

REGULAR MEETING

Monday, July 16, 1951
6:30 P. M., CST

The Common Council of the City of Indianapolis met in the Council Chamber at the City Hall, Monday, July 16, 1951, at 6:30 P. M., CST, in regular session. President Emhardt in the chair.

The Clerk called the roll.

Present: Mr. Bright, Mr. Ehlers, Mr. Jameson, Mr. Lupear, Mr. Ross, Mr. Seidensticker, Mr. Wallace, Mr. Wicker, President Emhardt.

The reading of the Journal for the previous meeting was dispensed with on motion of Mr. Ross, seconded by Mr. Ehlers.

COMMUNICATIONS FROM THE MAYOR

July 3, 1951

TO THE HONORABLE PRESIDENT AND MEMBERS OF THE
COMMON COUNCIL OF THE CITY OF INDIANAPOLIS
Gentlemen:

I have this day approved with my signature and delivered to the City Clerk, Mr. Richard G. Stewart, the following ordinances:

GENERAL ORDINANCE NO. 60, 1951

An ordinance authorizing the Board of Public Safety to purchase through its duly authorized Purchasing Agent, certain equipment to be paid for out of funds heretofore appropriated, and fixing a time when the same shall take effect.

GENERAL ORDINANCE NO. 61, 1951

An ordinance regulating the parking of vehicles upon certain parts of certain streets in the City of Indianapolis, providing a penalty for the violation thereof and fixing a time when the same shall take effect.

GENERAL ORDINANCE NO. 62, 1951

An ordinance to amend Section 44 of General Ordinance No. 96-1928, as amended, to establish certain parts of certain streets as preferential streets in the City of Indianapolis.

GENERAL ORDINANCE NO. 63, 1951

An ordinance to amend General Ordinance No. 9, 1925 (as amended), known as the Official Thoroughfare Plan of the City of Indianapolis, and fixing a time when the same shall take effect.

GENERAL ORDINANCE NO. 64, 1951

An ordinance to amend General Ordinance No. 9, 1925 (as amended), known as the Official Thoroughfare Plan of the City of Indianapolis, and fixing a time when the same shall take effect.

GENERAL ORDINANCE NO. 65, 1951

An ordinance to amend General Ordinance No. 104, 1950 (as amended), commonly known as the Zoning Ordinance of the City of Indianapolis, Indiana, and fixing a time when the same shall take effect.

GENERAL ORDINANCE NO. 66, 1951

An ordinance to amend General Ordinance No. 104, 1950 (as amended), commonly known as the Zoning Ordinance of the City of Indianapolis, Indiana, and fixing a time when the same shall take effect.

GENERAL ORDINANCE NO. 67, 1951

An ordinance to amend General Ordinance No. 104, 1950 (as amended), commonly known as the Zoning Ordinance of the City of Indianapolis, Indiana, and fixing a time when the same shall take effect.

GENERAL ORDINANCE NO. 68, 1951

An ordinance to amend General Ordinance No. 104, 1950 (as amended), commonly known as the Zoning Ordinance of the City of Indianapolis, Indiana, and fixing a time when the same shall take effect.

GENERAL ORDINANCE NO. 70, 1951, AS AMENDED

An ordinance regulating the parking of vehicles upon a certain street in the City of Indianapolis; providing a penalty for the violation thereof; and fixing a time when the same shall take effect.

GENERAL ORDINANCE NO. 71, 1951

An ordinance regulating parking of vehicles on certain parts of certain streets in the City of Indianapolis, Indiana, and providing a penalty for the violation thereof, and fixing a time when the same shall take effect.

GENERAL ORDINANCE NO. 72, 1951

An ordinance to amend a certain section of General Ordinance No. 56, 1951, so as to provide for forty-five degree (45°) angle parking in certain areas where parking meters are to be installed under General Ordinance No. 56, 1951, and fixing a time when the same shall take effect.

GENERAL ORDINANCE NO. 73, 1951

An ordinance authorizing the City of Indianapolis to make a temporary loan in the amount of One Hundred Thousand (\$100,000.00) Dollars, for the use of the Board of Trustees of the Indianapolis Police Pension Fund of the City of Indianapolis, in anticipation of and payable out of the current taxes for the

Indianapolis Police Pension Fund actually levied for said fund, and in the course of collection for the fiscal year in which said loan is made payable; and fixing a time when the same shall take effect.

GENERAL ORDINANCE NO. 74, 1951

An ordinance authorizing the City Controller of the City of Indianapolis to make a temporary loan in the sum of One Million One Hundred Thousand Dollars (\$1,100,000.00) for the use of the General Fund of the City of Indianapolis, in anticipation of current taxes of the City of Indianapolis actually levied and in the course of collection in the fiscal year in which said loan is made payable; providing for the interest to be charged therefor; providing for legal notice and the time when said loan shall mature; and fixing a time when the same shall take effect.

GENERAL ORDINANCE NO. 75, 1951

An ordinance establishing a certain passenger and/or loading zone in the City of Indianapolis, pursuant to the provisions of Section 26 of General Ordinance No. 96, 1928, as amended; and fixing a time when the same shall take effect.

GENERAL ORDINANCE NO. 76, 1951

An ordinance regulating parking of vehicles on certain parts of a certain street in the City of Indianapolis, providing a penalty for any violation thereof, and fixing a time when the same shall take effect.

Respectfully,

PHILLIP L. BAYT,
Mayor

COMMUNICATIONS FROM CITY OFFICIALS

July 16, 1951

To the Honorable President and Members
of the Common Council of the
City of Indianapolis

Gentlemen:

In Re: General Ordinances Nos. 61, 62, 63, 64, 65, 66, 67,
68, 70, 71, 72, 76, 1951

I hereby report that pursuant to the laws of the State of Indiana, I
caused publication to be inserted in the following newspapers,

G. O. Nos. 61, 62, 63, 64, 65, 66, 67, 68, 70, 71, 72, 76, 1951
—Friday, July 6 and July 13, 1951—The Indianapolis
Commercial and The Marion County Messenger.

and that said ordinances are in full force and effect from and after
the last date of publication and compliance with any laws pertaining
thereto.

Sincerely yours,

RICHARD G. STEWART
City Clerk

July 16, 1951

Honorable President and Members
of the Common Council of the
City of Indianapolis, Indiana

Gentlemen:

In Re: General Ordinance No. 83, 1951

Submitted herewith are twenty-one copies of a proposed ordinance
to amend Section 2 of General Ordinance No. 60, 1939, as amended,
restricting the use of certain streets in the City of Indianapolis, and

repealing General Ordinance No. 66, 1940 and General Ordinance No. 92, 1941.

I recommend passage of this ordinance.

Cordially yours,
PHILLIP L. BAYT,
Mayor

July 16, 1951

Honorable President and Members
of the Common Council of the
City of Indianapolis, Indiana

Gentlemen:

In Re: General Ordinance No. 84, 1951

Submitted herewith are twenty-one copies of a proposed ordinance amending Sections 15 and 16 of General Ordinance No. 96, 1928, as amended, fixing pedestrian rights and duties.

I recommend passage of this ordinance.

Cordially yours,

PHILLIP L. BAYT,
Mayor

July 14, 1951

The President and Members of the Common Council
Indianapolis, Indiana

Gentlemen:

In Re: General Ordinance No. 85. 1951

Respectfully request that General Ordinance number 96 be amended to make New York Street one-way to Arsenal Avenue. That Highland Avenue be restored to a two-way street from New York to Michigan Streets.

July 16, 1951]

City of Indianapolis, Ind.

523

This change will relieve traffic congestion at Highland Avenue and New York Street.

Respectfully

FRANK GALLAGHER
Traffic Engineer

July 16, 1951

Honorable President and Members
of the Common Council,
City of Indianapolis

Gentlemen:

We submit herewith General Ordinance No. 86, 1951.

This Ordinance abolishes the taxicab stand at the southeast corner of Virginia Avenue and South Pennsylvania Street.

We respectfully request its passage.

Yours very truly,

BOARD OF PUBLIC SAFETY
L. J. Keach, President

July 16, 1951

Honorable President and Members
of the Common Council
City of Indianapolis

Gentlemen:

We submit herewith General Ordinance No. 87, 1951.

This Ordinance establishes a Loading Zone at 235 Virginia Avenue, Cook Brothers, Inc.

We respectfully request its passage.

Yours very truly,

BOARD OF PUBLIC SAFETY
L. J. Keach, President

July 16, 1951

Honorable President and Members
of the Common Council
Indianapolis, Indiana

Gentlemen:

We submit herewith General Ordinance No. 88, 1951.

This Ordinance makes West 25th Street one-way west bound from
Capitol Avenue to Boulevard Place.

We respectfully request its passage.

Yours very truly,

BOARD OF PUBLIC SAFETY
L. J. Keach, President

July 16, 1951

Honorable President and Members
of the Common Council
City of Indianapolis

Gentlemen:

We submit herewith General Ordinance No. 89, 1951.

This Ordinance prohibits parking on both sides of New York
Street from West Street to Emerson Avenue between the hours of
7 a. m. and 9 a. m., and from 4 p. m. to 6 p. m., excepting Sundays and
holidays.

Yours very truly,

BOARD OF PUBLIC SAFETY
L. J. Keach, President

July 16, 1951]

City of Indianapolis, Ind.

525

July 11, 1951

To the President and Members
of the Common Council of the
City of Indianapolis, Indiana

Gentlemen:

Submitted herewith is Special Ordinance No. 7, 1951 covering the territory desired to be annexed to the City of Indianapolis by virtue of petition filed in this office on July 6, 1951 pursuant to Section 1, Chapter 216 of the Acts of the Indiana General Assembly of the year 1949.

Sincerely yours,

RICHARD G. STEWART
City Clerk

July 16, 1951

Honorable President and Members
of the Common Council
City of Indianapolis

Gentlemen:

We submit herewith Special Ordinance No. 8, 1951.

This Ordinance requests authority to have appraised and offered for sale the property of the Fire Department now occupied by House No. 30 at New Jersey and South Streets.

We respectfully request its passage.

Yours very truly,

BOARD OF PUBLIC SAFETY
L. J. Keach, President

July 16, 1951

To the Members of the Common Council
of the City of Indianapolis, Indiana

Gentlemen:

Attached hereto are twenty-two (22) copies of Resolution No. 11, 1951, which ratifies, confirms and approves a certain permit granted by the Board of Public Works by its written order on July 16, 1951, to Indianapolis Railways, Incorporated, pertaining to the use by said Company of a portion of Emerson Avenue in said City for the operation of trackless trolley cars. This permit was issued in connection with the one-way street program of the City. It is respectfully recommended that this Resolution be passed.

Very truly yours,

BOARD OF PUBLIC WORKS
Henry Mueller, Exec. Secretary

At this time those present were given an opportunity to be heard on General Ordinances Nos. 69, 77, 78, 79, 80, 81, 82, Resolution No. 10, 1951.

Mr. Lupear asked for recess. The motion was seconded by Mr. Seidensticker, and the Council recessed at 7:45 P. M., CST.

The Council reconvened at 8:25 P. M., CST, with the same members present as before.

COMMITTEE REPORTS

Indianapolis, Ind., July 16, 1951

To the President and Members of the Common Council
of the City of Indianapolis, Indiana

Gentlemen:

We, your Committee on Public Works to whom was referred General Ordinance No. 81, 1951, entitled

AN ORDINANCE establishing one way streets from 8 A. M. to 7 P. M. on parts of Bird Street, Chesapeake St., & Hudson Street

beg leave to report that we have had said ordinance under consideration, and recommend that the same be passed, as amended.

JOSEPH C. WALLACE, Chairman
GUY O. ROSS
GEORGE S. LUPEAR
JOSEPH E. BRIGHT
DONALD B. JAMESON

Indianapolis, Ind., July 16, 1951

To the President and Members of the Common Council
of the City of Indianapolis, Indiana

Gentlemen:

We, your Committee on Public Works to whom was referred Resolution No. 10, 1951, entitled

A RESOLUTION authorizing the discontinuance of street car service on Illinois St. and the substitution of trackless trolleys and authorizing the use of parts of certain streets for the Illinois Street Line; Riverside-South Meridian Line; Northwestern Line; South East Street, Prospect Street and English Avenue Lines

beg leave to report that we have had said ordinance under consideration, and recommend that the same be passed.

JOSEPH C. WALLACE, Chairman
GUY O. ROSS
GEORGE S. LUPEAR
JOSEPH E. BRIGHT
DONALD B. JAMESON

Indianapolis, Ind., July 16, 1951

To the President and Members of the Common Council
of the City of Indianapolis, Indiana

Gentlemen:

We, your Committee on Public Safety to whom was referred General Ordinance No. 79, 1951, entitled

AN ORDINANCE prohibiting parking at any time on the so. side of Morris St. from Union St. to Madison Avenue; on the east side of N. Keystone from 38th St. so. to the first alley so. of 38th St.; on the so. side of Wyoming St. from Virginia Ave. to Wright St.; no parking from 7 to 9 A. M. and 4 to 6 P. M. on the west side of South East St. from Sanders St. to Orange St.

beg leave to report that we have had said ordinance under consideration, and recommend that the same be passed.

GUY O. ROSS, Chairman
JOSEPH A. WICKER
JOSEPH C. WALLACE
CHARLES P. EHLERS
JOSEPH E. BRIGHT

Indianapolis, Ind., July 16, 1951

To the President and Members of the Common Council
of the City of Indianapolis, Indiana

Gentlemen:

We, your Committee on Public Safety to whom was referred General Ordinance No. 80, 1951, entitled

AN ORDINANCE establishing a loading zone (American Hardware & Supply Co., 1018 Virginia Ave.)

beg leave to report that we have had said ordinance under consideration, and recommend that the same be passed.

GUY. O. ROSS, Chairman
JOSEPH A. WICKER
JOSEPH C. WALLACE
CHARLES P. EHLERS
JOSEPH E. BRIGHT

Indianapolis, Ind., July 16, 1951

To the President and Members of the Common Council
of the City of Indianapolis, Indiana

Gentlemen:

We, your Committee on Public Health to whom was referred General Ordinance No. 78, 1951, entitled

AN ORDINANCE prohibiting longer than 1½ hr. parking between 7 A. M. and 6 P. M., except Sundays and Holidays, on the south side of 34th St. from Pennsylvania to Central Avenue

beg leave to report that we have had said ordinance under consideration, and recommend that the same be passed.

J. PORTER SEIDENSTICKER
Chairman
GEORGE S. LUPEAR
JOSEPH A. WICKER
CHARLES P. EHLERS
DONALD B. JAMESON

Indianapolis, Ind., July 16, 1951

To the President and Members of the Common Council
of the City of Indianapolis, Indiana

Gentlemen:

We, your Committee on Public Parks to whom was referred General Ordinance No. 77, 1951, entitled

AN ORDINANCE establishing a loading zone (National Plumbing and Heating Supply Co., 320-326 N. Capitol)

beg leave to report that we have had said ordinance under consideration, and recommend that the same be passed.

GEORGE S. LUPEAR, Chairman
GUY O. ROSS
JOSEPH C. WALLACE
DONALD B. JAMESON

INTRODUCTION OF GENERAL ORDINANCES

By the Acting Mayor:

GENERAL ORDINANCE NO. 83, 1951

AN ORDINANCE to amend Section 2 of General Ordinance No. 60, 1939, as amended, repealing certain ordinances and fixing a time when the same shall take effect.

BE IT ORDAINED BY THE COMMON COUNCIL OF THE CITY OF INDIANAPOLIS, INDIANA:

Section 1. That Section 2 of General Ordinance No. 60, 1939, be and the same is hereby amended to read as follows:

“Section 2. That all motor vehicles except passenger vehicles, motor buses and trackless trolleys devoted to the transportation of passengers for hire; motor cycles or motor scooters properly equipped with mufflers; motor trucks not to exceed a weight limit as fixed by Acts of the General Assembly of Indiana, 1949, Ch. 258, Sec. 3, classification No. 3 thereof, excepting therefrom trucks used for the transportation of livestock, tractors with trailer attached, trucks used for the hauling of coal, oil or gravel, and trucks of an overall length of 30 feet are hereby prohibited from the following streets of the City of Indianapolis, to-wit:

- (a) Illinois Street from Fortieth Street north to the city limits;
- (b) Union Street, from Merrill Street to Adler Street;
- (c) College Avenue, from Ninth Street north to the city limits;
- (d) Central Avenue, from Fort Wayne Avenue north to the city limits;
- (e) Capitol Avenue, from 16th Street north to the city limits;
- (f) Pennsylvania Street from 16th Street north to the city limits;
- (g) Boulevard Place, from Maple Road, north to the city limits;
- (h) Broadway Street, from Maple Road north to the city limits;
- (i) 10th Street from 150 feet east of Arlington to Emerson;
- (j) Arlington Avenue from 10th Street to Brookville Road;
- (k) Ritter Avenue, from 10th Street to Washington Street;
- (l) Roosevelt Avenue, from Hillside Avenue to Sherman Drive;
- (m) Brookside Avenue, from 10th Street to Parker Avenue;
- (n) 20th Street from Parker Avenue to Olney Street;

Provided, however, that motor vehicle trucks of the classifications herein prohibited, making deliveries may enter and use the streets described in this section for one (1) block for the purpose of making such local delivery."

Section 2. That General Ordinance No. 66, 1940 and General Ordinance No. 92, 1941, be and the same are hereby repealed.

Section 3. This ordinance shall be in full force and effect from and after its passage, approval by the Mayor and publication according to law.

Which was read for the first time and referred to the Committee on Public Works.

By the Acting Mayor:

GENERAL ORDINANCE NO. 84, 1951

AN ORDINANCE to amend Sec. 15 and 16 of General Ordinance No. 96, 1928, as amended, fixing pedestrian rights and duties, and fixing a time when the same shall take effect.

BE IT ORDAINED BY THE COMMON COUNCIL OF THE CITY OF INDIANAPOLIS, INDIANA:

Section 1. That Sec. 15, G. O. 96, 1928, as amended, be and the same is hereby amended to read as follows:

“Section 15. To provide for the public safety and the joint use of highways by pedestrians and motor vehicles, the following rights and duties are hereby fixed:

(a) Pedestrians right-of-way:

The operator of any motor vehicles or street car or trolley bus, shall yield the right-of-way to a pedestrian crossing the roadway within any marked crosswalk or within any unmarked crosswalk at the end of a block, except at intersections where movement of traffic is being regulated by police officers or traffic control signals, or pedestrian control signals, or at any point where a pedestrian tunnel or overhead crossing has been provided; but at all other places a pedestrian having lawfully started across a street at an intersection shall have the right-of-way until such pedestrian has proceeded to the opposite side of a street, or the nearest point of safety.

(b) Whenever any vehicles has stopped at a marked or unmarked crosswalk, or at any intersection to permit a

pedestrian to cross the roadway, it shall be unlawful for the operator of any other vehicle approaching from the rear to pass such stopped vehicle.

(c) Every pedestrian crossing a roadway at any point other than within a marked or unmarked crosswalk shall yield the right-of-way to vehicles upon the roadway, provided, that this provision shall not relieve the driver of a vehicle from the duty to exercise due care for the safety of pedestrians.

(d) It shall be unlawful for any pedestrian to cross the roadway at or within the congested district or districts hereinafter fixed by ordinance in a diagonal direction or in any other manner than is specifically provided in this ordinance."

"Section 16. Pedestrians Rights and Duties at Controlled Intersections:

(a) On streets where traffic at intersections is controlled by traffic control signals or by police officers or school guards, pedestrians shall not cross a roadway, or intersection against a red or "STOP" or "DON'T WALK" signal. A pedestrian crossing or starting to cross any such crosswalk on a green or "GO" or "WALK" signal shall have the right-of-way over all vehicles, street cars and trolley buses, including those making turns, until such pedestrian has reached the opposite curb or safety zone, and it shall be unlawful for the operator of any vehicle, street car or trolley bus to fail to yield the right-of-way to such pedestrian.

(b) On all streets within the congested district or districts, as defined by this ordinance, or hereinafter created by ordinance where traffic at intersections is controlled by traffic control signals or by police officers, pedestrians shall not cross the roadway or street between such controlled intersections except at a marked or unmarked crosswalk."

Section 2. This ordinance shall be in full force and effect from and after its passage, approval by the Mayor and publication according to law.

Which was read for the first time and referred to the Committee on Public Works.

By the Traffic Engineer:

GENERAL ORDINANCE NO. 85, 1951

AN ORDINANCE to amend sub-sections (A) and (I) of Section 1 of General Ordinance No. 33, 1951, as amended, extending New York Street east as a one way street, extending the same from Highland Avenue to Arsenal Avenue, creating a new one-way street at Arsenal Avenue, and abolishing another one-way street, Highland Avenue, and providing a time when the same shall take effect.

BE IT ORDAINED BY THE COMMON COUNCIL OF THE CITY OF INDIANAPOLIS, INDIANA:

Section 1. That sub-sections (A) and (I) of Section 1 of General Ordinance No. 33, 1951, as amended, be amended to read as follows, to-wit:

“Section 1. There are hereby created and established the following additional one way streets in the City of Indianapolis, and Section 45 of General Ordinance No. 96, 1928, as amended, is hereby amended and supplemented by adding thereto said additional one way streets.

(A) New York Street from the east curb line of White River Parkway, East Drive, to the west curb line of Arsenal Avenue; on which street vehicular traffic shall move east bound only.

(I) North Arsenal Avenue from the north curb line of East New York Street to the south curb line of East Michigan Street; on which street or avenue vehicular traffic shall move north bound only.”

Section 2. The effect of this ordinance shall be to extend New York Street as a one-way street eastbound from Highland Avenue to Arsenal Avenue; to restore Highland Avenue as a dual traffic street and to create Arsenal Avenue as a one-way street with traffic moving northbound only.

Section 3. This ordinance shall be in full force and effect from and after its passage, approval by the Mayor and publication as by law required, and the posting of signs and signals indicating said portions of streets as "one way" streets and shall be subject as to violations of said use to the penalties provided under the penalty section of G. O. No. 96, of 1928, the basic traffic ordinance of the City of Indianapolis.

Which was read for the first time and referred to the Committee on Finance.

By the Board of Public Safety:

GENERAL ORDINANCE NO. 86, 1951

AN ORDINANCE abolishing a certain taxicab stand located in the City of Indianapolis, Indiana, and fixing a time when the same shall take effect.

BE IT ORDAINED BY THE COMMON COUNCIL OF THE CITY OF INDIANAPOLIS, INDIANA:

Section 1. That the following taxicab stand heretofore created be and the same is hereby abolished to-wit:

The taxicab stand at the southeast corner of Virginia Avenue and South Pennsylvania Street.

Section 2. This ordinance shall be in full force and effect from and after its passage and approval by the Mayor.

Which was read for the first time and referred to the Committee on Public Safety.

By the Board of Public Safety:

GENERAL ORDINANCE NO. 87, 1951

AN ORDINANCE establishing certain passenger and/or loading zones in the City of Indianapolis, pursuant to the provisions of Section 26 of General Ordinance No. 96, 1928, as amended, and fixing a time when the same shall take effect.

BE IT ORDAINED BY THE COMMON COUNCIL OF THE CITY OF INDIANAPOLIS, INDIANA:

Section 1. That for the purpose of providing the owners and occupants of certain premises fronting on certain public streets in the City of Indianapolis with ingress and egress for passengers, materials and merchandise coming to or going from such premises, such owners or occupants having complied with the provisions of Section 26, of General Ordinance No. 96, 1928, as amended, and the Board of Public Safety, after due investigation having recommended the establishment of the same, the following passenger and/or loading zone be and the same is hereby established in the City of Indianapolis, to-wit:

A loading zone beginning at a point 15 feet east of the west building line of 235 Virginia Avenue and extending 25 feet east on the south side of Virginia Avenue for the use and occupancy of the Cook Brothers, Inc., 235 Virginia Avenue.

Section 2. This ordinance shall be in full force and effect from and after its passage and approval by the Mayor.

Which was read for the first time and referred to the Committee on City Welfare.

By the Board of Public Safety:

GENERAL ORDINANCE NO. 88, 1951

AN ORDINANCE amending sub-section (c) of Section 45, General Ordinance No. 96, 1928, as amended, and fixing a time when the same shall take effect.

BE IT ORDAINED BY THE COMMON COUNCIL OF THE CITY OF INDIANAPOLIS, INDIANA:

Section 1. That sub-section (c) of Section 45, General Ordinance No. 96, 1928, as amended, be and the same is hereby amended to include and establish the following described part of a certain street of the City of Indianapolis, Indiana, designated as "one-way" street, as follows, to-wit:

West 25th Street one-way westbound from Capitol Avenue to Boulevard Place.

Section 2. This ordinance shall be in full force and effect from and after its passage, approval by the Mayor and publication according to law.

Which was read for the first time and referred to the Committee on Law and Judiciary.

By the Board of Public Safety:

GENERAL ORDINANCE NO. 89, 1951

AN ORDINANCE regulating parking of vehicles upon a certain part of a certain street in the City of Indianapolis, providing a penalty for the violation thereof and fixing a time when the same shall take effect.

BE IT ORDAINED BY THE COMMON COUNCIL OF THE CITY OF INDIANAPOLIS, INDIANA:

Section 1. It shall be unlawful for the owner or operator of any vehicle to park the same or suffer, permit or allow the same to be parked upon certain parts of a certain street in the City of Indianapolis, to-wit:

Both sides of New York Street from West Street to Emerson Avenue between the hours of 7 A.M. and 9 A.M., and from 4 P.M. to 6 P.M., excepting Sundays and holidays.

Section 2. Any person violating any of the provisions of this ordinance shall, upon conviction, be fined in any sum not exceeding Three Hundred Dollars (\$300.00), to which may be added imprisonment not exceeding one hundred eighty (180) days.

Section 3. This ordinance shall be in full force and effect from and after its passage, approval by the Mayor and publication according to law.

Which was read for the first time and referred to the Committee on Public Parks.

INTRODUCTION OF SPECIAL ORDINANCES

By the City Clerk:

SPECIAL ORDINANCE NO. 7, 1951

AN ORDINANCE annexing certain contiguous territory of the City of Indianapolis, and fixing a time when the same shall take effect.

BE IT ORDAINED BY THE COMMON COUNCIL OF THE CITY OF INDIANAPOLIS, INDIANA:

Section 1. That the City of Indianapolis, Indiana, be and the same is hereby extended so as to include the following described territory, which is hereby annexed to and made a part of the territory constituting the City of Indianapolis, Indiana, and described as follows, to-wit:

Beginning at a point one hundred (100) feet east of the east line of Primrose Avenue and on the north line of 54th Street and running thence east one hundred eighty-two (182) feet; thence north one hundred fifty (150) feet; thence west one hundred eighty-two (182) feet; thence south one hundred fifty (150) feet to the point of beginning.

Section 2. This ordinance shall be in full force and effect from and after its passage, approval by the Mayor, and publication according to law.

Which was read for the first time and referred to the Committee on Public Health.

By the Board of Public Safety:

SPECIAL ORDINANCE NO. 8, 1951

AN ORDINANCE, authorizing the Board of Public Safety of the City of Indianapolis, Indiana, through its duly authorized Purchasing Agent to sell certain real estate belonging to the City of Indianapolis and fixing a time when the same shall take effect.

WHEREAS, certain land owned by the City of Indianapolis, and heretofore used by the Board of Public Safety, and more particularly hereinafter described, is no longer needed by the City and is not being used by the Board of Public Safety of said City.

NOW, THEREFORE, BE IT ORDAINED BY THE COMMON COUNCIL OF THE CITY OF INDIANAPOLIS, INDIANA:

Section 1. That the Board of Public Safety of the City of Indianapolis, Indiana, through its duly authorized Purchasing Agent, be and the same is hereby authorized, directed and empowered to sell the following described real estate for cash to the highest bidder and for the amount equivalent to or above its duly appraised valuation, after the same has been appraised and advertised according to law, to-wit:

“Lot 6 and the south half or Lot 5, being a strip 33' 9” by parallel lines off the aforesaid south part of Lot 5 in the Yandes and Wilkins Subdivision of Square 100 of the City of Indianapolis, as per Plat thereof recorded in Plat Book P. Page 248, in the office of the Recorder of Marion County.”

Section 2. This ordinance shall be in full force and effect from and after its passage and approval by the Mayor.

Which was read for the first time and referred to the Committee on Finance.

INTRODUCTION OF RESOLUTIONS

By the Board of Public Works:

RESOLUTION NO. 11, 1951

A RESOLUTION, approving, confirming, and ratifying a certain permit granted by the Board of Public Works of the City of Indianapolis by its written order on July 16, 1951, to Indianapolis Railways, Incorporated, under and pursuant to the provisions of the agreement entered into by the City of Indianapolis and Indianapolis Railways, Incorporated, dated May 25, 1936, as amended and approved by General Ordinance No. 40, 1936:

WHEREAS, in the agreement between the City of Indianapolis and Indianapolis Railways, Incorporated, dated May 25, 1936, amended and approved by General Ordinance No. 40, 1936, said city granted to Indianapolis Railways, Incorporated, subject to the terms and conditions therein set forth, the right to erect and maintain poles, feeder lines, trolley wires and other structures necessary to the operation of trackless trolley cars on certain streets and parts of streets named and designated in said agreement, together with such other streets and parts of streets as may from time to time by the Board of Public Works by its written orders be permitted to be used by Indianapolis Railways, Incorporated, for the operation of trackless trolley cars, subject to approval of such permits by the Common Council, and to use such streets and parts of streets for transportation of passengers by means of trackless trolley cars; and

WHEREAS, pursuant to said provisions contained in said agreement, as amended and approved by said General Ordinance No. 40, 1936, for the use of additional streets and parts of streets by Indianapolis Railways, Incorporated, for said trackless trolley operation, under the terms and conditions of said agreement, the Board of Public Works did on July 16, 1951, subject to approval by the Common Council, by written order grant to Indianapolis Railways, Incorporated, the following permit contained in the following order, to-wit:

ORDER BY THE
BOARD OF PUBLIC WORKS
OF
THE CITY OF INDIANAPOLIS

ENTERED JULY 16, 1951

RE: PETITION OF INDIANAPOLIS RAILWAYS,
INCORPORATED, FOR APPROVAL OF USE
OF PART OF EMERSON AVENUE FOR
TRACKLESS TROLLEY OPERATION.

BE IT REMEMBERED That on July 16, 1951, the Board of Public Works of the City of Indianapolis, Indiana, considered the Petition of Indianapolis Railways, Incorporated, heretofore filed with the Board in the above-entitled matter, requesting the Board to authorize and approve the use of a portion of Emerson Avenue for the operation of trackless trolley cars in connection with a turning loop on Petitioner's East Washington Street line.

The Board having made its analysis and investigation of the facts alleged and of the requests contained in said Petition and being duly advised in the premises, now finds that it is in the public interest to authorize the Petitioner to use the aforesaid portion of said street for the operation of trackless trolley cars and service; that the operation of said loop will enable Petitioner to comply with certain requirements of General Ordinance No. 33, 1951, establishing certain additional one way streets in said City, will relieve traffic congestion on East Washington Street east of Emerson Avenue, and will improve service on Petitioner's East Washington line; and that said Petition should be granted.

IT IS THEREFORE HEREBY ORDERED That Indianapolis Railways, Incorporated, be, and hereby is, authorized and permitted to use for the operation of trackless trolley cars and service the following part of a street in said City:

Emerson Avenue, for a distance not to exceed three hundred (300) feet north of Washington Street.

and it is further authorized and permitted, for the purpose of such trackless trolley operation, to erect such poles, overhead wires and switches, and other structures on said streets as are necessary or

desirable for such operation, said construction and said operation of trackless trolley cars to be made and done under and pursuant to the terms and provisions of said agreement between the City of Indianapolis and Indianapolis Railways, Incorporated, dated May 25, 1936, and approved with amendments by General Ordinance No. 40, 1936, of the City of Indianapolis; Provided, however, that no portion of said streets shall be used for said construction or for said trackless trolley operation unless and until said use is approved by the Common Council of the City of Indianapolis, as required under the terms of said contract.

BOARD OF PUBLIC WORKS OF
THE CITY OF INDIANAPOLIS

By EDWARD A. GARDNER
CARL N. ANGST
MARTIN McDERMOTT
STANLEY S. FEEZLE

NOW, THEREFORE, BE IT RESOLVED BY THE COMMON
COUNCIL OF THE CITY OF INDIANAPOLIS, INDIANA:

That the Commoun Council does hereby in all things approve, confirm and ratify the permit granted on July 16, 1951, by the Board of Public Works to Indianapolis Railways, Incorporated, as contained in said order; Provided, that the use by Indianapolis Railways, Incorporated, of the portion of the street covered by said permit for the aforesaid purpose shall in all things be subject to, and in accordance with, all of the terms, conditions and provisions of the aforesaid agreement between the City of Indianapolis and Indianapolis Railways, Incorporated, dated May 25, 1936, as the same is amended and approved in said General Ordinance No. 40, 1936.

Which was read for the first time and referred to the Committee on Finance.

ORDINANCES ON SECOND READING

Mr. Wallace called for General Ordinance No. 81, 1951 for second reading. It was read a second time.

Mr. Wallace presented the following motion to amend General Ordinance No. 81, 1951:

Indianapolis, Ind., July 16, 1951

Mr. President:

I move that General Ordinance No. 81, 1951 be amended by striking out the words "from the hours of 8:00 A. M. to 7:00 P. M." where they appear in Section 1. (d) paragraph 1 in lines two and three thereof.

JOSEPH C. WALLACE, Councilman.

The motion was seconded by Mr. Ehlers and passed by the following roll call vote:

Ayes 9, viz: Mr. Bright, Mr. Ehlers, Mr. Jameson, Mr. Lupear, Mr. Ross, Mr. Seidensticker, Mr. Wallace, Mr. Wicker, President Emhardt.

On motion of Mr. Wallace, seconded by Mr. Ehlers, General Ordinance No. 81, 1951, As Amended was ordered engrossed, read a third time and placed upon its passage.

General Ordinance No. 81, 1951, As Amended was read a third time by the Clerk and passed by the following roll call vote:

Ayes 9, viz: Mr. Bright, Mr. Ehlers, Mr. Jameson, Mr. Lupear, Mr. Ross, Mr. Seidensticker, Mr. Wallace, Mr. Wicker, President Emhardt.

Mr. Wallace called for Resolution No. 10, 1951 for second reading. It was read a second time.

On motion of Mr. Wallace, seconded by Mr. Ehlers, Resolution No. 10, 1951 was ordered engrossed, read a third time and placed upon its passage.

Resolution No. 10, 1951 was read a third time by the Clerk and passed by the following roll call vote:

Ayes 9, viz: Mr. Bright, Mr. Ehlers, Mr. Jameson, Mr. Lupear, Mr. Ross, Mr. Seidensticker, Mr. Wallace, Mr. Wicker, President Emhardt.

Mr. Ross called for General Ordinance No. 79, 1951 for second reading. It was read a second time.

On motion of Mr. Ross, seconded by Mr. Ehlers, General Ordinance No. 79, 1951 was ordered engrossed, read a third time and placed upon its passage.

General Ordinance No. 79, 1951 was read a third time by the Clerk and passed by the following roll call vote:

Ayes 9, viz: Mr. Bright, Mr. Ehlers, Mr. Jameson, Mr. Lupear, Mr. Ross, Mr. Seidensticker, Mr. Wallace, Mr. Wicker, President Emhardt.

Mr. Ross called for General Ordinance No. 80, 1951 for second reading. It was read a second time.

On motion of Mr. Ross, seconded by Mr. Seidensticker, General Ordinance No. 80, 1951 was ordered engrossed, read a third time and placed upon its passage.

General Ordinance No. 80, 1951 was read a third time by the Clerk and passed by the following roll call vote:

Ayes 9, viz: Mr. Bright, Mr. Ehlers, Mr. Jameson, Mr. Lupear, Mr. Ross, Mr. Seidensticker, Mr. Wallace, Mr. Wicker, President Emhardt.

Mr. Seidensticker called for General Ordinance No. 78, 1951 for second reading. It was read a second time.

On motion of Mr. Seidensticker, seconded by Mr. Ehlers, General Ordinance No. 78, 1951 was ordered engrossed, read a third time and placed upon its passage.

General Ordinance No. 78, 1951 was read a third time by the Clerk and passed by the following roll call vote:

Ayes 9, viz: Mr. Bright, Mr. Ehlers, Mr. Jameson, Mr. Lupear, Mr. Ross, Mr. Seidensticker, Mr. Wallace, Mr. Wicker, President Emhardt.

Mr. Lupear called for General Ordinance No. 77, 1951 for second reading. It was read a second time.

On motion of Mr. Lupear, seconded by Mr. Seidensticker, General Ordinance No. 77, 1951 was ordered engrossed, read a third time and placed upon its passage.

General Ordinance No. 77, 1951 was read a third time by the Clerk and passed by the following roll call vote:

Ayes 7, viz: Mr. Ehlers, Mr. Jameson, Mr. Lupear, Mr. Ross, Mr. Seidensticker, Mr. Wallace, President Emhardt.

Noes 2, viz: Mr. Bright, Mr. Wicker.

MISCELLANEOUS BUSINESS

Mr. Seidensticker made a motion that the City Clerk write a brief letter of thanks to the Naval Ordnance Plant for their invitations to participate in a tour of the plant and express their deep regret on the part of the Councilmen for the lack of attendance because of not receiving the letters prior to the date of the arranged program. The motion was seconded by Mr. Ehlers and passed by the unanimous voice vote of the Council.

Mr. Wicker made a motion that the Clerk request the Legal Department to prepare an ordinance to correct the defects applying to penalties for violation of the zoning ordinance and building code. The motion was seconded by Mr. Seidensticker and passed by the unanimous voice vote of the Council.

President Emhardt appointed Mr. Wicker, Mr. Lupear, and Mr. Ehlers to serve as members on a committee to confer with the Mayor on the subject of bootleg cabs.

On motion of Mr. Ross, seconded by Mr. Seidensticker, the Common Council adjourned at 8:55 P. M., CST.

We hereby certify that the above and foregoing is a full, true and complete record of the proceedings of the Common Council of the City of Indianapolis, held on the 16th day of July, 1951, at 6:30 P. M., CST.

July 16, 1951]

City of Indianapolis, Ind.

547

In Witness Whereof, we have hereunto subscribed our signatures and caused the seal of the City of Indianapolis to be affixed.



President.

ATTEST:



City Clerk.

(SEAL)

