately 9,396 MTCO₂e in 2019. That includes electricity and natural gas utilized in city facilities (Buildings and Facilities – 15%), the processing, distribution, and collection of water and wastewater (Water Utility and Wastewater Utility combined – 58%), fuel for operations (Vehicle Fleet - 16%), composting operations at the Goshen Environmental Center (Environmental Center - 4%), and Electricity for street and parking lights (Street Lights - 7%).

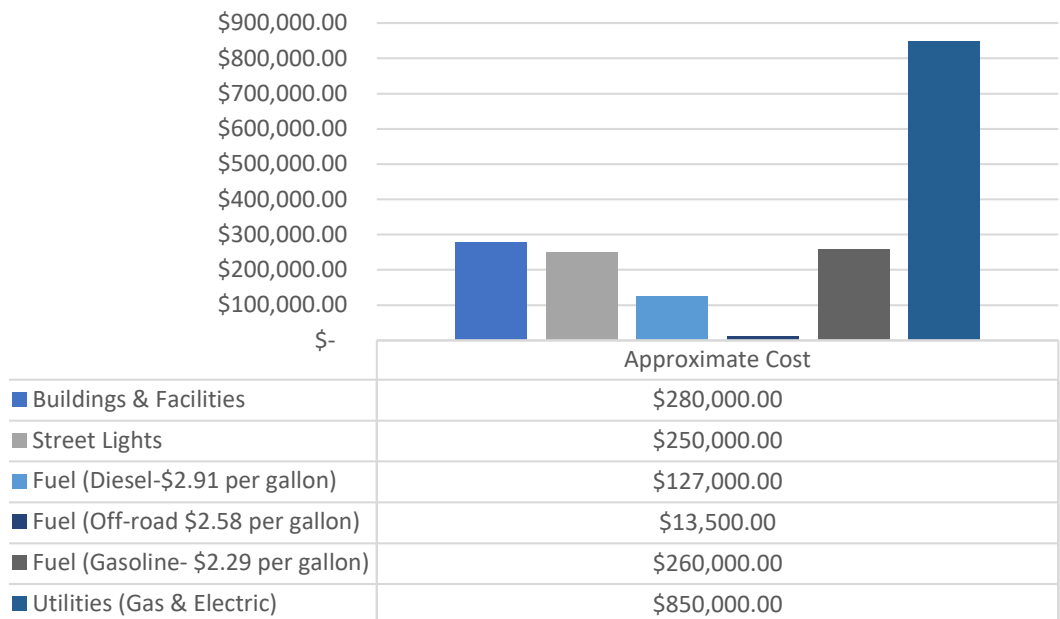
TOTAL EMISSIONS FROM CITY OPERATIONS

Total MTCO₂e of All Fuel Types by Department



BREAKDOWN OF ENERGY AND EXPENSES

Breakdown of Annual Energy Costs



EMISSIONS FORECAST

BUSINESS AS USUAL AND STRATEGIC REDUCTIONS FORECAST SCENARIOS

The 2019 inventory was then used to create a Business as Usual (BAU) graph to trend the GHG emissions for the City if the City did nothing to reduce GHG emissions. The BAU graph accounts for significant GHG reductions that NIPSCO is undertaking as it converts to green power generation. That reduction affects GHG emissions until 2028.

As a part of standard operations, the City’s energy consumption and GHG emissions do not stay constant. Factors such as growth, changing temperatures, changing city policies all affect GHG emission trends.

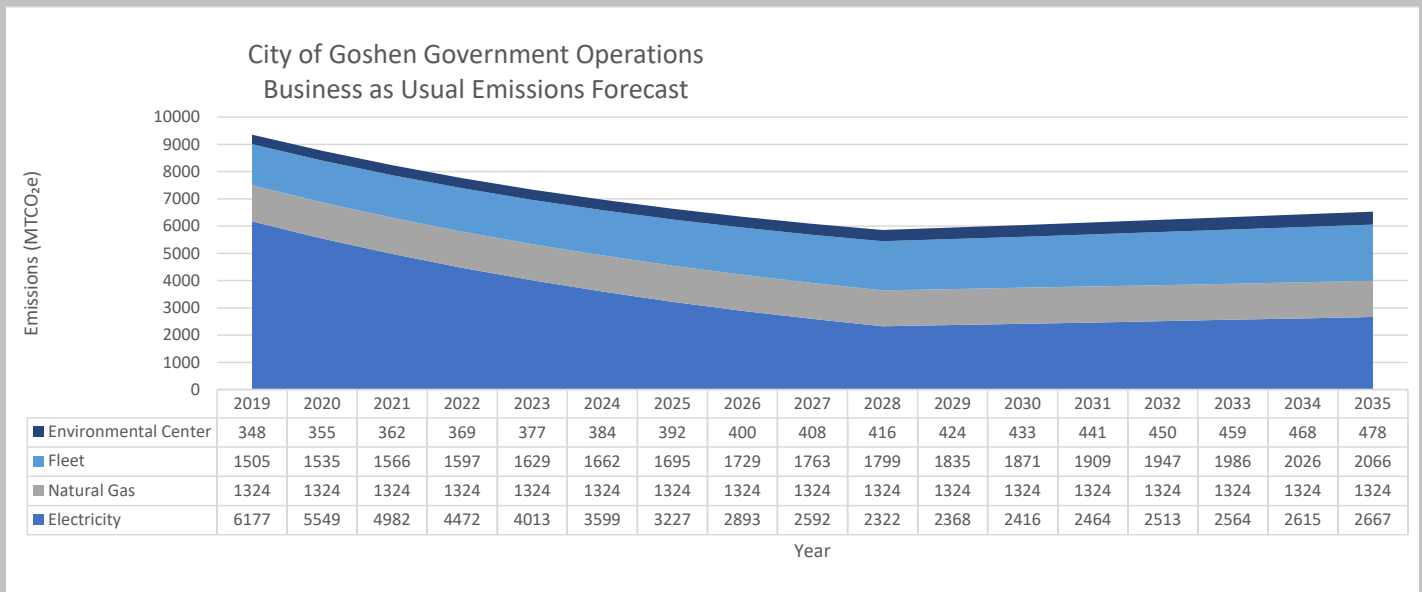
The electricity consumption, City Fleet, and the Environmental Center were all increased by 2% per year to reflect these trends. The natural gas consumption has remained relatively constant and was not increased in the BAU model. Based on NIPSCO’s reductions and the City’s energy trends,

the lowest GHG emissions will occur in 2028 and will begin trending upward.

If NIPSCO’s decarbonization of electrical power is evaluated without increases due to BAU, NIPSCO will decrease GHG emissions from electricity usage from 6,177 MTCO_{2e} in 2019 to 1,968 MTCO_{2e} in 2028. That is a 68% decline in GHG emissions from electricity. This number does not take into account the growth forecast model.

A second forecast was created taking into account proposed 2026

EMISSIONS IN A BUSINESS AS USUAL SCENARIO

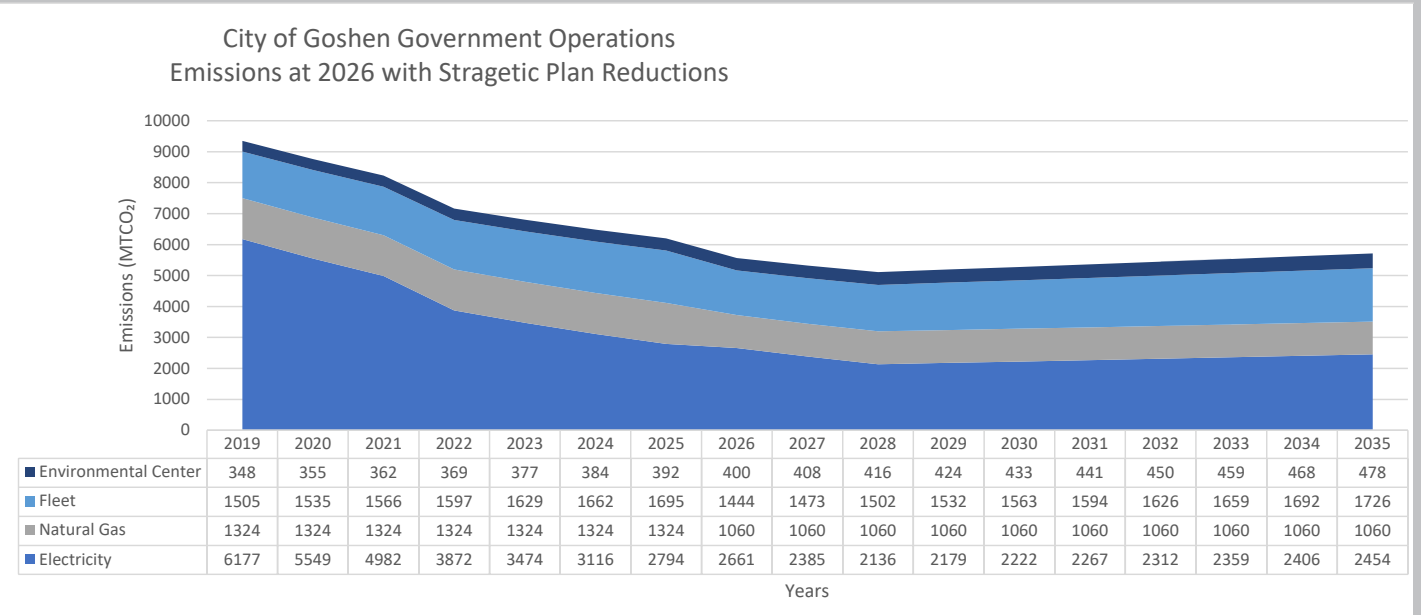


benchmark reductions in this Climate Action Plan. These benchmarks are comprised of a 30% reduction in electric consumption in buildings, 20% reduction in natural gas in buildings, and 25% reduction in gasoline consumption across the

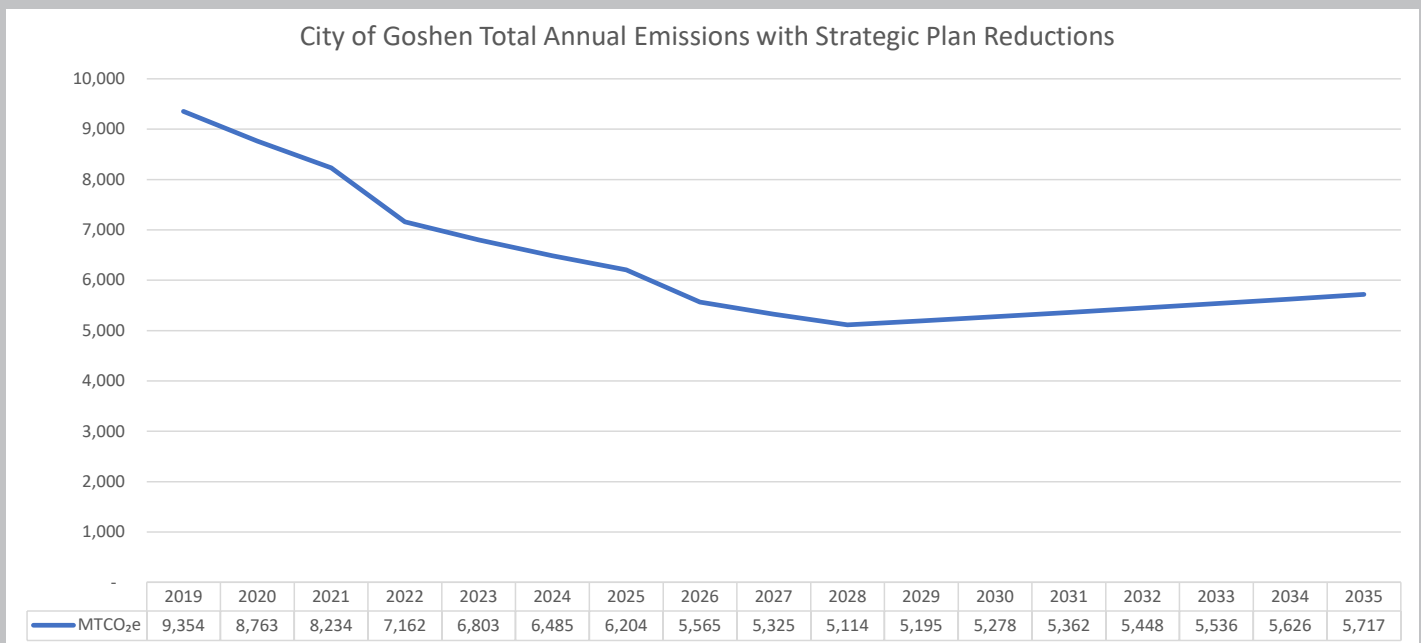
vehicle fleet. The current wastewater energy efficiencies under construction now are factored in also as a 2022 drop in electricity. The NIPSCO emissions reductions are also factored into this forecast.

Similar to the BAU graph, emissions in the second forecast begin to rise again after 2028. This indicates that further reductions will need to be in place by or before that date in order to remain on schedule for a target of zero emissions by 2035.

BREAKDOWN EMISSIONS WITH PLANNED REDUCTIONS



TOTAL EMISSIONS WITH PLANNED REDUCTIONS



MITIGATION AND ADAPTATION

Mitigation actions reduce emissions to help reduce climate changes.

Adaptation actions help the City and its residents adapt to a changing climate. Both activities are essential in building a resilient Goshen.



Mitigation is action aimed at reducing the impacts of climate change. The primary impacts of climate change are increases in temperature and increasingly unpredictable precipitation – periods of heavy precipitation resulting in possible flood scenarios, and periods of drought. Mitigative efforts seek to directly and indirectly reduce the greenhouse gas emissions that human activity produces, which are causing changes in our climate, resulting in temperature and precipitation impacts.

Mitigation is the adoption of technologies and behaviors that reduce greenhouse gas emissions. Sustainable energy production through solar and wind generation is mitigation; driving an electric vehicle is mitigation; refusing plastic packaging is mitigation. These are just a few examples of technologies and behaviors that mitigate climate change impacts.

Adaptation refers to actions which are intended to help us live with the impacts of climate change. Since a certain amount of temperature rise is projected to manifest over the coming decades due to the large amount of greenhouse gas emissions already concentrated in our atmosphere, we can predict that our cities and towns will become warmer than in the past, our waterways will experience more flooding, and there will be changes in the flora and fauna that live in our ecosystems.

Adaptive actions help us prepare for these changes by recognizing that old patterns and habits may no longer serve us well. Capturing and holding more stormwater on site is

adaptation; identifying community cooling centers is adaptation; low water-input landscaping (xeriscaping) is adaptation; moving structures out of floodways is adaptation. These are a few examples of actions that help us adapt to climate change impacts.

Some actions blend mitigation and adaptation very seamlessly. In order to cool urban settings, tree planting, from homes and neighborhoods to parking lots and commercial/industrial districts, is an important adaptive strategy. But trees also double as a mitigation strategy because of their ability to sequester carbon dioxide, removing it from the atmosphere. Properly insulating buildings so that they use less energy

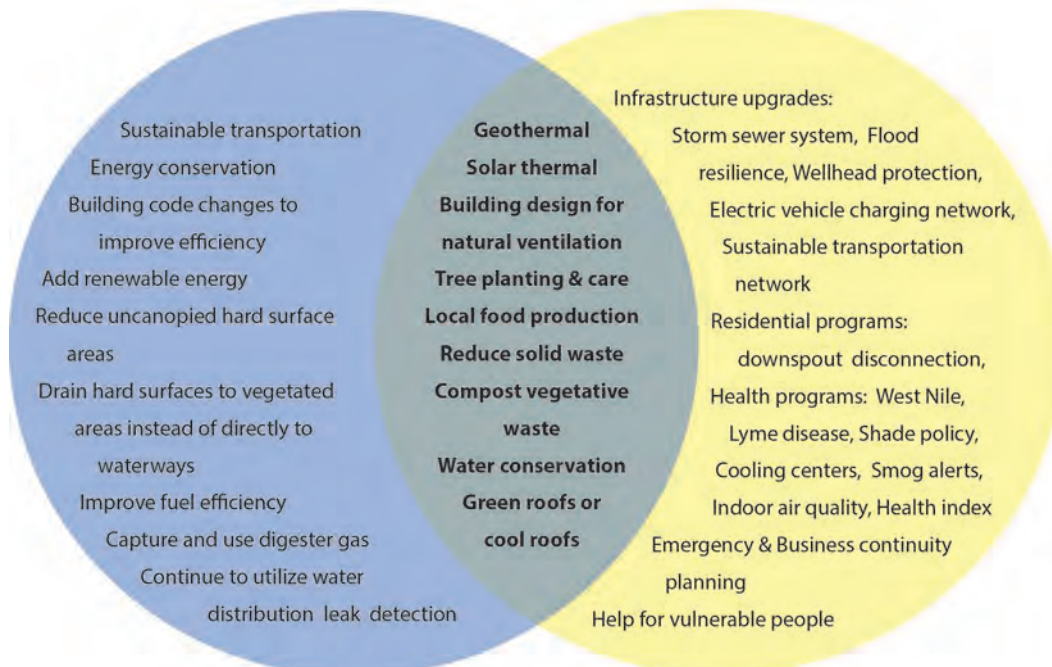


to stay warm in the winter and cool in the summer is an obvious way to mitigate emissions. But insulating is also a critical adaptive strategy, helping to manage life with rising summer temperatures.

Most of the proposed strategies in Goshen’s government operations climate action plan are intended to reduce emissions toward the stated goal of net-zero emissions by 2035, and are therefore mitigative. There are some which are clearly adaptive as well, and some which blend both adaptation and mitigation, such as the Canopy Goal and flood preparation. By identifying and adopting both mitigation and adaptation strategies, the climate action plan strengthens our current and future resilience.

MITIGATION

ADAPTATION



EMISSIONS REDUCTION STRATEGIES

The work of inventorying our energy consumption and the associated emissions, and then proposing reductions against projected consumption is sobering. The Climate Action Plan's stated 5-year benchmark goals for 2026 (30% reduction of electricity consumption in buildings, 20% reduction in natural gas consumption in buildings, and 25% reduction in gasoline consumption by the City's fleet) will net only about 746 fewer MTCO₂e than a do-nothing, business-as-usual approach. With the proposed reductions, in addition to the reduced emissions from NIPSCO's electric generation, the overall emissions reduction in government operations is about 45% – from 9,396 MTCO₂e to 5,114 MTCO₂e – by 2028.

On the surface this looks encouraging. However, NIPSCO's reductions make up the majority of these decreases (3,536 MTCO₂e) over the same period. Furthermore, looking at the projections, the City's emissions begin to climb again by 2029 in spite of the first round of reductions. Taken together, this means that while the initial proposals are good, they are not nearly good enough to set the City on the path to the larger stated goal of net-zero emissions by 2035. Solar energy production is the best bet – and it is a good one – to reduce operational electric emissions in a significantly meaningful way. The technology exists (along with the solar hours), as well as the facilities (Wastewater Treatment Plant) which could receive solar installations that result in critical electric

emissions reductions and long-term cost-savings. Solar energy is not a silver bullet, but investing in solar has never been more profitable.

The emissions reductions strategies which follow are challenging. They include the initial 2026 benchmarks. They also include strategies which can – if implemented with sustained effort, cooperation and funding, not to mention careful monitoring – propel the City toward zero emissions. This work comes with a hefty financial cost. If the City understands that this is the right thing to do, it will make the adjustments to operations, to behaviors, and to culture in order to meet the challenge. Understanding the necessity of the work is the essential ingredient.

The overall emissions reductions in government operations is about 45%. NIPSCO's reductions make up the majority of these decreases.



REDUCTION STRATEGIES CRITERIA



- 1 Develop reduction targets for emissions categories where there is a clear path for success through technology or behavior change, relative ease of implementation, positive cost-benefit ratio, and presumption of City and personnel discipline to accomplish the work.
- 2 Determine emissions categories that will require additional data and develop a timeline for accumulating the data and working to create site-specific strategies and their corresponding cost-benefit ratio.
- 3 Determine which emissions categories or strategies should be re-evaluated later due to unclear paths to success. These include lack of available technology, current projection yields high cost and low benefit, perceived difficulty in developing buy-in for behavior changes, or other obstacles.
- 4 Identify strategies to anticipate and lessen local climate change impacts on people, living things, properties, and operations based on information from Indiana’s Universities and Climate Change scientists.

STRATEGY #1

ENERGY MANAGEMENT OF BUILDINGS AND FACILITIES

Energy Management is a fundamental component of all climate action plans. The City of Goshen utilizes electricity and natural gas for heating and cooling buildings, powering lights, equipment, computers, and the processes involved with drinking water treatment and distribution and wastewater collection and treatment. In 2019, the City used almost 2.5 million kWh of electricity powering city facilities and outdoor lighting, such as street lights and parking lights. That equated to emissions totaling 1,421.7 MTCO₂. Approximately fifteen percent of those emissions were generated by City facilities, ten percent by street lights, and seventy-five percent by utility processes.

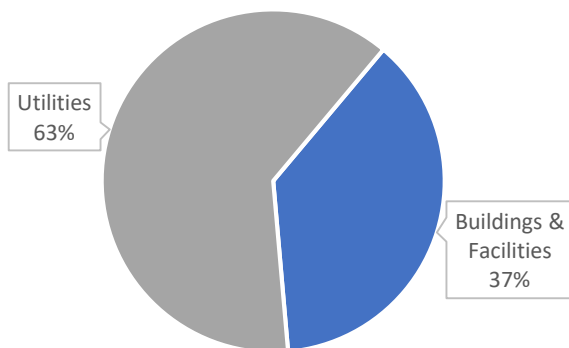
The City has been converting lighting to LED for several years. Beginning in 2020, NIPSCO began converting NIPSCO owned street lights to LED which will also save the City money. That savings is not included in the estimates in this section. The CAP recommends a review of street lighting policies and accounts to better evaluate long term plans and savings in this area.

A 2015 energy report conducted by the U.S. Department of Energy (DOE) concluded that commercial buildings could reduce their energy consumption by twenty-one (21) percent if they employed all “energy star” equipment. They could reduce their consumption by forty-seven (47) percent if buildings utilized best and cost-effective technologies and fifty-nine (59) percent savings if all equipment operating at its theoretical efficiency limit.

Some city buildings have already had some upgrades completed, such as Central Garage, the Annex Building, City Hall, and Central Fire Station; however, building efficiency in almost all cases can be improved. Reductions in energy consumption result in cost savings and reduced emissions. The goal for emissions reduction in City buildings is thirty (30) percent in electricity and a twenty (20) percent in natural gas by 2026. Reductions at this level generally require only small investments or behavior change and net a larger financial reward. The savings from these reductions would result in upwards of \$65,000 annually. A case study on the Reith Center can be found on the Environmental Resilience Page of the website.

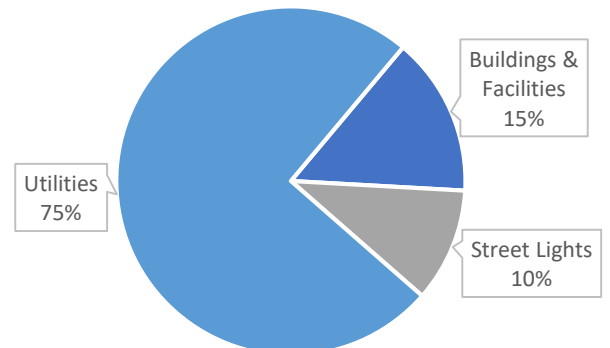
2019 GAS EMISSIONS

2019 City of Goshen Natural Gas Emissions in MTCO₂e



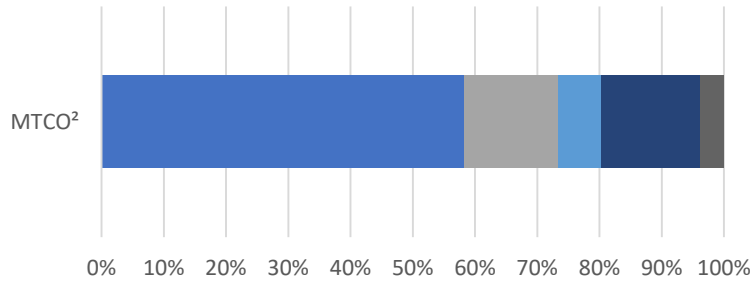
2019 ELECTRICITY EMISSIONS

2019 City of Goshen Electricity Emissions in MTCO₂e



2019 GOSHEN GOVERNMENT EMISSIONS

2019 City of Goshen Government Operations Emissions



	MTCO ²
Water & Wastewater Processes	5480
Electricity & Natural Gas for Facilities	1410
Street & Parking Lights	652
Fuel for Vehicles & Operations	1505
Composting Operations	349

The savings from these reductions would result in upwards of \$65,000 annually. Reductions at this level generally require only small investments or behavior change to net a larger financial reward.

REITH INTREPRETATIVE CENTER



STRATEGY #1 ENERGY MANAGEMENT

Co-Benefits																																											
Emissions Category	Target Goals	Action #	Actionable Items (not all-inclusive)	Review Timeline	Reduce GHG	Improve Quality of Life & Workplace	Improve Wildlife Habitat	Improve Water Quality	Improve Government Resilience	Suggested Responsibility	Initial Investment	Additional Annual Investment	Annual Savings	Related Community Plans																													
Energy Management	Increase Efficiency of Building Systems and Technologies and Reduce resource consumption (energy & water) Electricity 30%, Natural Gas 20%, Water 30% by 2026.	1.1	Perform energy consumption and water audit within each building/facility to determine the efficiency of components, appliances, mechanicals, envelope tightness, and evaluate workspace concerns. Generate a work plan for improvements to maximize return on investments based on available budgets and working toward Climate Action Plan goals.	1st - 3rd Years	✓	✓	✓	✓	✓	Environmental Resilience is compiling information from a multi-department effort (Engineering, Building, Etc..) to provide coordination, develop reports, summarize presented strategies, track progress. A management team could provide overall financial review and leadership toward the adoption of practices.	variable	Regular annual maintenance	\$65,000 +	Goshen Comprehensive Plan 2025, C-1; Provide and Maintain Excellent Public Facilities, NE-8; Encourage Sustainable Living and Business Practices, E-6; Encourage business practices that have positive social impacts on the community, E-7; Encourage Sustainable Living and Business Practices,																													
															Develop mechanisms for all departments and/or building managers to be aware of and responsible for energy consumption and resulting costs.	2nd - 4th years	✓	✓	✓	Environmental Resilience with assistance from all Departments	Staff Time	Staff Time	Can save up to 10% on energy costs																				
																								Develop a heating and cooling policy relevant to each specific building. Replace thermostats with "smart" thermostats (appropriately managed) where applicable.	2nd - 3rd Years	✓	✓	Environmental Resilience in consultation with Facility Managers	Minimal	Regular annual maintenance	Can save up to 50% on summer cooling costs												
																																Establish city-wide employee teams will participate with feedback and champion improvements to their workplace operations.	Quarterly	✓	✓	All Departments	undetermined	undetermined					
																																							Evaluate landscaping around city buildings and, where needed, develop a plan to co-plant fast-growing with slow-growing trees (tree shepherding) to maximize shade production to meet canopy goals and realize energy savings.	1st Year - On-going	✓	✓	undetermined





WASTEWATER TREATMENT PLANT

STRATEGY #2

SOLID WASTE MANAGEMENT

In 2019, residential trash picked up at the curb equaled over one ton per household at a cost of \$1.4 million.

The City of Goshen generates two primary forms of solid waste: trash generated by City employees throughout the workday and green waste (leaves and brush) picked up curbside and composted or chipped at the Goshen Environmental Center. The decomposition of these products either in a landfill or in a composting pile generates carbon dioxide.

The emissions generated from operations at the Goshen Environmental Center total 349 MTCO₂e. These emissions are a natural process of decomposition. As any living thing decomposes it will generate carbon dioxide. The reason that these emissions are included in the CAP is that the material is quantified and placed on public property where it is stored and turned as it develops

into a viable product for reuse.

The waste from City operations is co-mingled with the community's residential waste when picked up and taken to the landfill. As the owner, the Elkhart County Landfill reports the emissions from landfilled waste annually to the Indiana Department of Environmental Management (IDEM).

The City has significant influence over the community's waste generation by managing the contract for waste pickup, prompting the Environmental Resilience Department to include the solid waste data in this report. However, the overall emissions count is not included as a part of the overall Government Operations emissions. This area of emissions is significant, totaling 8,292 MTCO₂e and will be

addressed in both the Government Operations Climate Action Plan and a Community Climate Action Plan should that be developed in the future.

In 2019, the contracted waste hauler picked up 11,824 tons of solid waste from approximately 10,600 households and from some government operations. It is estimated that approximately 3.7% of solid waste was due to City Operations. City operations generated approximately 425 tons, and residents generated 11,398 tons, over one ton per household (ton equals 2,000 lbs). Disposal costs were \$1.3 million for 2019, up from \$809,000 in 2015, with a 15% increase in tonnage per household during that time.

ELKHART COUNTY LANDFILL



COMMUNITY RESIDENTIAL SOLID WASTE

In 2019, the contracted waste hauler picked up 11,824 tons of solid waste from approximately 10,600 households and from some government operations. It is estimated that approximately 3.7% of solid waste was due to City Operations. City operations generated approximately 425 tons, and residents generated 11,398 tons, over one ton per household (ton equals 2,000 lbs).

Disposal costs were \$1.3 million for 2019, up from \$809,000 in 2015, with a 15% increase in tonnage per household during that time.

Some material is being diverted from the landfill. There is five drop-

off recycling centers in Goshen placed there by the Elkhart County

Currently approximately 1,140 households pay for private curbside recycling. Those households capture approximately 456,000 pounds of material annually that can be sold and reused as a part of the local economy.

Based on national statistics and the number of local dropoff sites, an additional ten percent of households also may be contributing to dropoff recycling sites diverting an additional 425,000 pounds, making the total solid waste diverted approximately 881,000 pounds. This is an important number when looking at the total landfilled

amount of 12,694 tons (25,388,000 pounds) in 2020. If the solid waste numbers are combined, the Goshen community reclaimed just 3.4% of the material entering the landfill.

Typical municipal residential solid waste is 48% recyclable or 12,186,240 lbs of the possible 25,388,000 pounds. Reducing solid waste entering the landfill by 48% would save almost \$675,000 and divert 12,186,240 pounds of material into the local and regional economy. It would also cut solid waste emissions in half.

GOSHEN SOLID WASTE STATISTICS

Solid Waste Statistics City of Goshen											
Year	*Residential Households	Total Tons per Year Collected	Charges per ton		Total Charges per year	Total Tons Broken down by Customer -See tabs			lbs per household per year	\$ per household per year	Percentage change in weight by per household
			Pickup and Transport	Landfill Tipping Fees		Utility Tons	Civil City Tons	Residential Tons			
2021	10,706										
2020	10,646	12,694	\$ 92.15	\$ 18.60	\$ 1,405,861	203	254	12,237	2,299	\$ 127.17	7%
2019	10,600	11,824	\$ 92.15	\$ 18.60	\$ 1,309,508	189	236	11,398	2,151	\$ 118.97	15%
2018	10,553	10,242	\$ 92.15	\$ 18.60	\$ 1,134,302	164	205	9,873	1,871	\$ 103.51	-1%
2017	10,513	10,377	\$ 62.99	\$ 18.60	\$ 847,329	166	208	10,003	1,903	\$ 77.62	4%
2016	10,473	9,937	\$ 62.99	\$ 18.60	\$ 810,792	159	199	9,579	1,829	\$ 74.55	0%
2015	10,433	9,924	\$ 62.99	\$ 18.60	\$ 809,745	159	198	9,567	1,834	\$ 74.74	3%
2014	10,393	9,602	\$ 62.99	\$ 18.60	\$ 783,451	154	192	9,256	1,781	\$ 72.59	2%
2013	8,710	9,428	\$ 62.99	\$ 18.60	\$ 769,253	151	189	9,089	2,087	\$ 85.05	



SOLID WASTE MANAGEMENT

SOLID WASTE GOALS

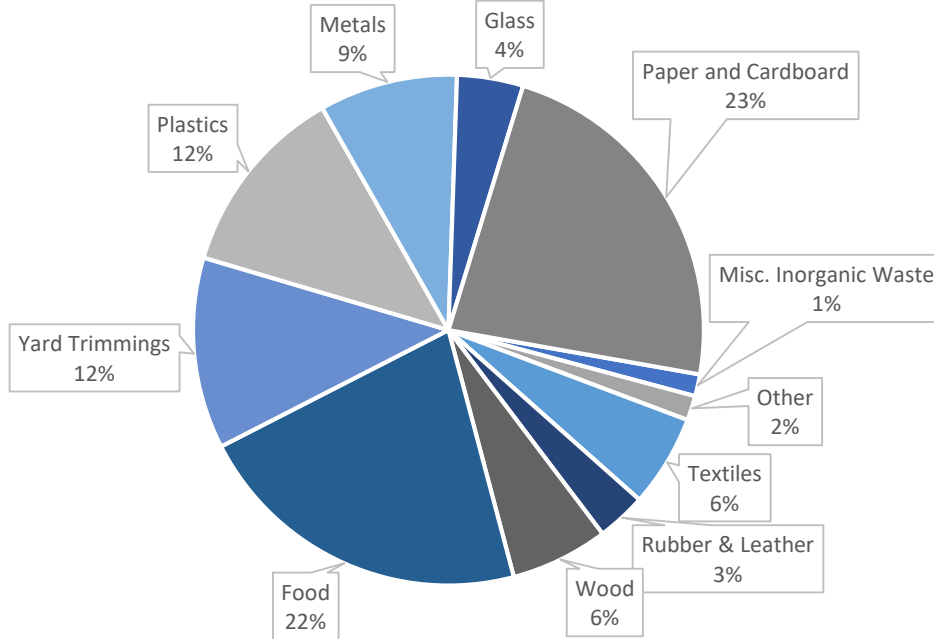
The City is working on specific goals to reduce the trash in City operations. Solid waste characterization and audit studies will need to be developed for City operations in the future but are not yet prioritized in the specified strategies due to a lack of poor existing metrics.

Also, the City will be developing a public education campaign on the topic of solid waste. The campaign will inform on how solid waste impacts our community and our local budget. It will also highlight recycling is an essential part of our local economy that not only diverts material from the landfill but reclaims a valued commodity for


use in local and regional businesses, supporting jobs and products made in Indiana. The education campaign will also highlight local businesses that provide products that reduce waste, provide less packaging, and open up new choices for persons wanting to reduce their volume of landfilled trash.

TYPICAL MUNICIPAL SOLID WASTE

Goshen Solid Waste Estimated Tonnage by Material 2019
based on EPA Facts & Figures percentages



STRATEGY #2 SOLID WASTE MANAGEMENT

Emissions Category	Target Goals	Action #	Actionable Items (not all-inclusive)	Review Timeline	Co-Benefits				Suggested Responsibility	Initial Investment	Additional Annual Investment	Annual Savings	Related Community Plans				
					Reduce GHG	Improve Quality of Life & Workplace	Improve Wildlife Habitat	Improve Water Quality						Improve Government Resilience			
Solid Waste Management 	Review practices and promote innovation to reduce GHG when providing services for Green Waste.	2.1	Review Green Waste processes and methods and look for ways to innovate that will reduce GHGs and improve systems, including employee communication.	Annual Review	✓				Engineering and Street Departments	to be determined	to be determined	to be determined	Goshen Comprehensive Plan 2025, C-8 Efficient & Effective Street Department Services, NE-7 Use best practices to reduce and dispose of solid waste.				
					✓												
					✓												
					✓												
					✓												
					✓												
Solid Waste Management	Improve efficiency and reduce waste	2.2	Stock & increase the use of reusable dishware & silverware. Buy 20% post-consumer waste or greater when possible (no Styrofoam or non-biodegradable products).	1st Year - On-going	✓				Could be someone in the building or a team that looks to continue to improve practices around recycling. Maybe a team would meet quarterly.	Minimal	Minimal	Reduction of solid waste entering landfill.	Goshen Comprehensive Plan 2025, NE-7 Use best practices to reduce and dispose of solid waste				
				2nd Year - On-going	✓												
		2.3	Evaluate (survey need) and implement compost (organics waste) opportunities across applicable municipal departments.	1st Year	✓				Invite multi-department participation in brainstorming and policy development to determine City needs and values.	Creation of Training materials or posters	Minimal	Minimal		indirect savings			
				2nd Year	✓												
		2.4	Develop and adopt a city-wide policy that outlines waste management protocols for government operations, including regular waste and "universal" (e-waste, fluorescent bulbs, etc.) waste.	1st Year	✓												
				2nd Year	✓												
2.5	Evaluate consumable products by Financial and Environmental CBAs, develop an "approved" list used for most purchasing, and streamline on a city-wide basis.																
2.6	Evaluate current waste removal and recycling contracts regarding best management practices.																

STRATEGY #3 SUSTAINABLE TRANSPORTATION

The 2019 inventory of Goshen’s governmental operations reveals approximately sixteen percent of the City’s emissions are from the direct burning of fossil fuels, gasoline, diesel, and off-road diesel in transportation and equipment. The total emissions from fossil fuel combustion in governmental operations are second

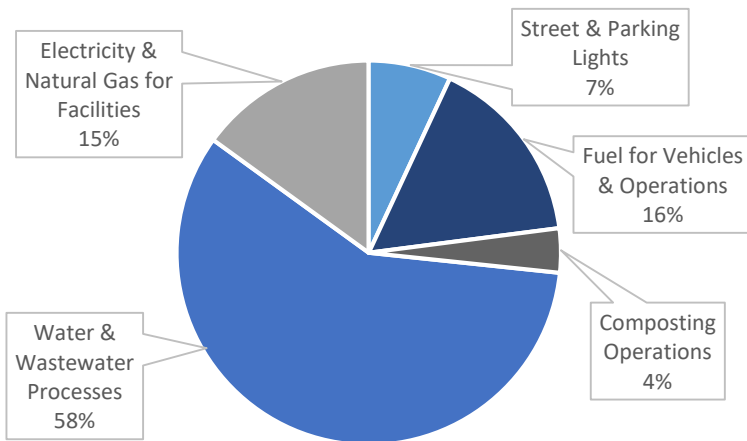
only to the emissions generated in water and wastewater processing operations.

The City’s vehicle fleet includes passenger vehicles such as sedans and SUVs, light-duty and heavy-duty trucks, and off-road equipment such as loaders, mowers, and generators. While acknowledging that this is

a substantial source of emissions, it is critical to understand that the City’s work necessitates vehicles and equipment. Approaching net-zero will require a plan that reduces fleet emissions and still maintains City services. It will also require additional regulation and substantial investment by the vehicle industry.

FLEET EMISSIONS

MTCO² Generated by City Operations



FUEL USAGE

Fuel Type	Gallons	MTCO ₂
Gasoline	113,159	1,003.7
Diesel	43,774	445.6
Off-road Diesel	5,254	53.5

FUEL ECONOMY

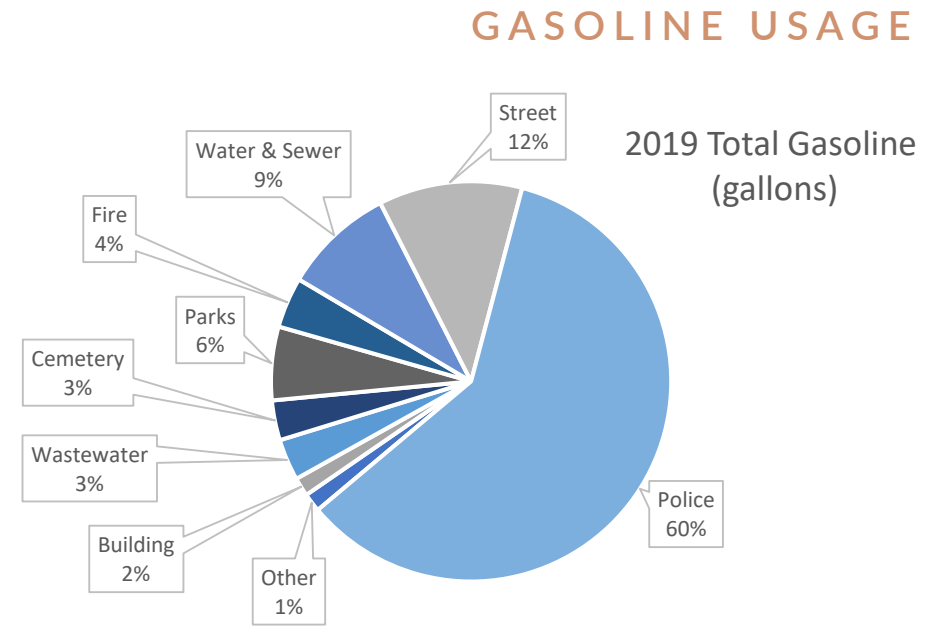
Breakdown of Gasoline - Powered Fleet					
Vehicle Description	Number of Vehicles	Highest MPG	Lowest MPG	Median MPG	Median Vehicle Year
All Vehicles	175	54	5	18	2015
Sedans	60	54	16	19	2012
SUVS	43	44	14	19	2016
Lgt Trucks	31	24	13	19	2011

Fuel efficiency has not been supported in federal regulations with regard to heavy-duty trucks as compared to passenger vehicles. This will restrict success reducing emissions in vehicles classified as heavy-duty which are critical to the City's operations.

The City used approximately 162,000 gallons of fuel in 2019. Gasoline made up the majority of those gallons at seventy percent. Diesel use was twenty-seven percent, and off-road diesel was just three percent.

The gasoline-powered vehicles consist of sedans, SUVs, light-duty trucks (F150s), and heavy-duty trucks (F250s, F350s, F550s). The diesel-powered vehicles consist of heavy-duty trucks (fire trucks, ambulances, International and Volvo trucks, sewage vacuum trucks, sweepers, and others). Off-road equipment would include equipment such as loaders, bobcats, and mowers. These distinctions are essential to understand as fuel use is examined.

There are options in reducing emissions from the vehicle fleet. These options also provide long-term costs savings to the City. The three most apparent options are:



- Drive less. Some departments can combine trips or consider utilizing active transportation methods. Planning driving routes and organization of tasks can also reduce driving.
- Increase the fuel economy of vehicles in the fleet. The mean for all city vehicles was 18 miles/gallon and sedans and SUVs were 19 miles/gallon, and
- Transition to vehicles that use a fuel type that releases fewer

emissions, such as electric.

The first option in reducing emissions is merely driving fewer miles. This can be done through department policy or encouraging behavior changes, such as allowing or incentivizing employees to combine trips and rideshare. This also includes remedies such as an idling policy, proposed by the Fleet Manager in 2019, to reduce wasted fuel from vehicles sitting with the engine running. Reducing miles can



be an opportunity to experiment with greener transportation, such as bicycling and walking. Not all departments can employ this strategy, and those that can, typically cannot in all situations. Still, a successful walking and bicycling program could equate to a small but relevant percentage.

Increasing fuel economy is another effective way to reduce emissions and fuel consumed. The City has successfully used hybrids, both Toyota and Ford, for the Building and Engineering Departments for a decade. Utilizing hybrids in departments where the vehicles are driven the largest miles per year would positively impact fuel consumption.

Current United States fuel economy standards for 2022 are 50.24 mpg (small footprint passenger vehicles), 37.59 mpg (larger passenger vehicles), 40.31 mpg (smaller footprint light-trucks), 26.02 mpg (larger light-trucks). These are the average automaker fleet economy targets. They include all vehicles in the manufacturer's fleet and both city and highway mileage. These targets do not reflect the current fuel economy of the City's fleet due in part to the age of the fleet but also due to the traditional evaluation criteria used to purchase vehicles, including;



CITY EMPLOYEE USING AN E-BIKE

- Municipalities have traditionally given preference to American made vehicles;
 - Fuel efficient vehicle options on the market have lagged, especially for police vehicles, which comprised the bulk of the gasoline fleet emissions;
 - Adoption of new technology requires both drivers and technical support to adapt or add additional training;
 - New technologies can be expensive, require additional equipment, new maintenance requirements, or have a stigma of being unproven technology; and
 - Budget considerations.
- Sedans are the largest group of vehicles in the fleet; however, they are

the oldest with the exception of light trucks according to the calculated median of 2012. The Median fuel economy for all vehicles is a mere 18 mpg (City). This fuel economy is not atypical for American municipal fleets. Buying vehicles with a strong emphasis on fuel economy requires a significant culture shift for many Americans.

For example, the 2019 inventory had seven 2019 Dodge Chargers, with a fuel economy of just 19 mpg for city mileage (30 mpg highway). Transitioning appropriate police vehicles to hybrid and fully electric as technologies advance can significantly reduce fleet-related emissions.

STREET DEPARTMENT STREET SWEEPING



STRATEGY #3 SUSTAINABLE TRANSPORTATION

Emissions Category	Target Goals	Action #	Actionable Items (not all-inclusive)	Review Timeline	Co-Benefits				Suggested Responsibility	Initial Investment	Additional Annual Investment	Annual Savings	Related Community Plans	
					Reduce GHG	Improve Quality of Life & Workplace	Improve Wildlife Habitat	Improve Water Quality						Improve Government Resilience
Sustainable Transportation	Reduce passenger vehicle emissions by 25% or increase mean fuel economy to 27 mpg per City Department by 2026 passenger vehicles)	3.1	Fund the adoption of light-duty vehicles to replace poor energy performers and reduce emissions by 25% from gasoline powered fleet by 2026. Continue to incorporate hybrid and EV alternatives.	1st Year - On-going	✓	✓	✓	✓	Fleet Manager and Department Heads	\$ 250,000	\$ 250,000	\$ 75,000		
		3.2	Facilitate the development and implementation of a gasoline emissions strategy by each Department to reduce emissions by 25% or increase Department mean fuel economy to 27 mpg for passenger vehicles by 2026.	1st Year - On-going	✓	✓	✓	✓	Departments work with the Fleet Manager to develop strategies. Each Department's plan to increase fuel economy and reduce emissions responsibility of Department Head.	Staff Time	Staff Time		Reduce expense of gasoline. Health benefits through better air quality.	
		3.3	Evaluate and replace appropriate gasoline-only Police vehicles with hybrid and electric vehicles as technology improves.	1st Year - On-going	✓	✓	✓	✓	Fleet Manager and Police Department					
		3.4	Educate and Demonstrate to Departments and employees new innovations on the market as they become available or viable options.	1st Year - On-going	✓	✓	✓	✓	Fleet Manager with assistance as needed	\$ 500	\$ 500		Create a culture of proactive and participating employees.	
		3.5	Develop a strategic plan for municipal fleet charging stations, including a few community access (early adoption only) to become EV sustainable in government operations.	1st Year - On-going	✓	✓	✓	✓	Representatives of various Departments led by the Fleet Manager and coordinated by Environmental Resilience	Staff Time	Staff Time		Grant money could be used to fund.	
		3.6	Develop an education and awareness campaign to promote bicycling and identify and eliminate barriers, where possible, to employees bicycling to work.	2nd Year - On-going	✓	✓	✓	✓	Could develop an employee-represented "Active Transportation" committee comprised of representatives of various Departments and coordinated by Environmental Resilience	\$ 1,500	\$ 1,500			Bicycle and Pedestrian Master Plan Elkhart and Goshen 2017, MACOG Active Transportation Plan, Uncommonly Great Goshen Comprehensive Plan and Community Vision
		3.7	Active Transportation - Increase the number of zero-emission miles commuting or traveled during work to 5,000 annually by 2026.	2nd Year - On-going	✓	✓	✓	✓		\$ 1,000	\$ 1,000		Health Insurance savings directly or indirectly.	
		3.8	Start a pilot program to provide "fleet" bikes at appropriate City buildings to reduce miles driven using motorized vehicles.	2nd Year - On-going	✓	✓	✓	✓		\$ 10,000	\$ 2,000		Health & Fit Employees.	
		3.9	Continue to work to achieve the goals of Goshen's Bicycle and Pedestrian Plan. Work to achieve "Silver" status as a Bicycle Friendly Community.	1st Year - On-going	✓	✓	✓	✓	All Departments	to be determined	to be determined			

STRATEGY #4 SUSTAINABLE INFRASTRUCTURE

Climate changes will also affect infrastructure demands and maintenance practices. According to Purdue University Indiana Climate Change Impact Assessment, Indiana has already warmed 1.2°F, and that warming is accelerating, with an expected 5-6°F increase by mid-century and consistently more warming by the end of the century.

The number of extreme heat events (defined as a high of 90° F or more, combined with a low of 68° or more) is projected to rise from an average of twenty-one currently to between fifty-eight and seventy-two events per year.

The State will also see a continued increase in rainfall intensity and average annual rainfall. Annual average rainfall has increased by 5.6 inches since 1895, and more rain is falling in higher intensity downpours.

These changes will add heat stress to infrastructures such as roads, sidewalks, and bridges. Increased rainfall will bring a greater likelihood of flooding, especially localized flooding on streets where water pools before entering storm sewers. Additional rainfall and increased intensities will test sewer capacities and increase pollution from urban and agricultural runoff.

Increased heat and stormwater will

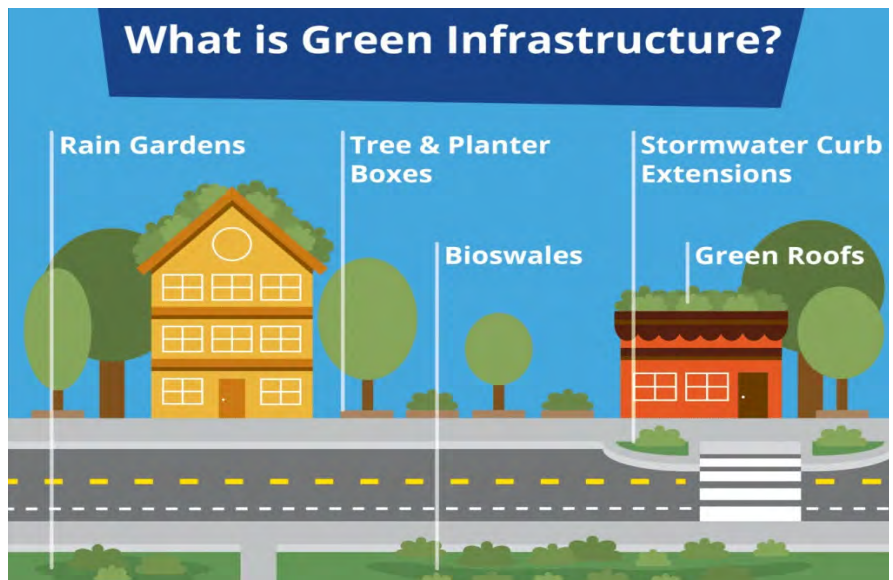
create an opportunity for constructing green spaces to dissipate urban heat sinks and absorb rain events. Such green infrastructure provides value by reducing load within built stormwater systems and by providing ambient cooling.

Training city staff to care for green infrastructure will represent a new and critical capacity for the City to accept. As with other important infrastructure (streets, for example), techniques, skills, and schedules for maintenance of green infrastructure will need to be developed and deployed in order for these nature-based systems to work as effectively as possible.


The City can continue to look for ways to complement a variety of emission-cutting behaviors by

looking for opportunities for “road diets” – shrinking the size of our roadways. Doing so reduces material and maintenance costs (and associated emissions), reduces traffic emissions, and can increase non-motorized transportation.

Balancing infrastructure (including green infrastructure) and utility needs will be an ongoing point of discussion. Increasing the number of trees in the community is a vital part of adapting to climate change, and yet street right-of-way – a prime site for trees – is increasingly crowded with other infrastructural needs. State legislation, as well as local interest, will play a part in the manner in which sustainable infrastructure is created.



STRATEGY #4 SUSTAINABLE INFRASTRUCTURE

Emissions Category	Target Goals	Action #	Actionable Items (not all-inclusive)	Review Timeline	Co-Benefits				Suggested Responsibility	Initial Investment	Additional Annual Investment	Annual Savings	Related Community Plans
					Reduce GHG	Improve Quality of Life & Workplace	Improve Wildlife Habitat	Improve Water Quality					
Infrastructure 	Reduce energy and emissions from street lights or eliminate where feasible.	4.1	Convert > 95% of street and parking lights & traffic signals to LED technology by 2026.	1st - 5th Year	✓				to be determined		to be determined		
		4.2	Identify, map & evaluate possible reductions or eliminations, incl. the number of parking lamps on public properties.	2nd - 3rd Year	✓				All Departments who operate street and parking lights documented by Environmental Resilience	to be determined	to be determined	\$200+ annually per LED pole eliminated	
		4.3	Evaluate and revise standards where climate change projections, such as increased winter freeze/thaw and higher intensity rainfall, create weaknesses in infrastructure. Consider revisions to require reasonable emissions reductions and low impact measures to adapt to climate impacts.	3rd - 5th Year	✓				Engineering & Street Departments	to be determined	to be determined		
		4.4	Develop and deploy maintenance skills, techniques and schedules for green infrastructure installations across the city.	3rd - 5th Year	✓				Representatives of various Departments coordinated by Environmental Resilience				
		4.5	Develop a culture of walking and biking as proven by the use of walking areas and local surveys.	Increase the number of miles of "Complete Streets" to enable safe, convenient, and efficient travel and access for users of all ages and abilities regardless of their mode of transportation.	On-going	✓			Representatives of various Departments coordinated by Environmental Resilience	to be determined	to be determined		Quality of Place

STRATEGY #5

UTILITY PROCESSES

The Utilities are in a constant state of innovation due to the frequency of new regulations and the need to provide ongoing upgrades.

The Goshen Water and Wastewater Utility consume electricity and natural gas to pump groundwater for water treatment and distribution of drinking water throughout the City and collect and process wastewater. These Utilities generate fifty-eight (58) percent of all the MTCO₂ emissions in Goshen's government operations, with most of that energy used to power pumps and heat water.

The combined Utilities use approximately 7,345,718 kWh of electricity and 156,108 therms of natural gas annually, generating 5,545 MTCO₂ emissions (not including emissions related to nitrous oxide, currently under review). The Wastewater Treatment Plant (WWTP) is the primary user of energy, with the wastewater treatment process at sixty-two percent of electricity and seventy percent of natural gas.

The Utilities are consistently in a state of innovation due to the frequency of new regulations and the need to provide ongoing upgrades to maintain the Utilities as critical infrastructure in the community. These needs are balanced with the necessity to provide clean drinking water and wastewater services to the community at an affordable cost.

These needs have resulted in consistent upgrades and efficiency improvements over the years, such as the stormwater detention facility and adoption of Supervisory Control and Data Acquisition systems. Upgrades to the facilities are expensive,

and as of 2021, it is hard to identify more upgrades that could yield significant energy and emissions savings with an adequate payback timeline.

Currently, the WWTP is undergoing expansion and efficiency improvements, set for completion in December, 2021. With these improvements, the wastewater treatment plant is expected to reduce energy consumption by 1,321,000 kWh annually, equating to 858 MTCO₂. This is a twenty-one percent reduction in emissions from the WWTP and a 9.6% reduction of MTCO₂ in overall City government emissions.

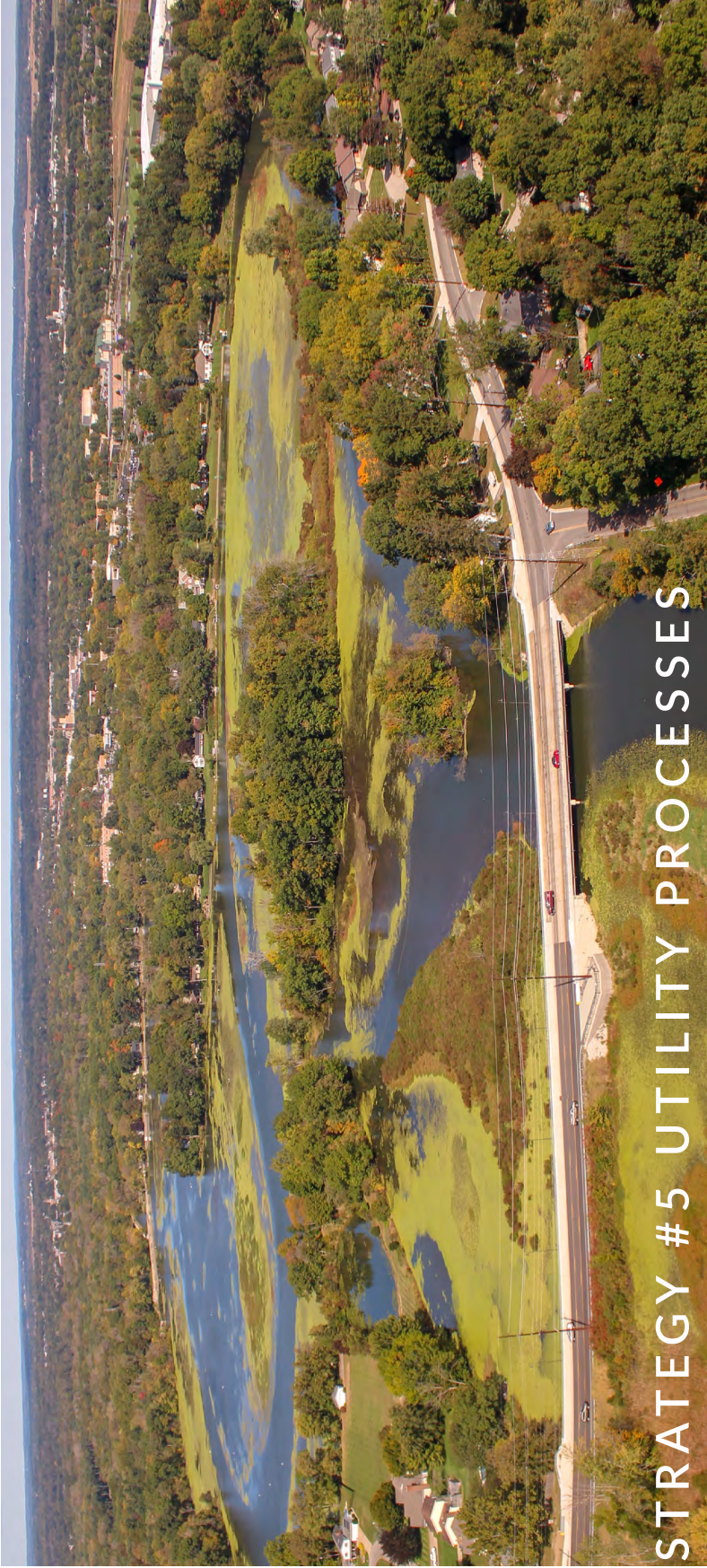
Beyond these current improvements, and some speculation about the ability to co-generate electricity from WWTP methane, the City's best option for mitigating Utility emissions may be through offsets, such as construction of solar

arrays which either directly benefit Utility facilities, or which directly benefit other City operations. While there is significant cost involved in such construction, solar is nevertheless a sound investment in the near and long term. Even in a more extended return-on-investment scenario, solar energy production benefits can be considered a worthy deposit on social and ecological health.

The critical nature of the water and wastewater utilities to the basic health and well-being of the Goshen community, combined with the facts that they a) require an extraordinary amount of energy to function and b) are an essential safeguard of ecosystem integrity, make them in many ways the centerpiece of any meaningful work toward City government emissions reductions.

WASTEWATER TREATMENT TOUR





		Co-Benefits							Related Community Plans				
Emissions Category	Target Goals	Action #	Actionable Items (not all-inclusive)	Review Timeline	Reduce GHG	Improve Quality of Life & Workplace	Improve Wildlife Habitat	Improve Water Quality	Improve Government Resilience	Suggested Responsibility (implementation, enforcement, monitoring, etc.)	Initial Investment	Additional Annual Investment	Annual Savings
Utility Processes	Offset energy consumption through solar installation.	5.2	Explore solar energy production options at WWTP and Water utility with the intent to fund as offset against current energy usage.	On-going	✓	✓			✓	Utility and Engineering Department, coordinated by Environmental Resilience.			
	Reduce maintenance costs and emissions	5.3	Introduce pollinator-friendly native plantings in various mower-intensive sites.	On-going	✓	✓	✓		✓	Utility Department			
	Review Utility Processes & Energy Usage every 5 years for efficiency	5.1	Continue to encourage and support professional learning opportunities, evaluating new strategies, and knowledge sharing with other communities.	On-going	✓	✓		✓	✓	Utility Department		on-going	on-going

STRATEGY #6

SUSTAINABLE LAND USE THROUGH RESILIENT ECOSYSTEMS AND BIODIVERSITY

Only a small amount of the 3.5 million gallons per day of groundwater pumped out of the ground for drinking water will return to the earth as groundwater.

LAND MANAGEMENT

Land Management encompasses all of the naturally occurring animate and inanimate members of our ecosystem. These occupants of the ecosystem play critical roles in the health of Goshen's human economy. Learning new ways to live with and appreciate these non-human members of our community is necessary for our social systems' ongoing health and wealth. Land management, in the context of this Climate Action Plan, means developing better ways for people to live within our means and encouraging our ecosystem to expand and flourish.

An essential part of better land management will be a comprehensive inventory of City-owned land. Such an inventory will describe how the land is currently used, what the land type is, what kinds of flora and fauna are present, how vegetation is currently managed, and what kind of long-range plans exist for the land. With such an inventory completed, current management practices can be compared to best sustainable management practices, and a plan developed to move land management in a direction that increasingly limits emissions and other pollutants, conserves water, and increases biodiversity and canopy. Our goal will be to work towards mowing less, installing

and managing more native grasses, forbs, and trees, and using less fertilizers and irrigation.

Preserving floodplain and adopting a flood resilience plan which is responsive to climate science are key characteristics of sustainable land use in Goshen. A Flood Resilience Plan commissioned in late 2020 will set the stage for ongoing discussion and progress toward key goals, such as

enhancing floodway property already managed by Goshen Parks and developing an efficient process for purchasing vulnerable floodway real estate when available. Incorporating Goshen's Urban Tree Canopy Goal of 45 percent tree-shade by 2045 will also play an important role in land management decisions on city property. More details of this plan are outlined in the Tree Canopy section.

PRESCRIBED BURN AT GOSHEN COLLEGE



WATER CONSERVATION

Land management in Goshen will require the conservation of such natural phenomena as groundwater, surface water (i.e. rivers, creeks, ditches), trees, healthy soil, and clean air. Drinking water in Goshen is sourced from groundwater. The Water Utility's average production is 3.5 million gallons per day, with a maximum production capacity of about 10 million gallons per day. Only a very small amount of that water will become groundwater again. Remaining water returns to the atmosphere through evaporation, becoming a part of a living organism, being aspirated into the air, or flowing to the wastewater treatment plant and then the Elkhart River. Groundwater is recharged by precipitation, but only about one-quarter of all the water falls will become groundwater. Reducing the consumption of water preserves groundwater stores. Saving water also reduces energy use and emissions.

Protecting ground- and surface water from pollution is an important aspect of conserving our water. Urban pollution typically comes in the form of phosphorus, nitrates, and soil sediment. (Industrial pollutants can present different toxins). The primary sources are vegetative (yard) waste, soil runoff, and fertilizer, none of which are so different from agricultural pollution except in concentrations: urban areas are connected to storm sewers. Storm sewers carry yard waste, soil, and fertilizer from all over the City and deposit them into the waterways in a potent mix. Once in our waterways, these pollutants can manifest long-lasting consequences for humans and non-humans alike. Freshwater is likely to be an increasingly precious resource in this century. We live in a region that has abundant freshwater access at the current moment. Planning for its continued safety and abundance will be critical as human populations shift due to climate change.

GOSHEN MUNICIPAL WATER TOWER

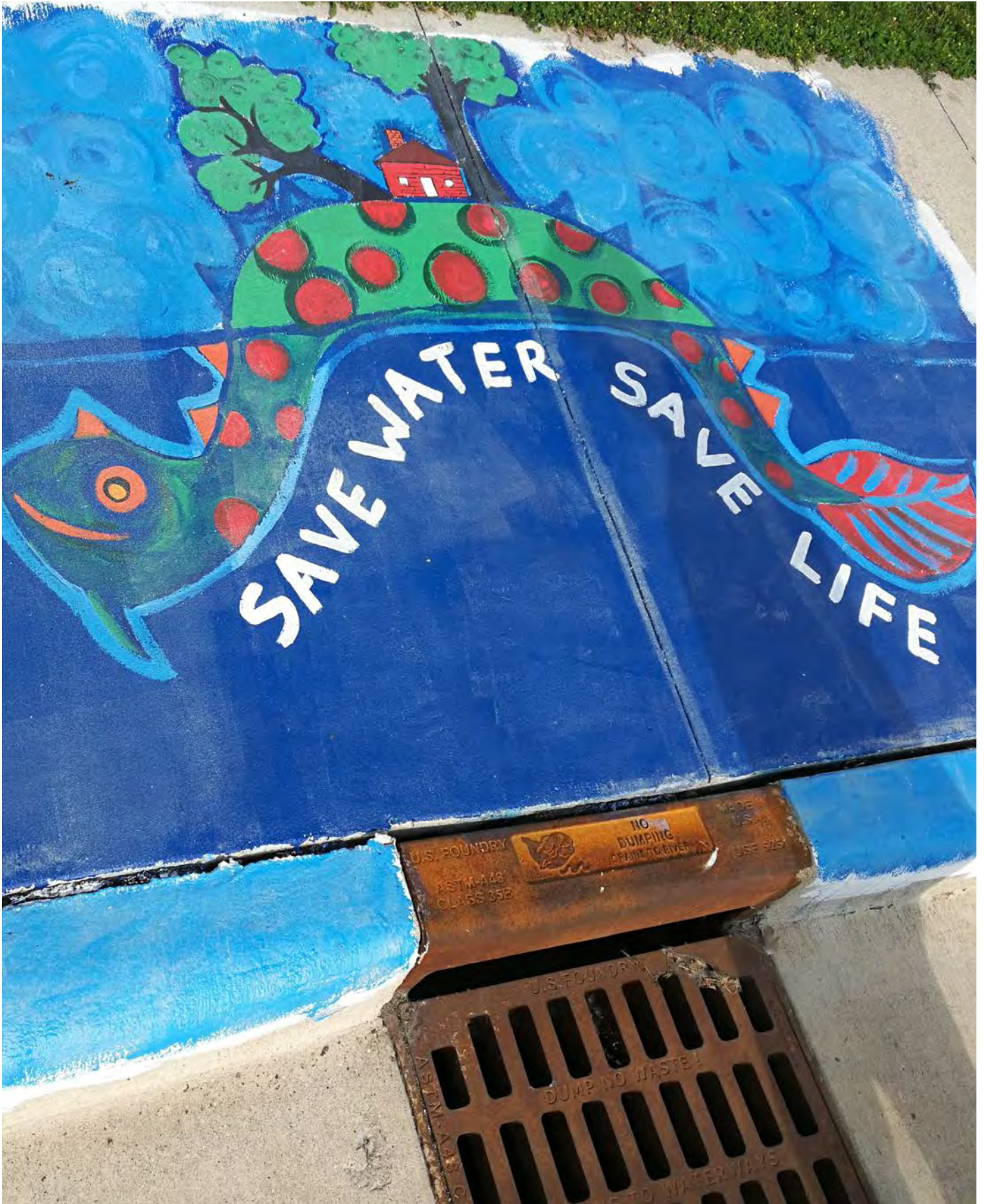


POLLINATOR PLANTINGS COULD BE A LAND MANAGEMENT TOOL FOR REDUCING MOWING AND DEVELOPING POLLINATOR CORRIDORS IN THE CITY



STRATEGY # 6 SUSTAINABLE LAND USE

Emissions Category	Target Goals	Action #	Actionable Items (not all-inclusive)	Review Timeline	Co-Benefits				Suggested Responsibility (implementation, enforcement, monitoring, etc.)	Initial Investment	Additional Annual Investment	Annual Savings	Related Community Plans
					Reduce GHG	Improve Quality of Life & Workplace	Improve Wildlife Habitat	Improve Water Quality					
Sustainable Land Use through Resilient Ecosystems and Biodiversity	Reduce resources used in maintenance while still providing for local "green" spaces and green habitat. Evaluate bioprotecting natural habitat. Evaluate biannually.	6.1	Develop a plan to implement "most resilient" conservation practices for City-owned and maintained vegetated spaces.	2nd - 3rd year and on-going	✓	✓	✓	✓	To be determined. Based on "changes" made to land use.	Annual maintenance lower than mowed lawns	Protection of species and ecosystem diversity	Purdue University Extension	
		6.2	Incorporate Canopy Coal objectives and apply appropriate tree maintenance on City properties and rights-of-way	1st Year - on-going	✓	✓	✓	✓	Minimal	Tree Maintenance, possible utility costs.	Energy, stormwater retention.		Goshen Master Plan 2019-2023, Resource Strategies, Goshen Comprehensive Plan 2025 2025, C-12, NE-1, NE-2, NE-3, NE-4
		6.3	Develop city-wide maintenance policies on fertilizer, irrigation, mowing, prescribed burning, salting, and other maintenance practices that meet the needs of different property types and "uses." Review Noxious Weed ordinance.	2nd Year and on-going	✓	✓	✓	✓	Staff Time	\$ personnel, equipment (mowing), fertilizer, and watering.			
	Wildlife Habitats & Species Diversity	Protect ecosystems, habitats, and species diversity.	6.4	Develop a plan to monitor and publicly share the quality of water, land, and air resources. Including developing a comprehensive list of local & migratory flora & fauna, including invasives (air, water, & land), identify their habitats, food sources, stressors. Species diversity gains & losses can act as an indicator of land, air, water health.	2nd - 5th Year	✓	✓	✓	✓	to be determined	to be determined	Promote Goshen, create a better quality of place.	Goshen Master Plan 2019-2023, Resource Strategies, Goshen Comprehensive Plan 2025 2025, C-12, NE-1, NE-2, NE-3, NE-4
			6.5	Identify, map, and grade existing ecosystems on public lands. Evaluate habitat diversity, duplication, and connectivity to support species survival.	2nd - 5th Year	✓	✓	✓	✓	to be determined	to be determined	Protection of species and ecosystem diversity	
	Ordinances	Review ordinances every three years to reflect the most current mitigative practices.	6.6	Incorporate longer term climate projections as a part of the use of existing ordinances to further align private development with climate projections.	1st - 2nd Year, 5 year reviews	✓	✓	✓	✓	Staff Time	Staff Time	Practices provide habitat for species that are struggling to survive, including bees & butterflies.	I.U. Environmental Resilience Institute, Comprehensive Plan 2025, NE-8
			6.7	Develop updated research to support existing science-based policies that are currently successful in other communities.	2nd Year, 5 year reviews	✓	✓	✓	✓	Staff Time	Staff Time		
	Flood Resilience	Enhance Flood Resilience to reduce losses from flooding.	6.8	Collaborate with specialists to develop and implement a flood resilience plan including smart growth approaches, specific land-use policies, and a process to audit, update, and revise the City's plans, policies, and regulations.	1st Year and on-going	✓	✓	✓	✓	\$ 50,000	to be determined	Reduced flooding, improved infrastructure	Professional Consulting Services, Goshen Comprehensive Plan 2025, C-10, C-11, NE-1, NE2, NE 3, NE-5, NE-6
			6.9	Preserve, enhance, and acquire existing floodplain	On-going	✓	✓	✓	✓	as appropriate, to be determined	as appropriate, to be determined	Reduced flooding, improved infrastructure	



STRATEGY #7

TREE CANOPY

The sugar maple has thrived in the Goshen area, but Goshen will increasingly be on the southern fringe of this tree's ideal habitat as climate changes

The 2019 Goshen Urban Tree Canopy Goal will increase our urban forest from twenty-two percent coverage (2013 data) to forty-five percent by 2045. Urban forest management will care for this increasing population of trees to improve the built environment. Additionally, the City intends to diversify tree species in order to reflect the changing migratory patterns of trees in the Goshen region due to a changing climate. An example of this is the sugar maple. This tree species has thrived in the Goshen area, but Goshen will increasingly be on the southern fringe of this tree's ideal habitat as the climate changes.

Adopting policies and practices to support the canopy goal on City-owned property can have a two-fold impact on our Climate Action Plan and the emissions it seeks to reduce. First, increased tree canopy can directly reduce emissions by lowering energy consumption, especially in summer months when air-conditioning is employed. Trees can also reduce winter heating needs by blocking freezing windchills. Goshen's public tree inventory calculates that public trees saved \$408,000 in energy consumption costs in 2020. Additionally, tree canopy captures significant amounts of precipitation, keeping more than 16 million gallons of stormwater (2020) out of our sewer system, some of which would be treated, causing the release of emissions. Secondly, trees offset greenhouse gases: by sequestering greenhouse gases, trees allow the City to deduct emissions from the total gases that are released into the

atmosphere. Greenhouse gas emissions are a product of the activities that support Goshen's essential services. The City cannot realistically achieve Net Zero Emissions by 2035 without offsetting some of those emissions. Our inventoried public trees (roughly 14,000) offset 1207 MTCO₂e in 2020 – 80 percent of 2019 Goshen City government-operated vehicle emissions (1505 MTCO₂e). This is a significant contribution to our overall goal of achieving zero emissions. As the City leads the canopy goal effort toward 45 percent city-wide, we can continue to plant and

care for trees to increase the important emissions offset which they contribute.

Achieving 45% canopy will require substantial planting in private property beyond the jurisdiction of the City. Nevertheless, the City will need to play its part in planting trees where feasible. With potential state-level legislation, a growing issue is continued crowding of rights-of-way with various underground infrastructure (water, sewer, gas, electricity, telecom). Such crowding becomes prohibitive for trees and other green infrastructure. This is an issue which the

SNOWY OWL LIKE THE ONE THAT VISITED THE GOSHEN AIRPORT IN DECEMBER 2020.



TREE CANOPY


City may need to address in order to accomplish the aims of the Canopy Goal.

It is important to recognize that while an increase in tree canopy will provide substantial benefits, there is also some increase in cost. More trees will produce

more leaves and debris over the years. Goshen residents have an important opportunity to assist the City toward the combined goals of the Canopy Goal and the Climate Action Plan by willingly adopting a culture of on-site leaf management (mulching,

composting, etc) where possible, as well as woody debris management. Doing so will reduce the labor and emissions associated with this task. The City can engage the community on this and other related Canopy issues.

STRATEGY # 7 TREE CANOPY

Resource Conservation & Land Management		Co-Benefits						Suggested Responsibility	Initial Investment	Additional Annual Investment	Annual Savings	Related Community Plans	
Emissions Category	Target Goals	Action #	Actionable Items (not all-inclusive)	Review Timeline	Reduce GHG	Improve Quality of Life & Workplace	Improve Wildlife Habitat						Improve Water Quality
Urban Forestry 	Urban Forestry - Increase the Tree Canopy to 45% by 2045.	7.1	Develop an internal policy to protect current city-owned forests.	1st Year	✓	✓	✓	✓	✓	Discussion as a part of flood resilience plan development	Community benefits in stormwater retention, lower energy costs, improved quality of life, lower ambient temperatures.	Goshen Comprehensive Plan 2025, NE-4; Maintain, grow and promote Goshen's urban forest program. Goshen Parks Master Plan 2019-2023, Urban Forestry Division. Goshen Urban Tree Canopy Goal 2019	
		7.2	Update Urban Tree Canopy Assessment every five years to track progress toward 45% goal and to monitor the integrity of existing forested land. Maintain public tree inventory.	1st Year	✓	✓	✓	✓	✓	\$ 15,000			3,000.00
		7.3	Collaborate with landowners, promote long-term protection of forested land.	1st Year	✓	✓	✓	✓	✓	✓			Environmental Resilience Staff Time
		7.4	Identify, map, and grade city-owned forested land.	1st - 2nd Year	✓	✓	✓	✓	✓	✓			Environmental Resilience Staff Time
		7.5	Identify needs and opportunities to increase acreage of forested land.	On-going	✓	✓	✓	✓	✓	✓			to be determined
		7.6	Update the tree ordinance including policy in support of the canopy goal.	1st Year	✓	✓	✓	✓	✓	✓			Can be done as part of flood resilience plan development.

STRATEGY #8

SUSTAINABLE ENERGY

By making investments in green energy, the City can develop greater energy independence and offset a portion of its own emissions.

Developing the City's own sustainable energy source will be an important component to attaining some energy independence from both the purchase and delivery of energy through market fluctuation and long-term increases in the cost of that energy. By making sustainable energy investments, the City can develop greater energy independence and offset a portion of its own emissions.


Currently, the City acquires over 99% of its energy from NIPSCO. NIPSCO is aggressively working toward generating sixty-five (65) percent of its electricity from renewable sources by

2028. Solar has become cost-effective and NIPSCO is currently interested in making large investments in clean energy sources. The City's government operations could meet its electricity needs with the addition of approximately 5.5 megawatts of energy generation if that electricity could be net metered. Given the current regulatory environment and the cost-benefit of large solar installations, is now a favorable time to invest in energy infrastructure.

The City could also look to develop community partners in the shared investment of energy projects.





Sustainable Energy		Co-Benefits				Related Community Plans						
Emissions Category Energy Investments for a more Sustainable Community 	Target Goals	Evaluate options for developing local, sustainable energy supply to increase energy independence and reduce emissions.	Reduce GHG	Improve Quality of Life & Workplace	Improve Wildlife Habitat	Improve Water Quality	Improve Government Resilience	Suggested Responsibility Engineering with assistance from Facility Managers and Environmental Resilience	Initial Investment Cost and return on investment to be determined. Many large solar investments are becoming an 8-10 year payoff.	Additional Annual Investment Staff time	Annual Savings Staff Time	Goshen Comprehensive Plan 2025 - NE-8: Encourage sustainable living and business practices
	Action #	8.1	✓	✓	✓	✓	✓					
	Actionable Items (not all-inclusive)	Based on available solar footprint and energy consumption, identify buildings and properties that could be used for renewable energy installation. Develop a cost-benefit analysis for best scenario properties that can be used as a starting point if funding is available. 8.2 Develop a 5-year plan to incorporate energy generation at select sites. 8.3 Evaluate Investing public funds in local renewable energy projects	Review Timeline 2nd year - Review Annually 2nd Year 3rd Year	✓	✓	✓	✓					

STRATEGY #9

EDUCATION

The question will be, are we willing to form a different view and establish new practices to save money, reduce energy consumption, and reduce emissions?

Effective employee education is vital to the City's success in meeting emissions reduction targets. Many of the policies and behaviors that will reduce emissions are not currently a part of American cultural norms. The program's success depends on employees' and leaders' ability to objectively look at policies and practices with a critical eye and separate norms from factual information to determine best practices that both get the job done and are good for the environment, which sustains our community.

For example, many can probably agree, given adequate information, that lawn care practices which resemble vacuuming and cleaning a living room are not healthy for the living things in

and visitors to the lawn. The question will be, are we willing to form a different view and establish new practices to save money, reduce energy consumption, and reduce emissions?

Emissions reduction is often a solitary job with one small success by one individual employee at a time. That makes it critical for every employee to understand why their participation in this Climate Action Plan is necessary to achieve emissions reductions. It will be the efforts of many people that equate to success. As we are willing to try new things, take the small steps, and then work into larger ones, the City will succeed.

WASTEWATER TREATMENT TOUR



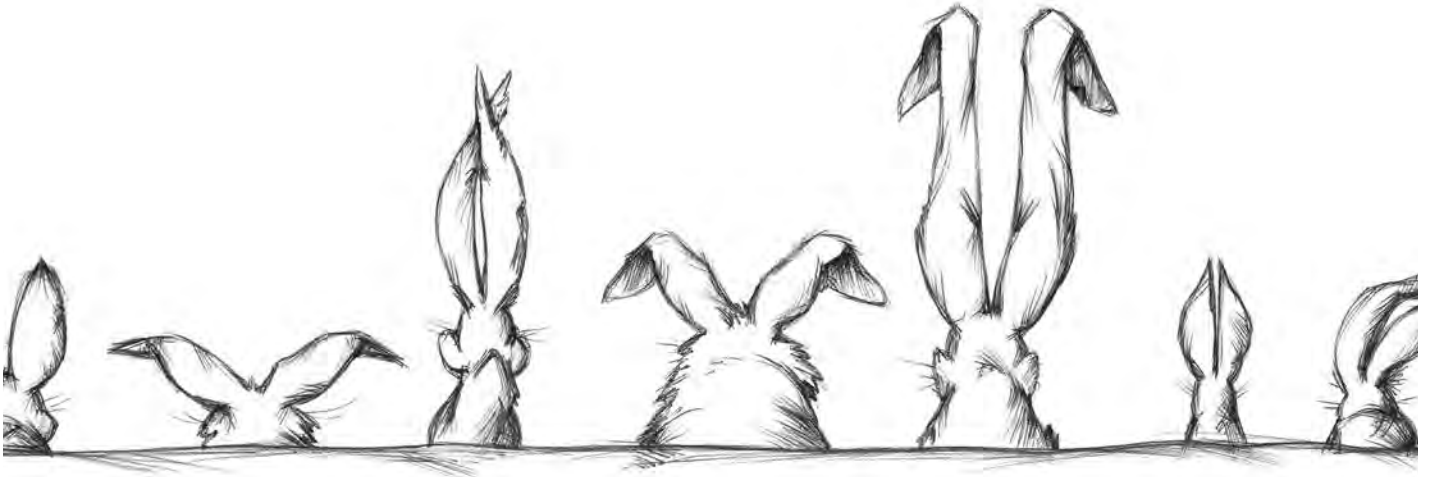


STRATEGY # 9 EDUCATION

Emissions Category	Target Goals	Action #	Actionable Items (not all-inclusive)	Review Timeline	Co-Benefits	Suggested Responsibility	Initial Investment	Additional Annual Investment	Annual Savings	Related Community Plans
Education 	Develop eco-literacy across all city staff. Work to ensure employees can identify emissions reduction strategies and their benefits.	9.1	Develop and implement employee training on green infrastructure, low-impact development, climate action mitigation, and adaptation practices. Implement pre and post surveys, when possible.	1st Year and on-going	Reduce GHG	Improve Quality of Life & Workplace	Staff time	\$1,500	Employee Development	Goshen Comprehensive Plan 2025, C-5: Expand Opportunities for lifelong learning
		9.2	Include front line employees in problem solving processes involving reduction of GHG and development and implementation of mitigative practices.	1st Year and on-going	Improve Wildlife Habitat	Environmental Resilience with assistance and participation from all Departments	0	0	Employee Development	
		9.3	When appropriate, provide flexible hours to allow employees to participate in other environmental education programs, such as Indiana Master Naturalists, Master Gardeners, Tree Stewards, etc. Create guiding policy on what kinds of education are sanctioned.	1st Year	Improve Water Quality	0	0	Employee Development		
		9.4	Continue employee newsletters promoting environmental and climate awareness. Develop other media sources (video) for internal awareness raising.	1st Year and on-going	Improve Government Resilience	0	0	Employee Development		

EQUITY

Climate change will impact all of us in Goshen, but it will especially affect those already the most vulnerable and underserved.



One of the most important aspects and outcomes of creating and following a climate action plan is equity.

Equity is a term that sounds a lot like “equality” and certainly has a similar aim, but equity has to do with the structures and systems that allow equality to either flourish or fail. An oversimplified example might be to imagine that all the households in Goshen are allocated an equal amount of clean water each day – this sounds fair; but there is an equity problem because not all households have the same number of residents, meaning that some people actually receive more clean water and some receive less. Of course, we intend to solve this problem by allowing each household to pay an equal rate for as much water as they need. What if there is an equity issue regarding the funds necessary to pay for equal access to clean water?

Our government operations climate action plan seeks to move us towards equity – that is, towards operations that benefit all people in an equitable fashion. That’s a really high bar, and just like many of the goals in this plan, equity will not be

met quickly or necessarily with ease. This is in part because we are used to thinking about “equal” – which is a lot easier to measure and distribute than equity. Equity means putting the resources where they are most needed, which does not always mean equal distribution. For example, flood relief funds should go to those who experience flood damage, not to those who are high and dry.

How might a focus on equity within the context of this climate action plan change the nature of our government operations? If cost savings and reduction in greenhouse gas emissions are the metrics of success for our plan, then equity – an appropriate distribution of resources – should become an instinctive partner in working toward that success. In fact, there are ways in which we do this instinctively already – sharing equipment, sharing work hours, sharing funds, even sharing sick hours. We should understand that reducing our energy consumption, for instance, is part of what it means to equitably distribute resources appropriately: energy which we don’t use saves us money; the money can be used effectively for some

other service; the energy can be used effectively for some other service; the other service benefits a broader swath of our public in incremental (but accumulative) ways; the service itself can be targeted equitably, brought to residents whose need is greatest; the reduced emissions from lower energy consumption incrementally (and accumulatively) reduce the impacts of climate change, in Goshen and far away, which further conserves an array of resources, which can be equitably allocated.

Climate change will impact all of us in Goshen, but it will especially affect those already the most vulnerable and underserved – the people for whom equity matters most. At its heart, responding to climate change is about equity. The essential mission of the City is to serve our residents well. This climate action plan will help us do so by allocating our resources in an increasingly equitable manner to offer optimal services that build quality of life for all of us.