City Council
Executive Session Memoranda

Date: January 22, 2019

Time: 6:30 p.m.

Location: City Hall, Administrative Conference Room
One Municipal Drive
Fishers, IN 46038

Present: Todd Zimmerman, Rich Block, David George, Pete Peterson, John Weingardt, Eric Moeller, Selina Stoller (via conference call), Cecilia Coble, Brad DeReamer, Mayor Scott Fadness, Deputy Mayor Elliott Hultgren, Chris Greisl, Tony Bagato, Jeff Hill, Ashley Elrod, and Megan Baumgartner.

The City Council met in executive session for the following reasons:
1. To discuss litigation that is either pending or has been threatened specifically in writing pursuant to Ind. Code §5-14-1.5-6.1(b)(2)(B);
2. To conduct interviews and negotiations with industrial or commercial prospects or agents of industrial or commercial prospects pursuant to Ind. Code §5-14-1.5-6.1(b)(4);

I certify that no additional subject matter was discussed other than the subject matter referenced above.

Respectfully Submitted,

/s/ Christopher P. Greisl
Chris Greisl, City Attorney
One Municipal Drive
Fishers, IN 46038
Fishers City Council Meeting  
Work Session Meeting Minutes  
January 22, 2019

WORK SESSION, 5:30 p.m., Administration Conference Room

- Sidewalks
  - Eric Pethtel made his presentation on the state of the sidewalks in the city and what are the options to repair them. (See Attached)

- Private Roads
  - Jeff Hill made his presentation on the state of the private roads in the city and what are the options to repair them. (See Attached)

- Dangerous Projectiles
  - There was discussion about dangerous projectiles and should an ordinance be put in place.

Meeting Adjourned:

- The meeting was adjourned at 6:30 p.m. for the Executive Session

Respectfully Submitted,

Jennifer L. Kehl
City Clerk
January 22, 2019

To: Mayor Fadness; City Council
From: Eric Pethel

Re: Sidewalk Maintenance

Ordinance:
§94.26 – Maintenance & Repair
“The maintenance and routine repair of sidewalks located within the rights of way of the City shall be that of the adjacent property owners. For purposes of this section, maintenance and repair shall include, but not limited to snow and ice removal and repair of cracks and/or holes or any other condition which would constitute a safety hazard to pedestrian traffic.”

Status:
- To our knowledge the only maintenance program is the city’s annual Community Development Block Grant (CDBG) contract.
- The use of CDBG funds requires us to focus repairs in “low to moderate income neighborhoods” as defined by HUD.
  - Inventory was created in 2015/16 that is reflected on the map.
  - In 2018 HUD relaxed their rules and allowed us to include “older subdivisions” in our inventory
- We identified 4,035 vertically separated joints (toe kicks) that are 1/2” or greater
  - Utility line settling (Citizens Energy): 2,944
  - Street tree root damage: 505
    - Primary Species: Bradford Pear/Silver Maple/Oak
- We have repaired 586 toe-kicks as part of recent CDBG contracts.
- We have approximately 3,449 toe kicks remaining at an approximate cost of $2,093,677.
- Due to the volume of uncompleted work our inventory we have not updated our inventory in two years and most likely does not reflect actual current day numbers.

Possible Solutions
- Status Quo
  - Continue to use CDBG funds as available and have no other programming for this work.
    - Modifications I would consider: Implement an educational program that informs the citizens that all maintenance/safety concerns are the responsibility of the adjacent homeowner. Possibly place a note in with a future Storm Water bill.
    - In the planning process of an annual CDBG contract advertise to the HOA’s the possibility of their quantities being included in with the City’s contract and let them pay for their scope of work.
  - We will update our inventory on a routine basis and use the CDBG funds to repair as much as possible.
- The idea of “Project Sharing” was an idea shared with the Town Manager and legal counsel (Huff/Church) eleven (11) years ago.
  - This could be an option if an annual CDBG contract was no longer in effect.
- Use the services of City Hall to identify the scope of work, advertise bid, manage/inspect project, review invoicing for accuracy and the HOA pay the costs of the project.

- **Revise ordinance** to reflect all sidewalk maintenance and safety related concerns are the responsibility of the City.
  - This would bring the inventory of concerns in house and DPW staff would address.
    - It would take a crew of at least four (4) staff to repair up to 400 – 500 vertical separated joints per construction season.
  - DPW would also pursue additional funding through grants as well as the annual budgetary process.

- Consider altering the language in the **Neighborhood Matching Grant Program** application to allow this scope of work to be considered.
- 3.449 Toe-Kicks Remaining. An approximate repair cost of $2,093,677.66
- 586 Toe-Kicks repaired under Community Development Block Grant Contracts
- Primary Species: Feather/Leg/Oak
- Street tree root damage: 505
- Utility line setting: 2.944
- 4.035 Identified Toe-Kicks (1/2" or greater)

Legend:

Supervision Sidewalk Toe-Kicks

Date: 1/10/2019
To: Chris Greisl  
City Attorney

From: Jeff Hill, P.E., PTOE  
Director of Engineering

Date: August 11, 2016  
Updated January 19, 2019

RE: Private Road Information

Background:
The memorandum serves to provide information and data regarding some private roads in Fishers to use in development of a strategy to bring repairs to these roads and possibly bring them into compliance with current standards. Bringing these roads up to current city standards will possibly allow these roads to be taken into the Fishers road inventory so they can be properly maintained and Local Road and Street tax funding from the Indiana gas tax revenue can be generated. Currently none of the streets found within this documentation are included in the City’s road inventory.

This document will outline several private roads throughout the City of Fishers that require improvements. The location and basic data about the roads is provided. Photographs of the general roadway condition depict what type of improvements are needed. If known, information about the owner of the roadway is provided. Finally, the anticipated scope of work and an opinion of probable cost of minimally compliant improvements is also provided. It should be noted that the cost information contained herein is a high-level estimate based upon evidence visible upon site visits inspecting pavement and road distress. The costs are not based upon any quote or bid pricing and should not be construed as an exact repair cost, but rather only to establish an order of magnitude for bringing the streets into minimal compliance. Again, these costs are to make significant repairs to bring to compliant with Fishers standards, however another approach is to perform only a basic resurfacing of the existing roads. This would not eliminate the costs identified, but would provide immediate relief for these roads, but would require faster than usual major maintenance.

Fishers City streets shall be constructed of asphalt or concrete pavement on compacted and/or treated subgrade. The streets, of appropriate width and structure depth, shall have subsurface drainage to collect runoff that permeates the pavement and subgrade and storm sewerage. The streets shall have curbs and gutters to collect drainage and delineate the edge of traveled way. The streets constructed in Fishers that are accepted into inventory need to comply with the specifications found within the Standard Construction Details and Specifications.

The following is a summary of location and conditions regarding various private roads found within the City of Fishers, but this list is likely not exhaustive and is focused only on commercial-type private roadways.
Fishers Trade Center:
Fishers Trade Center is located on the Southwest corner of SR 37 and 141st Street. It is made up of 3 different roads; Britton Park Drive, Trade Center Drive, and Park East Court.

Britton Park Drive generally runs north and south from 141st Street to Park East Court. Britton Park Drive continues south past Park East Court however this section of the roadway is already owned and maintained by the City of Fishers. The section north of Park East Court is 2,780 feet in length and 32 feet wide. Rolled curb and gutters are present along with storm sewers. Trade Center Drive generally runs north and south from 141st Street to Britton Park Drive. Trade Center Drive is 1,480 feet in length and is 36 feet wide. Park East Court, runs east from Britton Park Drive, it is 350 feet long and is 32 feet wide, and ends in a cul-de-sac. Chairback curb and gutters are present along with storm sewers for each of these streets. Many of the developed properties have sidewalks, while the undeveloped properties do not yet have sidewalk connectivity.

These streets appear to lie within an access easement on property owned by two entities that are essentially the same company: D.B. Mann Development Corporation and Mann Properties LLC. There are other perceived owners of this road due to Mann selling to other owners and these owners having frontage upon the private streets. It is believed there is an established property owner's association (POA) that aggregates funds for various road maintenance activities (pothole patching, snow removal) and other common area expenses. At the south end of these private streets is a strip of ground separating these private streets from the public portion of Britton Park Drive located just north of 135th Street. According to the Hamilton County GIS, this strip is owned by Garrick Mallory. There are many commercial businesses fronting these roads, with some of these businesses being auto dealers and auto-oriented. It is anticipated that these roadways see both passenger vehicle traffic and heavy trucks.

These private streets are in poor condition with alligator cracking, potholes, street raveling. If they were evaluated by Fishers during its routine roadway investigations using the PASER manual, these roads would be rated a 3 or 4. The pavement deterioration is indicative of pavement subgrade failures, poor drainage, and the lack of routine maintenance. It is anticipated that the roadway would need areas of significant deep patching/base repair. There are areas that would require base stabilization to provide an adequate base in with to repave on top of. There is some inlet repair needed to ensure drainage is perpetuated. Prior to completing road work, there is some minor repairs needed on the existing curbing. The entire roadway needs to be milled and received 1.5" of resurfacing. It is anticipated that the repair costs for Britton Park Drive are approximately $537,785; the anticipated repair costs for Trade Center Drive are approximately $273,480; the anticipated repair costs for Park East Court are...
approximately $203,150. This totals $934,415 for all private streets in the Fishers Trade Center development. If there are any new streets being planned within this development that should be evaluated as a public street so that another private road scenario can be avoided. To complete a minimal resurfacing of the roads and not address any of the other underlying issues noted here would cost $253,550.

Images of Britton Park Drive:

Picture shows road conditions on Britton Park Drive Just south of intersection with Trade Center Drive.

Picture was taken facing south on Britton Park Drive near the intersection of Trade Center Drive.
Images of Trade Center Drive:

- Picture was taken facing northwest on Trade Center Drive close to the intersection of Britton Park Drive.
- Picture was taken facing south on Trade Center Drive midway between 141st Street and Britton Park Drive.

Image of Park East Court:

Picture was taken from the intersection of Park East Court and Britton Park Drive, and is facing east.
Parkside:

Parkside is the area just east of SR 37 between 126th Street and 131st Street. It is made up of three roads: Publishers Drive, Parkside Drive, and Enterprise Drive. Publishers Drive runs north and south from 131st Street to its intersection with Parkside Drive. Publishers Drive is 1,470 feet long and is 36 feet wide. Parkside Drive runs from 126th Street to 131st Street. It runs mainly north and south but winds to the east before connecting with 126th Street. Parkside Drive is 3,270 feet long and is 32 feet wide. Enterprise Drive runs north and south and connects Parkside Drive to 126th Street. It is the small road closest to the intersection of 126th and SR 37, on the bottom left section of the map graphic. Enterprise Drive is 380 feet long and 32 feet wide. There are sidewalks present in front of developed land in this area, while other vacant lots are missing sidewalks entirely.

All three of these roads are owned by Mann Realty Company. There are other perceived owners of these roads due to Mann selling to other owners and these owners having frontage upon the private streets. There are many commercial businesses fronting these roads including restaurants, churches, medical offices, and several others. Most of the traffic on these roads is likely passenger vehicles, with some use by heavy trucks for deliveries to these businesses. The nature of this roadway connecting between 126th Street and 131st Street makes this function like a through street as it is open and available to the general public.

Parts of these private streets are in poor condition with alligator cracking, potholes, and street raveling. If they were evaluated by Fishers during its routine roadway investigations using the PASER manual, these roads would be rated a 3 or 4 in several locations, especially closer to 126th Street. At the north end nearer to 131st Street the road condition would be rated a 4. The pavement deterioration is indicative of pavement subgrade failures, poor drainage, and the lack of routine maintenance. These condition of these roads are often the subject of many citizen complaints due to many potholes in March and April during winter-time thaw cycles that cause voids beneath the pavement and potholes. It is anticipated that the repair costs for Parkside Drive are approximately $543,040; the anticipated repair costs for Publishers Drive are approximately $303,480; the anticipated repair costs for Enterprise Drive are approximately $113,150. This totals $959,670 for all private streets in the Parkside development. There is a new street being planned within this development that should be evaluated as a public street so that another private road scenario can be avoided. To complete a minimal resurfacing of the roads and not address any of the other underlying issues noted here would cost $273,000.
Images of Publishers Drive:

Picture was taken facing East on Publishers Drive near the intersection of 131st Street.

Picture was taken facing south east from the midway point of Publishers Drive, as it curves and runs towards the intersection of Parkside Drive.

Images of Parkside Drive:

Picture was taken facing south as Parkside begins to curve towards its intersection with Publishers Drive.

Picture was taken facing south from the intersection of Parkside Drive and 131st Street.
Images of Enterprise Drive:

This picture was taken facing south from the corner of Parkside Drive and Enterprise Drive.

This picture was taken facing south looking at the intersection of Enterprise Drive and 126th Street.

Picture was taken facing south, towards the intersection of Parkside Drive and Enterprise Drive.

Picture was taken facing south looking at the intersection of Parkside Drive and 126th Street.
Fishers Crossing Drive:

Fishers Crossing Drive is located on the northwest corner of 116th and Allisonville Road, it runs north and south from River Glen Drive on the north end to the road marked as Marsh Drive on the map below (although this road is in the Kroger shopping center). On the map below the north section of Fishers crossing does not appear to run all the way north to River Glen Drive, however it does intersect with that road. The areas south of Marsh Drive are currently owned by Kroger, and are generally in good repair having been maintained in 2014 with patching and pavement resurfacing, and are not part of this report.

The section of Fishers Crossing Drive that is included in this proposal is 1,460 feet long and 26 feet wide. It is owned by multiple businesses including; River Glen Office Suites LLC, M&I Bank, Kirby real Estate, Glendale Partners at Fishers Crossing, Flynn & Zinkan Realty Company LLC, System Capital Real Prop Corp, Freelan Realty LLC, and potentially others as several of these owners have possibly sold to other owners with stores that front this roadway.

The businesses along this private road include, banks, hardware stores, restaurants, and office suites. It is expected that this road is traveled mainly by passenger vehicles, and some heavy trucks for deliveries. There is continuous sidewalk that runs along the entire west side of this road.

This private street is in poor to fair condition with alligator cracking, potholes, and street raveling. If it was evaluated by Fishers during its routine roadway investigations using the PASER manual, these roads would be rated a 3 with the worst areas of the road being on the north end close to River Glen Drive. Sections of pavement are indicative of subgrade failures and lack of routine maintenance. This private road would need base repairs in almost all portions of this road, the addition of subsurface drainage, significant deep patching, plus milling and resurfacing. There is a small amount of curb repair needed. It is anticipated that the cost of repairs to Fishers Crossing Drive are $390,360. To complete a minimal resurfacing of the roads and not address any of the other underlying issues noted here would cost $63,270.

This map shows Fishers Crossing Drive, which runs parallel to Allisonville Road, on the North West corner of 116th Street and Allisonville Road.
Images of Fishers Crossing Drive:

Picture was taken facing south east near the intersection of Fishers Crossing Drive and River Glen Drive.

Picture was taken facing East midway between River Glen Drive and Marsh Drive.

Picture was taken facing north about 500 feet south of the intersection with River Glen Drive.

Picture was taken facing south from the same location as the previous picture.
Fishers Landing Drive:

Fishers Landing Drive is located on the southwest corner of 116th street and Allisonville Road. It has two intersections with both 116th Street and Allisonville Road and includes the east west section just south of 116th Street and the north south section parallel to Allisonville Road.

Fishers Landing Drive totals 2,000 feet in length and is 26 feet wide. It is owned by multiple businesses including; Speedway LLC, RIC 26 LTD, Porter Shank LLC, Fishers Landing LLC, John and Patricia Nichols, KC Propco LLC, Musca Properties LLC, IFS Tire Realty LLC, Indiana Central District of the Wesleyan Church Inc., Jean Terrell, Décor Enterprises LLC, Crane Leasing LLC, and potentially others as several of these owners have possibly sold to other owners with stores that front this roadway. Most of the area has sidewalk access in front of the businesses in this area. All of the streets within this development are all named Fishers Landing Drive.

Businesses on Fishers Landing Drive include, a car wash, churches, daycares, a gas station, and several other restaurants and office spaces. It is expected that this private roadway is traveled by passenger vehicles and heavy trucks.

This private road is in poor condition with alligator cracking, some large potholes, and many potholes that have been quick patched, assumedly by local business owners. If it was evaluated by Fishers during its routine roadway investigations using the PASER manual, these roads would be rated a 4 to 5. Sections of pavement are indicative of subgrade failures and lack of routine maintenance. This road would need some deep patching in the location of potholes, and joint repair/sealing, along with a full width milling and resurfacing. It is anticipated that the cost of repairs to Fishers Landing Drive are $177,935. To complete a minimal resurfacing of the roads and not address any of the other underlying issues noted here would cost $86,700.

Map shows Fishers Landing Drive on the South West corner of 116th street and Allisonville Road.
Images of Fishers Landing Drive:

Picture was taken facing south near the east most intersection of Fishers Landing Drive and 116th Street.

Picture was taken facing west, at the south most intersection of Fishers Landing Drive and Allisonville Road.
Village Square Lane:

Village Square Lane is located on the north east corner of the intersection of Easy Street and Allisonville Road. It runs mainly north and south parallel to Allisonville Road, and measures 1,340 feet in length and 26 feet wide.

Village Square Lane is owned by Village Square Associates LLC and potentially others as the owner has possibly sold to other owners with stores that front this roadway. There is sidewalk access along almost all of Village Square lane, in front of local businesses.

Businesses along Village Square Lane include restaurants, a service station, retirement homes, and several other office spaces and small businesses. Traffic along Village Square Lane is expected to be mainly passenger vehicle with some large trucks making deliveries.

This Private road has sections that are in poor condition and sections that are in fair condition. There are signs of some alligator cracking, some small potholes, as well as some significant cracking in the curbs. If it was evaluated by Fishers during its routine roadway investigations using the PASER manual, this road would be rated a 5.

Some small sections of pavement are indicative of subgrade failures. Most of the roadway shows lack of routine maintenance. This private road would require significant repairs in certain areas including edge milling and resurfacing. It is anticipated that the cost of repairs to Village Square Lane are $178,015. To complete a minimal resurfacing of the roads and not address any of the other underlying issues noted here would cost $58,000.

Map shows Village Square Lane, locate on the North East corner of Easy Street and Allisonville Road.
Images of Village Square Lane:

Picture was taken facing east from the intersection of Village Square Lane and Allisonville Road.

Picture was taken facing south looking towards the intersection of Village Square Lane and Easy Street.
Overlook Drive:

Overlook Drive is located on the southeast corner of 116th Street and Cumberland Road. It is 1,100 feet in length and is 26 feet wide. Currently this road is owned by Sand Creek Overlook Business Park Association and potentially others as the owner has possibly sold to other owners with stores that front this roadway. There is continuous sidewalk already in place along all of Overlook Drive.

Businesses along Overlook Drive are mainly office spaces and medical facilities. Traffic along Overlook Drive is expected to be mainly passenger vehicles. Because of its configuration and location, the use of Overlook Drive as a cut-through street is very likely.

The condition of Overlook Drive varies widely with the sections or road near 116th street being in fair to good condition, and the sections further south near Cumberland Road being in fair condition. This roadway is concrete pavement instead of asphalt and with routine maintenance, its serviceable life could be greatly extended. If it was evaluated by Fishers during its routine roadway investigations using the PASER manual, this road would be rated a 6. Certain sections of Overlook Drive would likely need some full panel replacement due to cracking in the middle of panels. The subgrade for PCC pavement would need to be recompacted because this mid-panel cracking is likely due to base settlement and repeated loading by heavy vehicles. Sealing of the joints should be strongly considered to keep moisture out of the subgrade. The estimated cost to repair this private road is $48,410. To complete a minimal resurfacing of the roads and not address any of the other underlying issues noted here would cost so, as the concrete would be left as-is if immediately taken into inventory.
Images of Overlook Drive:

- Picture was taken facing south from the intersection of Overlook Drive and 116th Street.
- Picture was taken facing east just south of the intersection of Overlook Drive and 116th Street.
- Picture was taken facing south west looking towards the bend that leads to the intersection of Overlook Drive and Cumberland Road.
Fitness Lane:

Fitness Lane is located on the north east corner of the intersection of 96th Street and Lantern Road, and is 1,340 feet in length and 24 feet wide. This private road is owned by Capital Properties LLC, Shurgard Storage Centers Inc., KC Propco LLC, Pine Creek on 96th Street LLC, Glendale Partners of Michigan, and potentially others as the owner has possibly sold to other owners with stores that front this roadway.

Businesses along Fitness lane include a public storage facility, day care, restaurants, and other small businesses. Traffic along this road is expected to include passenger vehicles, heavy trucks, and box style moving trucks. Because of its configuration and location, the use of Fitness Lane as a cut-through street is very likely.

There is continuous sidewalk already in place along the north side of the east and west portion of Fitness Lane and the east side of the north and south section. This sidewalk is in need of some repairs as it is showing significant cracking. Fitness Lane itself is in poor to very poor condition with significant alligator cracking, numerous large potholes, and cracking and deteriorating curbs. These conditions are likely due to pavement subgrade failures, poor drainage, and the lack of routine maintenance. If it was evaluated by Fishers during its routine roadway investigations using the PASER manual, this road would be rated a 2 to 3.

This road would need some deep patching in the location of potholes, base repair, curb repair, transverse joint sealing, sidewalk repair, along with a full width milling and resurfacing. It is anticipated that the cost of repairs to Fitness Lane are $183,250. To complete a minimal resurfacing of the roads and not address any of the other underlying issues noted here would cost $14,000; this cost is generally lower than some of the other road identified in this report because it was recently maintained by an adjacent property owner.
Images of Fitness Lane:

Picture was taken facing west, just east of the intersection of Fitness Lane and Lantern Road.

Picture was taken facing east, just east of the intersection of Fitness Lane and Lantern Road.

Picture was taken facing south where Fitness Lane bends and heads south towards 96th Street.
Olympia Drive:

Olympia Drive is located on the north east corner of the intersection of Windermere Boulevard and 96th Street, just to the west of Mollenkopf road. Olympia Drive is 1,230 feet long and 26 feet wide. This private road is owned by; 10600 Property Group, David Ross Real Estate LLC, Richards Realty LLC, several groups that fall under Windermere LLC, and potentially others as the owner has possibly sold to other owners with stores that front this roadway.

Businesses along Olympia Drive include several restaurants, a retirement village, day cares, fitness center and several other small businesses and office spaces. Traffic along this road is expected to be mainly passenger vehicles, with some heavy trucks making deliveries. There is continuous sidewalk along Olympia drive running along the east and north side of this road. There are some segments of missing sidewalks and all curb ramps that are in place appear to be non-compliant with ADA requirements.

Sections of Olympia road closer to the intersection of Windermere Boulevard are in fair condition, while sections further south closer to 96th street are a little worse in poor to fair condition. Areas of this road show alligator cracking and some potholes, likely caused by subgrade issues and lack of routine maintenance. If it was evaluated by Fishers during its routine roadway investigations using the PASER manual, this road would likely be rated a 3 to 4 near 96th street and a 4 to 5 near Windermere Boulevard.

Repairs to Olympia Drive would likely vary from some sections only milling and resurfacing to others requiring some deep patching at the gutter flowlines and pavement repairs. The pavement should have subsurface drainage retrofitted to the street and core-drilled into the existing curb inlets. There are many pieces of curb that will require repair and some damaged panels of sidewalk. The pavement will require full-width milling and resurfacing. Considering the length of this roadway, the number of inlets and their spacing seems inadequate, but should be studied further for storm water conveyance. It is anticipated that the cost of repairs to Olympia Drive are $344,620. To complete a minimal resurfacing of the roads and not address any of the other underlying issues noted here would cost $53,300.
Images of Olympia Drive:

Picture was taken facing north from the intersection of Olympia Drive and 96th Street.

Picture was taken facing west about 200 feet north of the intersection of Olympia Drive and 96th Street.

Picture was taken facing east near the intersection of Olympia Drive and Windermere Boulevard.
REGULAR CITY COUNCIL MEETING, 7:00 p.m., City Hall Auditorium
1. Meeting Called to Order with the Pledge of Allegiance
   - The meeting was called to order by President Todd Zimmerman. Council members in attendance were David George, John Weingardt, Rich Block, Cecilia Coble, Brad DeReamer, Eric Moeller and Pete Peterson. Selina Stoller was absent.
   - Others present were City Clerk Jennifer Kehl, Mayor Scott Fadness, Deputy Mayor Elliott Hultgren, Chris Greisl, Sgt. Steve Pickett, Mary Pickett, Holly Pickett, Kyle Pickett, Eric Pethtel, Chief Ed Gebhart, Major Luke Gannon, Captain Mike Johnson, Captain Mike Taylor, Darrin Emmons, Seth Goldstein, Austin Arnot, Lisa Bradford, Ashley Elrod, Megan Baumgartner, Mike Pederson, Ethan Lee, Mike Lamers, Amir Corsaro, Marcie Douglass, Valerie Robbins, and Larry Lannan.

2. Announcements:
   - None

3. Proclamations:
   - None

4. Presentations:
   - City of Fishers Employee Milestone Awards – Steven Pickett (25 Years – Fishers Police
     - Chief Ed Gebhart made his presentation to Sgt. Steve Pickett for his 25 years of service.

5. Finance Committee Report:
   - Chairman, John Weingardt
     - John gave a brief update about the Controllers new software and the approval to send to the full council resolution R012219, R012219A.

Pete Peterson made a motion to remove the Election of Officers from the Consent Agenda. John Weingardt seconded the motion. There was no remonstrance and all members voted yay. The motion passed.

Todd Zimmerman made a motion to elect Rich Block as President of the council. Pete Peterson second the motion. There was no remonstrance and all members voted yay. The motion passed.

Pete Peterson made a motion to elect Eric Moeller as Vice President of the council. David George seconded the motion. There was no remonstrance and all members voted yay. The motion passed.
6. Consent Agenda:
   a. Election of Officers
   b. Request to approve the previous meeting minutes:
   c. R012219 - Request to approve a resolution authorizing the City Controller to transfer City funds:
   d. R012219A - Request to approve a resolution of the City of Fishers, Hamilton County, Indiana Approving the Purchase of a Blanket Surety Bond and Public Official Bonds for 2019:
   e. 2019 Council Appointments to City Boards & Commissions:
      • Pete Peterson made a motion to approve the Consent Agenda. John Weingartd seconded the motion. There was no remonstrance and all members voted yay. The motion passed.

REGULAR AGENDA

Economic Development

7. R012219D – Request to approve a Resolution Approving DMC Insurance's SB-1:
   • Megan Baumgartner made her presentation to the city council members.
   • DMC Insurance desires to grow its business in the City by acquiring real property located at 10475 Crosspoint Boulevard and rehabilitating, redeveloping and expanding the office building on the Site (the “Project”). The Project will enable DMC to significantly increase its number of full-time employees in the City, and DMC has agreed to complete the Project if the City will designate the Site as an economic revitalization area (“ERA”) and grant a certain abatement on the rehabilitation.

   If an ERA is established and a deduction approved, pursuant to Ind. Code § 6-1.1-12.1-4(a)(1), the deduction will only apply to the increase in the assessed value resulting from the rehabilitation or redevelopment. However, because the Site is in an allocation area, prior to granting the abatement, the City must approve DMC’s SB-1. The subject resolution approves the SB-1 submitted by DMC
   • 50 jobs will be created.
   • Pete Peterson made a motion to approve resolution R012219D, a request to approve a Resolution Approving DMC Insurance's SB-1. Todd Zimmerman seconded the motion. There was no remonstrance and all members voted yay. The motion passed.

8. R012219E - A Resolution of the City of Fishers transferring land to the Redevelopment Commission:
   • Megan Baumgartner made her presentation to the city council members.
   • In June 2018, the City of Fishers (“City”) approved a certain Project Agreement with 8939 Technology, LLC (“Developer”) for development and construction of a Class A
commercial office building that is at least thirty thousand square feet (30,000 sq. ft.) in size (the “Project Agreement”). Pursuant to the Project Agreement, the City of Fishers Redevelopment Commission (“Commission”) agreed to transfer two (2) parcels of real property to Developer for the project. The City is currently the deeded owner of the parcels. To comply with the terms of the previously approved Project Agreement, the City must transfer the two (2) parcels of real property subject to the Resolution.

• Pete Peterson made a motion to approve resolution **R012219E**, a Resolution of the City of Fishers transferring land to the Redevelopment Commission. David George seconded the motion. There was no remonstrance and all members voted yay. The motion passed.

9. **R012219F** - A Resolution of the City of Fishers transferring land to the Redevelopment Commission:
   • Chris Greisl made his presentation to the city council members.
   • A cell tower has, for decades, been located on property acquired by the City for Geist Park. Pursuant to a lease, the cell tower was located on what will now be the Geist Park. American Tower who owns the cell tower has agreed to purchase the land on which the cell tower is located and an access easement to the land, and the City desires to sell the land to American Tower and provide the access easement. The subject resolution transfers the land and easement area to the Fishers Town Hall Building Corporation. The Building Corporation will ultimately transfer the land and provide the easement to American Tower upon execution of a purchase agreement.
   • The purchase agreement was for $1,000,000.
   • Pete Peterson made a motion to approve resolution **R012219F**, a Resolution of the City of Fishers transferring land to the Redevelopment Commission. John Weingardt second the motion. There was no remonstrance and all members voted yay. The motion passed.

**Budget/Financial**
• None

**Planning & Zoning**
• None
**Government/ Misc.**

10. **012219** - Request to Approve Amendment to Salary Ordinance Correcting Scrivener’s Error: - 1st, 2nd, and 3rd Reading
   - Ethan Lee made his presentation to the city council members.
   - Correction of Scrivener’s Error to bi-weekly maximum salaries for Firefighter, Firefighter/Medic, Battalion Chief, Captain and Lieutenant. A correction of Safety Manager job title was updated to Safety Director.
   - Pete Peterson made a motion to suspend the rules and have the 1st, 2nd, and 3rd readings on ordinance 012219. John Weingardt second the motion. There was no remonstration and all members voted yay. The motion passed.
   - Pete Peterson made a motion to approve ordinance **012219**, a request to Approve Amendment to Salary Ordinance Correcting Scrivener’s Error. Eric Moeller second the motion. There was no remonstration and all members voted yay. The motion passed.

**REGULAR ITEMS**

11. **Any Unfinished/New Business:**
   - None

12. **Community Comment:**
   - No one came forward.

13. **Meeting Adjourned:**
   - Pete Peterson made a motion to adjourn the meeting. Todd Zimmerman second the motion.
   - The meeting was adjourned at 7:23pm.

Respectfully Submitted,

Jennifer L. Kehl
City Clerk