



Doug Joseph, President
Caleb Skinner, Ward 1
Brett Luzader, Ward 2
Marshall Spalding, Ward 3
Mel Clemens, Ward 4
Barth Cotner, At-Large
Stacie A. Baker, At-Large
Kristin J. Bryant, At-Large

CITY COUNCIL

Committee Meetings Regular Council Meeting

7232 E. Main St
Reynoldsburg, OH 43068
www.ci.reynoldsburg.oh.us

April Beggerow
614-322-6836

Monday, July 23, 2018

Council Chambers

PUBLIC SERVICE AND TRANSPORTATION COMMITTEE MEETING

1. CALL TO ORDER - ROLL CALL

2. APPROVAL OF AGENDA

3. APPROVAL OF MINUTES

- a. Public Service and Transportation Committee – Committee Meeting – July 9, 2018

4. NEW LEGISLATION/DISCUSSION ITEMS

- a. MOTION THAT THE REYNOLDSBURG DEPARTMENT OF PUBLIC SERVICE BE AND IS HEREBY AUTHORIZED AND DIRECTED TO ADVERTISE FOR BIDS FOR THE DEVELOPMENT OF THE LANCASTER & MAIN PARKING LOT.

5. LEGISLATION FOR EMERGENCY ADOPTION

- a. RESOLUTION AUTHORIZING THE MAYOR TO SEEK FINANCIAL ASSISTANCE FROM THE OPWC FOR THE FUNDING OF VARIOUS CAPITAL INFRASTRUCTURE PROJECTS (Waggoner Road Improvements) AND DECLARING AN EMERGENCY. (First Reading 7/9/2018).

6. LEGISLATION FOR SECOND READING

- a. ORDINANCE AUTHORIZING EMH&T TO CONDUCT SURVEYING, DESIGN ENGINEERING & BIDDING SERVICES FOR ROADWAY IMPROVEMENTS TO PALMER ROAD; APPROPRIATING FUNDS THEREFOR. (First Reading 7/9/2018).

7. LEGISLATION FOR THIRD READING

- a. ORDINANCE AUTHORIZING MAYOR TO ENTER INTO AN AGREEMENT WITH EMH&T FOR THE ENGINEERING AND MANAGEMENT OF SEWER LINE CCTV AND MANHOLE INSPECTIONS. (Second Reading 7/9/2018).

- b. ORDINANCE AUTHORIZING MAYOR TO ENTER INTO AN AGREEMENT WITH EMH&T FOR THE ENGINEERING PLANS, AND PREPARE BID DOCUMENTS FOR THE 2018 GRAHAM/MAIN AREA AND NORTHFIELD/COTTINGHAM AREA SEWER IMPROVEMENTS PROJECT, AND APPROPRIATING FUNDS THEREFOR. (Second Reading 7/9/2018).

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 REYNOLDSBURG PUBLIC SERVICE AND TRANSPORTATION COMMITTEE
 July 9, 2018

Ward 2 Councilmember Brett Luzader called the meeting to order at 7:42 PM

Call to Order - Roll Call

PRESENT: Luzader, Baker, Bryant, Skinner, Joseph

ABSENT:

Approval of Agenda

Agenda stands approved.

Approval of Minutes

- a. Public Service and Transportation Committee – Committee Meeting – June 25, 2018

RESULT:	ACCEPTED
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NEW LEGISLATION/DISCUSSION ITEMS

RESOLUTION AUTHORIZING THE MAYOR TO SEEK FINANCIAL ASSISTANCE FROM THE OPWC FOR THE FUNDING OF VARIOUS CAPITAL INFRASTRUCTURE PROJECTS (WAGGONER ROAD IMPROVEMENTS) AND DECLARING AN EMERGENCY. --- Luzader. Public Service and Transportation Committee.

Mr. Sampson: We are seeking permission for funding assistance from the Ohio Public Works Commission for roadway improvements to Waggoner Road. This is a 2 phase project, the first phase if completed. The first phase is from Priestly Drive to Main Street. The concept for these improvements include reconstruction and widening of the road way, pavement and curb replacement, the addition of a bike path and sidewalks with ADA compliant curb ramps and maintenance in addition to the existing storm sewer and water main. We applied for this last year and were one point shy. By about the last 10 years we would have received funding, it was a very competitive year last year so, we thought it would be worth while to submit again this year. This is just permission to apply, there is no fee associated with that. If we are awarded the project, we would then come back to Council to seek permission to move forward.

Mr. Luzader: I'm assuming some of this would include all of your basic infrastructure improvements, street lights, water, sewer, all that good stuff?

Mr. Sampson: Yes sir and that's why it's a 2 phase project. Its an expensive project, I'll be honest with you. But its an exceptional PWC candidate and we have a lot of work to do on Waggoner Road.

President Joseph: What is phase 2? You said it's the first of 2 phases.

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Mr. Sampson: Phase 2 would be from Priestly on to Broad.

President Joseph: Ok, because part of that flows through township ground and not the City. Would we be partnering at some point that second portion?

Mr. Sampson: It would be a combination of partnering, we met last year and again this year with the Franklin County Engineers office and we talked about what elements are Franklin County, what are township properties, it is, it is a complex project in terms of the entities that exist on Waggoner Road but we'd be in communication with all of them both last year and this year letting them know that we wanted to move forward and they were excited.

Mr. Clemens: Have you talked with the Township about it?

Mr. Sampson: Yes.

Mr. Clemens: And they approved it?

Mr. Sampson: Yes.

Mr. Cotner: I know we're really early on this but I'm just curious, EMH&T gave some suggestion of some possible changes. Any of those entertained that you felt were probably or likely that would help with us scoring? or is it too early to make those decisions?

Mr. Sampson: That's a good question. We thought about, one of the options, it is an expensive project. We thought about breaking it down into 3 phases. That would keep Waggoner under construction for the next 9-10 years and I don't see that as a viable option. It would certainly make it a more attractive candidate to get funding for one phase, OPWC is very likely to award on the following phases, but again, the 10 year construction period is not one I think any of us want to do.

Mr. Cotner: It would be outdated by the time we would get to the third phase anyway.

Mr. Sampson: Well, that's it, again when you look at the, again, it's an expensive application process from what we're doing right now to being awarded early next year, moving forward with design, all of those different elements and again breaking it down into phases. It would be a cheaper project, but we were only 1 point shy. If we had been, this is the third year that we have not received OPWC funding so we actually gain a point. If you've been out for 3 years and running for 3 years, you gain a point. So if we were in this position last year we would have been awarded the project. Franklin County Engineers office **Robinson is very excited for this project, they are going to contribute in kind services to the project. Great letters from both Messiah Lutheran and St. Pius from Waggoner Road from the schools. It is really our last what I consider genuine OPWC candidate and it's a project that has been long overdue.

Ms. Bryant: Is this the one that you had mentioned that there is a way of counting the traffic that you were going to do it a second way in addition to that?

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Mr. Sampson: It is and one of the ways they look at it, they look at a variety of elements when you are looking for OPWC funding and certainly at the top of the list is the traffic counts. What kind of volume of traffic do you have. We went with the MORPC numbers last year. I suggested to our City Engineer that we do our own traffic study and compare it against what MORPC has up to date and if it were a higher number, we would use that for our application.

Mr. Luzader: And this can go to Council for a first reading tonight and as an emergency in 2 weeks.

Mr. Sampson: Well we'd like to pass it before the break. The applications are due in September and again this is simply for the application. If it were to come back I'd be back seeking permission to move forward.

Mr. Luzader: So if we pass it in 2 weeks it will be good.

Mr. Sampson: Yes that would give us the first week of September that the applications are approved.

RESULT:	REFERRED TO COUNCIL [UNANIMOUS]	Next: 7/9/2018 8:00 PM
MOVER:	Brett Luzader, Ward 2 Councilmember	
SECONDER:	Kristin Bryant, At-Large Councilmember	
AYES:	Luzader, Baker, Bryant, Skinner	

ORDINANCE AUTHORIZING EMH&T TO CONDUCT SURVEYING, DESIGN ENGINEERING & BIDDING SERVICES FOR ROADWAY IMPROVEMENTS TO PALMER ROAD; APPROPRIATING FUNDS THEREFORE. --- Luzader. Public Service and Transportation Committee.

Mr. Sampson: We are looking at our 2019 Street Program. This legislation will begin the survey, engineering, design and bidding for improvements to Palmer Road. These details include a full depth reclamation of the existing pavement, widening the road by approximately 4 feet and minor storm sewer improvements in certain areas. The cost of these services is \$157,342 and those services would begin this year. The intent would be to have the project available to bid in the spring of 2019. We have a preliminary estimate of \$1.7 million for the project but we do plan to submit an application for additional funding from the Franklin County Permissive Tax.

Mr. Luzader: I assume that you will probably bid this and the street program in 2 phases like we did this year?

Mr. Sampson: Yes. We will do this much like we did this year Chairman Luzader that we will have just like we had Baldwin this year and then our Street Program, this will be Palmer and whatever supplemental streets that we do for next year.

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Mr. Clemens: I have no problem with it as far as doing the road, I do have one little problem. I don't know why we'd be approving to bid right now. I would rather see them do the site plan and let us see it and then do the bid.

Mr. Sampson: This is to move forward with the engineering design and the bid.

Mr. Clemens: And bring it to Council.

Mr. Sampson: and then it would come back to Council for approval.

Mr. Clemens: Then bid it out.

Mr. Baker: This is exacting as a resident that takes that road every day, I'm elicited that we're moving forward and finding a long term solution.

Mr. Sampson: We're doing triage now in the City, but we're making progress.

Mr. Sampson: Yes. All this is doing is preparing the engineering design, permission to complete the surveying and preparing the bid specifications.

Mr. Clemens: I'm just reading what it says they're going to do here. The bidding documents and things like that. I would think you would want to come to Council first and let us see what's going on then bid it out.

Mr. Sampson: Yes, it will come to you just like it does every year, our Street Program. We'll need to move forward once we have a more definitive estimate.

Mr. Clemens: What I'm saying is, they have the cost in there and so forth. My thought would be they do the plans and so forth, then come to Council, then you bid it out. To me that's 2 different issues.

Mr. Sampson: That's what we're going to do.

Mayor McCloud: You're saying the same thing, just differently. It would come back and then we would bring it to Council again seeking authorization to put it out to bid. This is not a part of that.

Mr. Sampson: It doesn't differ from what we do every year.

Mr. Luzader: This is just preparing the bid specifications and bid books.

Mr. Sampson: The same thing, exactly one year ago, we did the same thing with Baldwin. This is all part of our Capital Improvement Plan, we are sticking to our Capital Improvement Plan that this year was Baldwin in terms of significant projects, next year will be Palmer, the year after that would

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be Davidson, and then perhaps Taylor. But it's all up to you and your input on approval to move forward with these projects, but these are our recommendations for the 5 years program.

Ms. Bryant: Do we have an estimate as to the cost for them to do this preparation work.

Mr. Sampson: Its \$157,000 to do that. I have the proposal that was included with the packet that gives the breakdown of what they'll be providing, engineering and design.

Ms. Bryant: And this is already appropriated?

Mr. Sampson: That's what I'm asking for and again, this is not an emergency, I'm seeking permission to give them, to turn them loose on preparing, doing the surveying, completing the engineering design and bid specifications.

Mayor McCloud: And appropriating the funds.

Mr. Sampson: It's appropriating the money for those services that will be completed this year.

Mr. Luzader: The part Ms. Bryant is trying to get to is where is the money coming from.

Mr. Cicak: CIP account.

Mr. Baker: It is exciting as a resident that takes that road every day, I'm glad we're moving forward and finding a long term solution.

Mr. Sampson: We're doing triage right now in the city. We have gaping wounds in our legs, arms, but we're making progress and we're getting there. We're going to chip away at it together. We're going to start making a difference.

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MOVER:	Brett Luzader, Ward 2 Councilmember	
SECONDER:	Stacie Baker, At-Large Councilmember	
AYES:	Luzader, Baker, Bryant, Skinner	

LEGISLATION FOR SECOND READING

ORDINANCE AUTHORIZING MAYOR TO ENTER INTO AN AGREEMENT WITH EMH&T FOR THE ENGINEERING AND MANAGEMENT OF SEWER LINE CCTV AND MANHOLE INSPECTIONS. --- Luzader. Public Service and Transportation Committee.

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SECONDER:	Kristin Bryant, At-Large Councilmember	
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ORDINANCE AUTHORIZING MAYOR TO ENTER INTO AN AGREEMENT WITH EMH&T FOR THE ENGINEERING PLANS, AND PREPARE BID DOCUMENTS FOR THE 2018 GRAHAM/MAIN AREA AND NORTHFIELD/COTTINGHAM AREA SEWER IMPROVEMENTS PROJECT, AND APPROPRIATING FUNDS THEREFOR. --- Luzader. Public Service and Transportation Committee.

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MOVER:	Brett Luzader, Ward 2 Councilmember	
SECONDER:	Caleb Skinner, Ward 1 Councilmember	
AYES:	Luzader, Baker, Bryant, Skinner	

LEGISLATION FOR THIRD READING

ORDINANCE TO AMEND THE OFFICIAL ZONING MAP OF THE CITY OF REYNOLDSBURG ADOPTED BY ORDINANCE NO. 131-95 ON NOVEMBER 27, 1995 AND AS SUBSEQUENTLY AMENDED: CHANGING THE ZONING DISTRICT OF A 24.3 ACRE PARCEL ON THE WEST SIDE OF TAYLOR ROAD KNOWN AS 9366 TAYLOR ROAD SW, 9370 TAYLOR ROAD SW, AND 9333 TAYLOR CHASE, REYNOLDSBURG, OHIO, FROM AR-2 MULTIPLE FAMILY RESIDENCE DISTRICT AND CC COMMUNITY COMMERCE DISTRICT TO PND PLANNED NEIGHBORHOOD DEVELOPMENT DISTRICT. --- Luzader. Public Service and Transportation Committee.

Joe Thomas, Metro Development: I know we've heard about this project on numerous occasions, I just wanted to hit the highlights to kind of get the brief on my presentation. First of all, I'd like to point out our previous application received unanimous approval from the Planning Commission for its **. We lowered all of our buildings to a 2 story product only, we increased a buffer along the north neighbors and the condo neighbors from a previous application. We committed as part of this application to install park equipment and a parking lot in the park. We also committed to install the southbound right hand turn lane at Taylor and East Main Street. We committed as part of our application to install all dimensional shingles on our buildings, we committed to change building products on Taylor to what we call our vista style units which has front doors all facing Taylor Road. I'd like to remind the Board as well as the Council that we changed the distance from all property owners, including the Young house which was brought to the attention that the property was just too close to his home, our distance from his door to our front door is 383 feet. The neighbors to the west are an average of 236 feet, 292 feet and at the greatest distance 382 feet, so just to make a nice comparison, we are respecting Mr. Young's wishes as well as our neighbors to the west. We are going to be generating TIF money for this property which in the next 17 years will develop \$2.8 million dollars for the City of Reynoldsburg. The schools will develop \$6.2 million. The current TIF generation for the City from this property to date which has been in place since 2006 has only

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generated a total amount of \$176,000. So just to reiterate we will be generating \$2.8 million in the next 17 years vs. what was only developed of \$176,000 since 2006. I would also point out that OHM and the City Comprehensive Steering Committee outlined for the preliminary land use plan, this area for multi-family at a density of 10-20 units per acre which we are under at this time with just under 10 units per acre. I just want to point out that we're a quality developer making an investment in the City of Reynoldsburg of roughly \$24 million. I'm very proud of what we're doing with our type of product that we're bringing to the City of Reynoldsburg, just looking for the opportunity to prove myself as well as our company to your organization and your city and I'll no doubt make you all proud of what you guys will approve this evening and bring forward with our quality project. Thank you very much for your time.

Mr. Luzader: I would just like to say that I appreciate all the work that you guys have done and being with the Planning Commission and trying to address the concerns of the public and their concerns of the Planning Commission and everything else. I've talked to you, I've talked to Mr. Dugger. I think you both know that my concerns are still with the density issue, I still have questions about the density. I also have questions about the parking as far as garages, covered parking spaces. And if this were to be an actual AR-2 zoning instead of a Planned Neighborhood Development, an AR-2 which is what this was previously set at, allows 4 units to the building and I think all of your buildings have 16 units. So those are some of my concerns. I don't know where we go from that, that's neither here nor there but are there any other members of the committee that have questions?

Ms. Bryant: Mr. Thomas, we've talked about the density levels as well and I know that obviously, there's an interest in generating a profit otherwise you wouldn't be here. But do you have any reduced number that you could possibly go with that you would be willing to reduce your project to? I mean, it seemed, I've talked to a lot of people and most people that are objecting to this are objecting because of the density and because of what they think it's going to do to the traffic. Is there a number in which you could still turn a profit and yet lower your unit numbers?

Mr. Thomas: I've been asked that question and talked to the ownership of our company, looked at the numbers internally and we feel that the number of units that the density that are there now is at our number that we want to make this product sustainable. The biggest concern for us as developers of an apartment community is that it is going to be long lasting that the property will maintain itself and the sustainability of all the dollars needed within the property for the proper management of the property as well as the proper upkeep *** of the property for the extended future. This is without saying lower density than we typically do within our company, but we understand we are in the City of Reynoldsburg and need to meet your guys' s guidelines and we appreciate you guys making that offer to us to make this application and we understand that the frustration is necessarily with the density but we believe it is appropriate with the size of community that we're developing, the infrastructure with the community, size of the clubhouse, swimming pool, exercise facilities and then the amount of landscaping and buffers and all of the other commitments we make in the process. We also made the commitment to lower from a 3 story to a 2 story so we feel it's appropriate, we understand it may not be what the city wishes of us to move forward with at this time but we also feel that with the OHM as well as the Steering Committee that this either meets the future land use

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plan or is below the future land use plan for this particular community. I appreciate your question, but at this time we think the 240 units with the less than 10 units per acre is kind of where we need to be with this property. It's not all about the profits but the sustainability of the long term capital that is needed to put back into the property each and every time to maintain it.

Ms. Bryant: So that would be a no?

Mr. Thomas: a long winded no.

Ms. Bryant: Long version of a no?

Mr. Thomas: I mean everything has its process and as long as the numbers, I can't plan it any other way.

Mr. Baker: This is a question more for our Development Director, because we've heard from everybody except for him. What would be the best use for this property actually?

Mr. Bowsher: Mr. Baker, currently our future land use map from OHM and our Steering Committee dictates that as Mr. Thomas has mentioned, multi family housing would be appropriate there. We utilize and we see that from the single family homes, transitioning to the 2 1/2 Krogers that is next to it, that this would be an appropriate use of this space. I see that more density is going to happen in our Comprehensive Plan and a lot of our major thoroughfare particularly Brice and Main and we see this as a proper use for this space. We don't see much of anything else being fair market driven that would actually locate in this area.

Mr. Baker: Wait a minute, you said more density for that is going to be called for in the Master Plan?

Mr. Thomas: Yeah, as Mr. Thomas had mentioned, currently our future land use map is stating that we are looking 10-20 units per acre on that site. Currently there is just 9.88.

Ms. Bryant: How does the density of Mr. Thomas's project stack up against other complexes that are in the area?

Mr. Bowsher: This is fairly standard across the board now and you'll see it in Gahanna, New Albany, Grove City, Hilliard, this is a pretty standard model across the board. The only thing they changed and deterred from is that they went from 3 stories to 2 stories from their product. You'll find this in most new developments that the density is about standard.

Ms. Bryant: Did I understand you correct, that after the master plan it would be 10-20 units per acre?

Mr. Bowsher: That is currently our future land use map and then with a zoning code re-write to give that teeth but currently now that is what our steering committee has decided and see that as an

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applicable use for that. I would say that it is best suited for the lower end of that. Meaning that it is more rural in that area so, less density so I think closer around the 10 mark would be applicable in my professional opinion.

Ms. Bryant: Do you think that these apartments will have an effect on other complexes in the area? Because that's a lot of units.

Mr. Bowsher: I think as Mr. Thomas has mentioned previously when he was talking about the sustainability, I think it speaks volumes on a lot of the different units and where you see them in other areas. I guess something specific comes to mind, in Grove City they have a brand new Schottenstein Development that is very similar to what Mr. Thomas has proposed, it is actually built next to a Kroger as well and very similar density and there is an apartment complex just to the west of that that was built back in about 1990 and since then in the last 2 years, we've seen on that side \$1million in investment into that complex because now they have to compete with the brand new units. We kind of see that as a driving factor. There is a need for newer and updated material here in Reynoldsburg as a whole. I can see that in the new apartment complexes on Lancaster Avenue that are about 85-95% complete and about 60% filled and they're about in the same ballpark of rental rates. About \$900 for a 1 bed and it goes up from there. So that's about market driven currently.

Ms. Bryant: Based on the current zoning of that property, what do you think that would come in at that property? If we didn't approve this project?

Mr. Bowsher: Currently its zoned in the back on the west side AR-2, that could potentially look like more Taylor Chase Condos or it could be another apartment complex that would fit within that, could ask for variances. In the front, it is zoned Commercial and I don't see an extensive use of commercial in that area. You can't see it from Main Street, it's not visible, there are a lot of vacancies on Main and on Brice and I think the City is more invested in re-development of a lot of those sites instead of continuously pushing things out into the rural areas. If you'll notice, there are some vacancies north of that area into the neighborhood center where the Crenos Pizza is, there you'll find some vacancies and I think you'll see the exact same thing if commercial were to go into that space. At the best you'll see a lot of tenants shift around and move. As we found in our comprehensive plan, we are over retail in Reynoldsburg and that's not going to change as shopping continues to evolve and change. You'll see probably less and less retail so we have to market ourselves in a different way and kind of focus on that. So the neighborhood retail center that would be proposed there in that spot, I don't think it would do well or somebody would have already came in and plucked the ground.

Mr. Baker: This was brought to my attention and this is probably more for our City Attorney. Somebody told me that if we were not to approve this that we could get sued?

Mr. Hood: We can get sued for anything any day. I'm prepared to defend the City. What is it is important this evening for the purposes of this hearing is that you stick to our standards that are ordained in 1183. Not a proposed master plan that may come to you some time in the future. Currently, the law says the density cannot be more than 5 units per acre, at no place anywhere in the

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site can it be more than 10 per acre which is why they are requesting a variance for the PND. They also don't meet the standards for the parking. That's why they're requesting again a variance for the enclosed parking under 1183. Those are the things you should talk about and stick to. Once again, hitting the reset button on the steering committee and proposed master plan, that will come to you to be ordained at some point in the future, those recommendations. Currently, their recommendations. The law is 1183. Does that answer your question?

Mr. Baker: Sure does.

Mr. Luzader: If I may, Mr. Hood, you may have to clarify this. There's been mentioned that if this does not get approved, that anyone could come in and just build apartments in there as an AR-2 now...

Mr. Hood: That's not true.

Mr. Luzader: If I understand correctly, when this property was re-zoned back in 2005, there was a plan submitted with that property.

Mr. Hood: Absolutely, and incorporated into the ordinance. Basically the thing that is allowed without Council action, without Planning Commission action is to extend what is currently at Taylor Chase all they way down to the rest of the 21 acres and then have some kind of proposed CC on the existing 8 acres that is the front at Taylor Road and those are on file at the Council Clerk's office and have been since 2005. That's the current zoning.

Mr. Luzader: So if they were to want to put in anything different than what was proposed back in 2005, they would have to come before this body for a change.

Mr. Hood: Planning Commission and Council just as they are doing right now.

Mr. Luzader: I just wanted to clarify that because I know it has been kicked back and forth a couple of different times that somebody could come in and build apartments right now because it's zoned AR-2, they just can't do it. They have either follow that plan or come to us for a new plan.

Aaron Young, 9167 Taylor Rd SW: I guess for me when it all started it was about the density and its just way to dense. It has been an issue for quite a bit of folks regardless of what kind of issues we brought up here. The density for the me is the biggest thing. I'm glad somebody said no more than 5 per acre because that is what the code says and even though it's below 10 over all, the over all 24.3 acres is not being developed, it's less than that so this density thing has always been an issue. I think tonight we're hearing that that's not negotiable. Another thing I'm hearing tonight as much as I like being here, not really, I like seeing everybody I like people but you can't smoke here and its a gun free zone. I feel like we been here way too many times and we gotta get a vote on this thing tonight and hopefully it does not pass. What I'm hearing tonight which is also kind of shocking is about this master plan. I mean if this is just going to get worse, I can see a lot more of these meetings going on from the community. It's going to happen. I respect what Mr. Bowsher said and his opinion, but he

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doesn't live in Reynoldsburg and putting that amount of density across the street not just from me but in the community where it's just rural, its flat, nothing around there its just going to be a big towering wall 40 feet off Taylor road from the right-away. Yet there might be similar apartments down there near Walmart, that area but those are well off the road and they're kind of down the hill, they're not towering above the rest of the area like everything else. I don't know how many times we could go over the issue but I say lets get a vote tonight. The attorney's right, anyone could file a law suit but law suits don't have to come from the developers, there's a lot of people involved in this and being fair to one developer trying to work around maybe some rules that maybe we have with our Council as to how applications should go once we start stepping outside of that process I think at that point maybe your not being fair to all developers that come to Reynoldsburg. Maybe sometimes the community too. Like I say I don't like to be here any more times than I have to I appreciate everyone here, lets have our vote, get our big boy pants on and vote the right way. Thanks.

Robert Young 12552 Dodds Rd, Newark 43056: I'm here because I have a lot of friends that own homes in this area. I spent 20 years working in this area for Columbia Gas and I understand a lot of their problems. I couldn't really wait to retire and get out of this congested problems up here and that was 20 years ago. So yes, I'm here to support my Licking County neighbors and the thing is a lot of this problem is just a matter of not listening to the people because the majority of the people that live out here, many of them are my friends have already experienced trying to sell their home, they'll be lucky to get what they invested in them out of them. People that drive up and down Taylor Road, I don't want any part of that today. Just coming out to look at them. Someone turned the realtor around and said I don't want to live out here. I mean when it takes 5 minutes to get from here up to where you can go over to Refugee Road, I mean that's just ridiculous. The road as it stands now really isn't capable of the rush hour traffic for 3 hours twice a day and lunch hour traffic. I say this because these *** as well as my family and I know myself just getting out of the driveway crossing this project right now, I've set for 10 minutes waiting for an opening on Taylor Road already and this is after dinner hour so yeah there's a problem with Taylor Road and Taylor Road if you do this really needs to be a 5 lane road with extra turn off an turn on two lanes if there's anything developed on either side of it. I've already spoken to Licking County about this and they agree with that and they're having complaints right now with the heavy traffic that's going on with the development that they let go out here on Refugee Road and it's really become a problem with the invasion of rural atmosphere which is what people invested a lot of money to build out in this area did for that reason. And now it's like they're living in town again. 10 years later. So too fast growth, and you think you're going to get a lot of tax money out of this but when they're property values go down you'll see how much tax revenue you lose and that pretty much covers a lot of the things, I had more stuff wrote here but I wanted to keep it down to three minutes and I respect that. I just appreciate the opportunity to come up here and support my friends and my son and daughter in law and neighbors.

Thaah Young, 9167 Taylor Rd., Reynoldsburg: It came to my attention a few weeks ago that some of the documentation that we had submitted to public record that we thought that the public could request and review including City Council and Planning Commission was not available. Tonight I would like to ask that be entered into public record. The first document I have is dated March 6th, it was addressed to the Planning Commission and City Council. The second document I have is March

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8th that was submitted to Planning Commission and City Council. Also March 23rd we sent another document and that was to the City Council, we also sent another document on April the 9th again, that was to the Public Service and Transportation Committee and City Council and at this time I'd like to enter these into public record and attached to this application. The other thing I'd like to say is that I do ask a lot of questions and I do appreciate City Council taking the time and speaking to me individually for a lot of time I really do appreciate that. I also appreciate the school board members who took their time to address my questions again and do the staff of the City. Everyone was very cooperative and very responsive and I do appreciate that. The other thing I'd like to say is that reading the code which was 1183, I have read this code since January 22nd multiple times and the way I read this code is that its to encourage developers to come into the community its to also encourage creative ideas to fit and be compatible with the existing community and the code reads, it will do no harm to the existing community and I am referencing 1183.01 Purpose under number b. It does say it cannot do harm to the existing community. It needs to be compatible. I simply ask that the city Council members consider current zoning code, the city of Reynoldsburg's Charter and deny this request to change the Zoning District to Planned Neighborhood District. Thank you for your time.

Chuck Stanley, 8421 Moningdew Dr, Reynoldsburg: My biggest thing has been the traffic problem this is going to cause and if you build 240 apartments, I figure your going to have to have 2 cars for each apartment building, at least 2 cars. That would mean 500 more cars that would be going out onto Taylor Road or going back in from Taylor Road and I don't know how in the world your going to do that the way Taylor Road is now unless you build a couple more lanes and figure out some way to get people to drive another direction. They'd have to go over in the neighborhood behind and then out. It just wouldn't work. I have trouble just getting down to Kroger every day. I have to set a certain time to go down there that there would be less traffic. If you don't think so, come to my house and ride with me some day and you'll see that its a problem getting out on Taylor Road and getting down to Kroger and I don't go any place else much. I just hope you don't approve this. There's got to be some other way to get it done without 240 apartments and 500 cars coming out of there. That's 2 cars for each apartment and it would probably be more than that, I've got neighbors that's got 4 and 5 cars, so I think you're going to have a big problem with getting in and getting out of there. So I hope you don't approve it for that reason. Thank you very much.

Linda F. Grimes, 1370 Reserve Dr, Reynoldsburg: The neighborhood in which I live, the community, the proposed plan for building will be right behind my home and I'm not actually really looking forward to that at all. The thing that concerns me, I agree with the last gentleman who spoke that said parking will be doubled, if you're looking at younger people, you're trying to target a particular population, they don't have the income to pay a higher rent, so they share. You could have 2 couples that have in those 2 bedroom units, each one of those couples could have a car, so you'd have 4 cars. Currently, the parking that they have suggested would be covered would be completely inadequate. The sheer number of people and buildings, 14 units, buildings is what we're talking about and in that small amount of space, that's too much. I'm also concerned with water displacement, although they say that the sewage that they have planned is going to be adequate, when I moved into that community in September of 2000, I had a sewer back up in my basement. So Reynoldsburg came out, dropped cameras down in there and saw that it was congestion. Now

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hopefully I don't have any more sewer back ups into my basement, but that occurred and the community was not heavily populated at all, I was one of the first persons to actually move onto the street. So to get a sewer back up then, I'm not really certain what could happen. I don't know what the sewage plan is for that particular area. Getting out on to Main Street even now is getting to be extremely difficult. There is no light at Reserve Drive and Main Street currently but the amount of traffic, Reserve Drive is right across the street from the cemetery and it is getting more and more difficult, I left home today twice, it took me probably 10 minutes to get onto Main Street from Reserve Drive. I can only anticipate that it would quadruple as far as time goes. I'm retired so I don't have to get up and get out there in the morning. But when I have to get up there early in the morning, it's horrifying trying to get out there. So in summation, I guess the density, water displacement, parking, those are all my biggest concerns and I would hope too that you would deny this proposal.

Mr. Luzader: Are there any members of the audience who did not submit a speaker slip that would like to address Council at this time?

Robert Barga, 1589 Stouder Drive, Reynoldsburg: The reality here is progress has to happen at some point. Change will happen whether we like it or not. The question is how do we make change that works within our system and the community and represents what they actually want. Sounds like the real concerns here are not necessarily the progress itself but how it's going to impact the members of the community who live in that area. Frankly speaking, I really want to ask the developers some questions. I think that we should see some guarantees from the developer before moving forward. We should get guarantees that property values are charted, if they go down, I'd like to ask the developer to guarantee that they would contribute to the property owners, that value. I would like them to guarantee that the roads get expanded. I would like them to guarantee that any increase in students in our school, that is not offset by the TIF, if offset by their own money. Progress is fine, but if they want to come into our community, I think they have to make promises back to us that guarantee members of our community that can be at least happy with the idea whether they actually want it or not. Something that alleviates any pain that comes. That's all, thank you.

Mr. Luzader: Anyone else? Any further comments from anyone on Committee? Members of Council? I would just like to read something that goes along with part of what Ms. Young said. This is exactly what a Planned Neighborhood Development was designed for. The purpose of a Planned Neighborhood Design district is to permit comprehensively planned residential developments approved by City Council and the Planning Commission using more flexible zoning guidelines and site design criteria that permitted a traditional business. The suspension of traditional zoning provisions is intended to encourage creative, high quality site design practices in the development of residential areas, encourage the creation of attractive and useful open spaces, promote compatibility and complement existing developments, protect adjoining properties from it's diverse impacts, promote safe and efficient pedestrian bicycle and vehicular movement, promote a layout of planned development provisions to permit reduction of traditional lot sizes without mitigating amenities or quality design which justifies such reduction to the benefit of the residents of the community as a whole. Now if we take a look at what was originally approved back in 2005, I

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can guarantee you that the developer that did the homes on Reserve Drive took that into consideration. I think we have a duty to those residents to at least take all of their comments into consideration as we move forward with this item.

Mr. Thomas: Just to kind of directly answer your question about the impact this has on the community ***. To answer your question directly on how we impact the Reserve Drive residents. As you recall from the previously development plan that was submitted and accepted by the City of Reynoldsburg is roughly 32 feet away from the property owners directly to the west and we're currently, as previously stated, almost as great as 382 feet from our west boarders. So on that we've made the additional step from what's approved currently to what we would like to propose a greater distance of property and greater distance of type of product with additional buffers that we're offering. We've offered to clean up their property line of all brush, to clear any dead or diseased tree on their property as well as ours as part of mitigation and of course we also guarantee the separation the distance between properties and the mounding and additional landscaping on top which was not part of the original plan from the previous developer. To speak of the density, what currently exists with the AR-2 zoning, if you look at the 15 acres in which the condominiums are currently placed on, and that would be the future units, there are 15 acres that are left to be developed. With that 15 acres, there's allowed to be 108 units. In that same proposed density area, with our apartment community in that area, it's 112 units. So we're looking at a difference of 4 units from what was the Taylor Chase condominiums to what is now our application. Of course, we have the commercial area which is the CC area which all the density will take place into which is an additional 128 units which gives us the 240 units. So there is that difference in density of 4 units and to answer Ms. Bryant's question if we want to do everything apples to apples between the current density of the AR-2 and our density of 112, I'd be more than willing to drop our proposed from 240, down 4 units to 236 this time. To answer some questions pertaining to the traffic issues on Taylor Road, we completely agree that there are current conditions there that we are not contributing to at this moment. We've done our traffic analysis of the intersection as well as the intersection of Main and Taylor and I do have a traffic engineer that did those analysis. He's had both EMH&T which is the engineer as well as Structurepoint do an analysis on both traffic studies at this time. Both traffic studies at the corner of Main and Taylor find that intersection to be what they find a D and E rating which is essentially very difficult to maintain good flow of traffic. With our scenario, we would be using the TIF dollars that would be generated through our property to add a south bound right turn lane which would immediately effect and of course this south bound right turn lane would be constructed immediately upon our construction start of the community. That would be our first priority to construct that south bound right turn lane and that was part of the commitment to the development from Planning Commission prior to any acceptance of final COs by the City of Reynoldsburg, that south bound right turn lane would be completed. So to alleviate the congestion which is already existing today which won't be fixed by anybody currently on that property, which won't be fixed by the City of Reynoldsburg but would be fixed by the City of Reynoldsburg but will be fixed by Metro Development with a very short time frame we can add a significant change to that traffic pattern without any additional impact or very minor impact from our apartments. If you have any questions feel free to address them with our traffic engineer. He's been doing traffic studies throughout Central Ohio I'm sure he's done numerous in the City of Reynoldsburg. But again, thank you very much for your time. I appreciate the opportunity to come to the City of Reynoldsburg I

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enjoy working within the City, I enjoy our opportunity to bring our application forward to you at this time and I look forward to working with you guys in the near future. Appreciate your time. Thank you.

Mr. Luzader: I would like to make a motion that we forward this item to Council with a recommendation to reject the written recommendation of the Planning Commission and to deny the re-zoning application. Do I have a second? Second by Mr. Skinner.

Mr. Hood: Discussion Chairman Luzader.

Mr. Luzader: is there any further discussion on this item?

President Joseph: Just to clarify that again, an affirmative vote is to reject the application a negative vote is not to reject.

Mr. Luzader: That's when it gets to Council.

President Joseph: That's from here. Because you're making a motion to reject that requires a yes.

Mr. Luzader: I'm making a motion to forward it to Council.

Mr. Hood: With a recommendation to deny that's correct, an affirmative vote rejects and denies.

President Joseph: So it will be an affirmative vote.

Mr. Hood: Mr. Luzader, a couple of questions. Do you find sir that this does not meet the standards in 1183 as far as density?

Mr. Luzader: I do believe that the compatibility of the proposed zoning change does not meet the characteristics and mix with the surrounding area.

Mr. Hood: And again sir, I ask you, does it meet the standards of the parking and enclosed parking requirements?

Mr. Luzader: No.

Mr. Hood: Thank you.

Mr. Luzader: with that said, we have a motion and second is there any further discussion?

Ms. Bryant: I would like to move that we forward it on to Council with a recommendation to approve if Mr. Thomas would agree to reduce the number of units to 190.

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President Joseph: Before we can do that there is already a motion and a second. That would have to be rejected before any additional motions could be entertained. If Council wants to go with Councilwoman Bryant's suggestion, you'd want to vote no. If you want to continue with Mr. Luzader's suggestion to reject that would be a yes to send it on to Council.

Mr. Luzader: Any further questions?

Roll call on: Motion that we forward this item to Council with a recommendation to reject the written recommendation of the Planning Commission and to deny the re-zoning application. (Second: Skinner)

Skinner "Aye", Bryant "Nay", Baker "Nay", Luzader "Aye", tie break President Joseph "Nay, I'd like to look at Councilwoman Bryant's proposal to modify"

Mr. Luzader: I would entertain motions from the committee.

Ms. Bryant: I move that we forward this on to Council with recommendation for approval for 190 units.

Mr. Hood: What is the density for 190 units.

President Joseph: Applicant, would you happen to know what the density of 190 units is?

Mr. Hood: There would have to be a plan to spread them out per acre.

Mr. Thomas: The map would work better if there were 192 by the way as far as the type of units that we build.

Ms. Bryant: So that keeps us from having a bunch or remainders on there? I didn't go to Law School to do math, so I'll amend my motion to 192 of that makes it easier mathematically to figure this out.

Mr. Thomas: 7.9.

Mr. Hood: So is your Motion to amend the application with the condition that they do not exceed 7.9 units per acre?

Ms. Bryant: I would like to move that we move this on to Council for approval with a density of 7.9 units per acre.

President Joseph: Mr. Hood we would be needing to amend it prior to passing it on correct?

Mr. Hood: I don't understand what you said, I'm sorry. You can put any condition you wish.

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President Joseph: I'm just asking if this is better to do this as an amendment to what's being proposed here or whether we're just coming up with a new...

Mr. Hood: It's better not to do this at all.. But.. Shoot from the hip like this, if you'd like to send it back to Planning Commission with an instruction you can do that. But..

Mr. Baker: Just real quick, this will probably alleviate the whole thing. Sir, will that suffice? Would that be sufficient for you, if we go to 192?

Mr. Thomas: Well, if we pass this recommendation, I assume that recommendation goes to City Council or does it go back to Planning Commission?

President Joseph: If it passes Committee it would go to Council tonight. Either as a rejection or as an amended proposal as suggested by Councilwoman Bryant. Either way it would require 6 votes by Council.

Mr. Thomas: Because we're..

President Joseph: Because we're changing what the Planning Commission approved. Correct.

Mr. Thomas: Is there an opportunity to go back to Planning Commission with a change of plan?

Mr. Hood: It already had 2 months.

****Inaudible****

Mr. Hood: That's why we shouldn't be doing this at the Council table.

President Joseph: Mr. Hood, do we have the option to return it to Planning Commission.

Mr. Hood: You can do what you wish, you know, you have the ability to put any conditions on the approval you wish. But in order to differ from the written recommendations of the Planning Commission, which is approval with the 2 conditions- 1 that they put the turn lane in and 2 the dedicated park land. You have to have 6 votes of the Council to approve that.

Ms. Bryant: My motion is withdrawn. I would like to Move that we send this back to Planning for re-evaluation at 192 units.

Mr. Baker: My question wasn't answered. I said does that suffice?

Mr. Thomas: Absolutely.

Mr. Baker: Ok.

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Mr. Cotner: Earlier Ms. Bryant asked you about reducing the number and you said very clearly no, your project was set where you wanted it. So how, now are you willing to make a change like that?

Mr. Thomas: That's why I was asking for the reduction in density to go back to the Planning Commission. This will take us a re-analysis of the plain of the site plan itself to make that commitment. So I think with the opportunity to go back to the Planning Commission and work with them on the details I think we have a better opportunity.

Mr. Cotner: I don't understand. It's like Mr. Baker just asked, you said no, and now we're changing and it seems.. Your point was very clear, do you want to change that and we're still...

Mr. Thomas: Well the opportunity is, deny tonight correct?

Mr. Cotner: I don't know I'm just trying to clarify.

President Joseph: It looks like that might be the end result.

Mr. Thomas: And so we would not have an opportunity for this site for a year if it was denied this evening, or work out details with the Planning Commission and come back. I think my better opportunity since I've already invested a quarter of a million dollars on this property already as part of this process that I think that in order to preserve my initial investment then I think a better opportunity is for me to do another analysis and see if with the timing and plan change and work with the Planning Commission that maybe there is a better option for a reduction in density.

Mr. Luzader: Ms. Bryant your motion is to send it back to planning commission?

Ms. Bryant: That's correct.

President Joseph: With instructions to look at under 192 units.

Ms. Bryant: with instructions for Mr. Thomas's company to reduce this project 192 units.

Mr. Skinner: With any other provisions for the turn lane or is that going to be left off?

Ms. Bryant: Well the turn lane still needs to happen. The only change I'm looking for is a reduction in the number of units because that appears to be what brought pretty much everyone out as far as being against this project. I've talked to a number of people, I've had people call me, I've talked to people on Reserve Drive, I've talked to people on Morningdew. You know, the big objection by far is the density. So I want to give you shot, I want to want this project, but as it is I don't.

Mr. Clemens: First, I understand but I think we're putting a burden on all the people that come here that are interested in this really. Going back to the Planning Commission, we're going back to the same mess we just came from. If you don't want it, I think you should vote it down period. If you want it I think we ought to approve it. This sending it back and forth doesn't make any sense. We've

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got people that live here that we're trying to satisfy and we're not doing a very good job of it. This deal of postponing it for 2 weeks and send it back to the Planning Commission is going to set us back another month by the time it comes back to us and I'm really not satisfied with what they did before. So we're going to get into the same fight, same argument, listen to the same thing over again for another hour and a half or two hours that was proposed last time we were here, tonight and we're here to make our minds up and I think first thing you ought to do is put the people's heart ahead of money and that's the way I look at it. I realize we're *** I think we're trying to get young people and we should but I don't think we should step on the older people just because of that. I think you did a good presentation and the attorney did a good job, but that doesn't change my feeling as far as what the public thinks. I had all kind of calls too from over there. As a matter of fact I had 3 before 8:00 this morning. I think we gave you a lot of time to give your presentation and I think you did a good job, but this sending it back and forth sets it back another month.

Mr. Thomas: but the delay would be a year. If its denied tonight, there won't be another developer come back for this opportunity.

Mr. Clemens: Does that make me sad? No.

Mr. Thomas: I understand that as far as development on that property which does affect the City of Reynoldsburg..

Mr. Clemens: Someday we'll get something else, maybe we'll get some changes in our Zoning Code and so forth. I feel personally, I feel that we're letting the public down by not doing our job one way or the other. I'm not telling them how to vote, that's their business not mine but I do think we ought to get busy and find out really what we're going to do. I don't think sending it back to the Planning Commission is going to do a thing really other than send it back to us again and going through the same process. I think you did a good job, I have no problem, I think you should know that we want to vote. Call it to vote, I don't know what the hold up is.

President Joseph: 2 observations. I'm of the opinion that an equitable agreement can come to fruition on this piece of property especially given that apartments could be built there now. Hearing the arguments I don't think necessarily how it's being done currently is a good thing either. But it could easily be developed that way. And as someone who lives on that part of town, I drive Taylor Road, I'm fully aware of all of the issues brought forward by the community and by the developer and I think we owe it to everyone involved to see if we can come up with a workable solution for this piece of property because it's not going to go away. Somebody will come back down the pipe with another proposal. It might be better, it might be worse, but we have an opportunity to make something happen on this piece of ground that might be acceptable to all parties. But to do that, we have to send it back to Planning and let them look at it again and then we can look at it with a fresh set of eyes. But I think the developers have clearly given ground to try to make this happen and I think that just hoping something doesn't go on there later that may be much worse, I don't think that's a good decision by us to make as well. So I think the best decision is to make the Planning Commission take another look at it and then we can take another look at it ourselves, that's why we're here. We're not here because our job is easy and we're going to be out of here by 8:30 or

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whatever. Our job is to look at the tough issues facing the city and make the right decision no matter how long it takes. So I suggest that we send it back. Thank you.

Mr. Hood: I just want to point out currently the AR-2 designation is a 6 1/2 unit per acre density. So I'm not sure if that is illustrative or not even with your conditions to the Planning Commission, you would be increasing the density for what it is currently zoned.

Mr. Luzader: I have a question for you, would this be referred back to the Planning Commission from the Committee since we already have a recommendation from the Planning Commission?

Mr. Hood: if the motion is seconded and obtains enough votes to send it back to Planning Commission it will be returned.

President Joseph: It would be just like it was the last time, same process.

Mr. Skinner: I would just like to ask our Development Director if we have any interest shown on that piece of property other than Mr. Thomas's company that you're aware of.

Mr. Bowsher: Not at this time.

Mr. Skinner: In light of that and the proposal changing nearly 20% of this current proposal, I think it might be wise to consider this, although this will not of course be the case, but if we would look at denying this and Mr. Thomas having a chance to re-open it with an almost entirely new plan. As I said, 20% is a significant number and that would not be the case we would be tabling it but we look at it as dismissing this current plan and in a couple of months as opposed to a new developer, we already have someone with a vested interest financially that is able to bring a new plan to us in a couple of months.

Mr. Luzader: Well we have a motion on the floor Ms. Bryant, is there a second.

Mr. Baker: This isn't a second this is a question. I have to say this. If you was willing to do this reduction now, why not months ago.

Mr. Thomas: Well, with the opportunity to go back to Planning Commission, just to give you the 411 on this scenario, I will have to go back to the sellers and the seller will have to cooperate with me if they want to continue to have me as a buyer. So there will be a cooperation agreement between myself, the sellers and the City of Reynoldsburg on this piece of property. So if it goes forward tonight that is an opportunity for the seller to decide if they want to go forward as well as the new buyer and the City of Reynoldsburg so it involves all partners where that opportunity didn't exist previously. So that opportunity now that this is the only way it's going to be developed and accepted by the City of Reynoldsburg, they have no other opportunity.

Mr. Baker: So what I'm getting from that is this project could be pulled because the buyer could say I don't want to do it I want to stick with the current plan correct?

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Mr. Thomas: There is an opportunity for that yes. The current owner on the property was not available here tonight, he's out of town at the current time. For me working with Mr. Murphy and Mr. Bard is going to take some time in between to work through a scenario that will be successful or not successful as well as our company that will have to decide if it is financially feasible to make it sustainable with that size, community center, swimming pool and all the amenities as well as the commitments we made today because as we already heard the commitment for the southbound turn lane and the park with the playground and parking lot being the same, internal trails and like I said all the landscaping and buffers we committed too, that is something we'll have to further digest what the opportunity to work with *** is also.

Mr. Baker: I have something else to say, I'm sorry but if I don't get it off my chest I'm going to be sitting here and I'm sorry for dragging this out, but this has got to be said. I'm going to say this much. I'm going to second but on the condition but I don't want to hear about Oh we're not being fair, just no. I will second it, but for me, this is my personal one, this is it. I'm just letting you know. Ok?

Mr. Luzader: Second by Mr. Baker.

Motion to forward to the Planning Commission for recommendation of reducing the density to not exceed 7.9 units per acre. Second by Mr. Baker

Skinner "Aye", Baker "Aye", Bryant "Aye", Luzder "Nay" Motion carried item referred back to Planning Commission (Meeting Scheduled for 8/2/2018)

RESULT:

REFERRED TO BOARD/COMMISSION

Next: 8/2/2018 6:00 PM

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Service Department**Bill Sampson****7232 E. Main Street****Reynoldsburg OH 43068****614-322-6884 Phone****MOTION REQUEST**

DATE: **July 23, 2018**

TO: **Public Service and Transportation Committee**

RE: **MOTION THAT THE REYNOLDSBURG DEPARTMENT OF
PUBLIC SERVICE BE AND HEREBY AUTHORIZED AND
DIRECTED TO ADVERTISE FOR BIDS FOR THE
DEVELOPMENT OF THE LANCASTER & MAIN PARKING LOT**

Approval:

Brad McCloud	Jed Hood	Stephen Cicak
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Statement of necessity: To have the firm under contract by October 2018.

The OHM Team has prepared Construction documents that detail the requirements for construction of the Lancaster & Main Street parking lot. The drawings include demolition plans; layout and material plans; drainage plans; planting plans; sheet specifications; and sections, elevations, details, and any other documentation necessary to define the intended design.

Service Department**Bill Sampson****7232 E. Main Street****Reynoldsburg OH 43068****614-322-6884 Phone****ORDINANCE REQUEST****DATE: July 23, 2018****TO: Public Service and Transportation Committee**

RE: RESOLUTION AUTHORIZING THE MAYOR TO SEEK FINANCIAL ASSISTANCE FROM THE OPWC FOR THE FUNDING OF VARIOUS CAPITAL INFRASTRUCTURE PROJECTS (Waggoner Road Improvements) AND DECLARING AN EMERGENCY.

Approval:

Completed Brad McCloud	Completed Jed Hood	Completed Stephen Cicak
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Emergency/Suspension: Emergency

Reason For Emergency: Financial needs of the City's government

Statement of necessity: This item needs to pass as an emergency to keep us on track to satisfy the OPWC application timeline.

Whereas, pursuant to Article VIII, Section 2K of the Ohio Constitution, the state of Ohio is authorized to issue bonds and other obligations of the state for the purpose of financing public infrastructure capital improvements of political subdivisions as designated by law; and

Whereas, pursuant to Section 164.06 of the Ohio Revised Code, the Ohio Public Works Commission has been created to accept and approve applications for state financing of capital infrastructure improvement projects of political subdivisions in Franklin County; and

Whereas, the City of Reynoldsburg has conducted a capital inventory and needs assessment and has determined that it is necessary to submit applications for financial assistance for capital infrastructure projects.

Service Department**Bill Sampson****7232 E. Main Street****Reynoldsburg OH 43068****614-322-6884 Phone**

NOW, THEREFORE, BE IT RESOLVED by the Council of the City of Reynoldsburg of the state of Ohio and Franklin, Licking, and Fairfield Counties that:

SECTION 1. The Mayor is hereby authorized to apply to the District Three Public Works Integrating Committee and the Ohio Public Works Commission for financial assistance for the following capital infrastructure project(s):

Waggoner Road Improvements

SECTION 2. The Mayor is further authorized to enter into any agreements as may be necessary and appropriate for obtaining this financial assistance in conjunction with the recommendation of the City Engineer, and approved as to form by the City Attorney, in accordance with all authority granted to and limitations upon the City Auditor.

SECTION 3. That this resolution is declared to be an emergency measure necessary for the immediate preservation of the health and safety of the residents of the City of Reynoldsburg, and further that there is a submission deadline; wherefore, upon adoption by Council this resolution shall be in effect immediately upon the signature of the Mayor.

See attached correspondence.



Engineers, Surveyors, Planners, Scientists

MEMO

Date: June 20, 2018

To: Bill Sampson, Director of Public Service

From: Ryan Andrews

Subject: Waggoner Road OPWC

Copies: Keith Kundtz, City of Reynoldsburg; Carly Yowell, EMH&T

As you are aware, we are nearing the time of year when we typically assemble OPWC funding applications. This year, applications are due to the District 3 Public Works Integrating Committee (PWIC) on September 10th. It is my understanding that the City will likely want to resubmit the Waggoner Road project, which unfortunately was the first project below the funding cut-off line in 2017. Prior to moving forward with the resubmission of this application, I would like to review the project and scoring results from last year's application. During my review of the scores, I noted the following items:

1. The 2017 Waggoner Road Application received a score of 217.25 for the State Capital Improvement Plan (SCIP) fund. Based on historical results, this would have been funded in 5 out of the last 10 years. Unfortunately, 2017 was a more competitive year than normal.
2. During my review of the scoring, it is apparent that we came very close to maximizing the scoring potential of this project. There are only a few possible ways to add points to the score, which are:
 - a. Obtain new traffic counts after school resumes in August. In 2017, we received 18 out of a possible 30 points in the "Service to the District" category. This score is purely based on how the average daily traffic on Waggoner Road compares to the other projects, which are up for consideration. If we can demonstrate higher traffic volumes in 2018 and the other projects being considered have lower traffic volumes, we may be able to obtain more points in this category. Obviously, we have no control over the projects that are submitted by other communities, so there is no guarantee that doing this would increase the score, but it might help.
 - b. Look for opportunities to reduce the cost of the project. Consider splitting the project up into three phases instead of two or evaluate options to revise the scope of the improvement to reduce cost. Scope revisions could include reducing the width of the roadway. Currently, it is planned for a 36-ft wide pavement section with a center turn lane throughout. Reducing this from three to two lanes in certain areas where there are no sidestreets, might help reduce the cost.
 - c. Re-evaluate the funding scenario. In 2017, the application included the following funding scenario.



Engineers, Surveyors, Planners, Scientists

2017 OPWC Application Funding Summary

Funding Source	Amount
OPWC Grant	\$3,665,494
OPWC Loan	\$1,334,505
FCEO Assistance on Appraisals	\$70,000
Reynoldsburg Water CIP	\$715,050
Reynoldsburg General Fund (Roadway)	\$891,626
Total Project Cost	\$6,676,675

- d. In order to maintain the same score in the funding request category, we would need to coordinate with the Franklin County Engineers Office to make sure they are still willing to provide appraisals for the land acquisition. Having that letter from them earned us 3 points on the 2017 application for having a "joint financial partnership" with the County.
- e. In order to increase points, we would either need to reduce the OPWC grant and loan request by \$3,000,000, which would earn us 2 more points. The only way this would be feasible is if we would split the project into three phases instead of two. We could also obtain two more points by requesting less grant and more loan. If we moved 10% of the project cost (or \$667,667) from grant to loan, it would yield two more points on the application. Both of these options are somewhat large concessions, just for two points.

I would like to meet with the City sometime between now and mid-July to go over the OPWC process and to verify that the City wants to move forward with Waggoner Road again in 2018. Most of the application from 2017 is reusable and we would not need to have another public meeting, so there would be a significant reduction in effort needed to assemble a new Waggoner Road Application.

Service Department**Bill Sampson****7232 E. Main Street****Reynoldsburg OH 43068****614-322-6884 Phone****ORDINANCE REQUEST**

DATE: **July 23, 2018**

TO: **Public Service and Transportation Committee**

RE: **ORDINANCE AUTHORIZING EMH&T TO CONDUCT
SURVEYING, DESIGN ENGINEERING & BIDDING SERVICES
FOR ROADWAY IMPROVEMENTS TO PALMER ROAD;
APPROPRIATING FUNDS THEREFORE.**

Approval:

Completed Brad McCloud	Completed Jed Hood	Completed Stephen Cicak
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EMH&T will provide survey, engineering design and assistance with bidding for the Palmer Road improvements. The proposed improvements includes a full depth reclamation of the existing pavement section; widening the road by approximately four (4) feet; roadside grading to establish positive drainage; and minor storm sewer improvements. The proposal and estimated construction cost is attached.

Requesting \$157,342.00 from unappropriated Capital Projects fund (410) and appropriated to is 410.000.0163.5659 Misc. Infrastructure.

June 26, 2018

Mr. William J. Sampson
Director of Public Service
City of Reynoldsburg
7232 East Main Street
Reynoldsburg, Ohio 43068

**Re: Roadway Improvements for Palmer Road
Proposal for Design Services**

Dear Bill,

We are pleased to provide you with the proposal for survey, engineering design, and bidding assistance for the Palmer Road Improvements. Based on our previous coordination efforts on this project, we understand that the scope will include the following:

- Full depth reclamation of the existing pavement section from the intersection with Graham Road to the City Limits, just east of Ravine Way. This project corridor spans approximately 5,800 linear feet (1.1 miles).
- The pavement will be widened by approximately 4-ft during the reclamation process, creating wider lanes and a paved shoulder.
- Roadside grading will be performed to establish positive drainage from the widened roadway edge to the existing drainage ditches.
 - Minor storm sewer improvements may be necessary in certain areas to facilitate proper drainage. These will be identified during preliminary engineering.
- Residential driveway approaches will be replaced to meet the new roadway edge and mailboxes will be relocated as needed.

It is anticipated that the construction budget for this improvement will be approximately \$1,750,000 based on preliminary cost estimates that were included in EMH&T's conceptual design memo.

SCOPE OF SERVICES

EMH&T will provide professional engineering and surveying services necessary to prepare construction plans, specifications and bidding documents for the roadway improvement. A summary of specific work efforts is provided as follows:

- a. Survey – Horizontal and vertical control will be established for a basis of design and construction. Topography necessary for the design of the roadway improvements will be acquired within the right-of-way. The Ohio Utilities Protection Service will be called in advance of field survey to provide planning information and field markings. All survey will be on the North American Datum 1983 State Plane Coordinate system and the North American Vertical Datum 1988. Existing topographic features such as existing pavements, embankments, storm sewers, and any other physical features, which may be impacted by design, will be surveyed.
- b. Right-of-Way Determination – We will conduct fieldwork and courthouse research

necessary to determine the right-of-way limits within Palmer Road to verify that the designed improvements do not encroach on private property without easements or rights of entry.

2. Roadway Plans and Specifications

- a. EMH&T will coordinate and lead meetings between the design team, City of Reynoldsburg, and any other projects stakeholders. This will include one project kick-off meeting with a site visit and 3 project coordination meetings throughout the design phase at various decision points or project milestone dates. We will develop a project schedule that corresponds to the City's desire to bid the project in early 2019.
- b. Develop base map using topographic survey, record plan and GIS information to serve as the backbone for detailed design efforts.
- c. Coordinate with a geotechnical sub-consultant to acquire pavement cores/borings along the project corridor to acquire information relating to the existing pavement composition and subgrade condition. This data will be used by EMH&T in the development of a structural pavement design and to confirm the suitability of full depth reclamation using the existing material.
- d. Roadway drawings will be prepared to show the physical layout of the roadway improvements. The vertical profile grade of the roadway centerline will be established.
- e. Driveway and intersection details, showing the proposed limits, grades, and drainage patterns will be prepared for each intersecting street and private driveway.
- f. Roadway cross-sections which detail the roadside drainage swale and linear grading limits will be prepared in 50-ft intervals.
- g. Typical roadway sections, plan details, supplemental project notes and specifications will be prepared.
- h. The design may include storm sewer improvements in areas where the ditch does not have adequate drainage or where existing storm sewers are in conflict with the proposed widening of Palmer Road.
- i. EMH&T will develop a maintenance of traffic plan, which outlines a procedure for the contractor to maintain traffic during construction.
- j. Traffic control plans will be developed for the improvements.
- k. Staged submittals at the 30%, 60%, and 100% design phase will be prepared and provided to the City, utility companies and any other project stakeholders for comment.

3. Permitting and Utility Coordination

- a. We will prepare a Storm Water Pollution Prevention Plan (SWPPP) and submit a Notice of Intent to the Ohio EPA on the City's behalf.
- b. Coordinate with Licking Co. / Etna Twp. as needed on the project scope and maintenance of traffic details.
- c. At the various design milestone stages, EMH&T will prepare plan sets for submittal to the private utility companies to confirm the location of their infrastructure and to determine whether or not any conflicts exist between existing utilities and the City's proposed improvements. It is assumed that we will send plans to the utility companies three times during design (30%, 60% and 100% plans) and will have one utility coordination meeting to discuss any conflicts.

4. Bidding

- a. We will prepare the bidding documents and plan sets necessary to conduct public bidding for the construction of the improvement. Tasks to be completed in conjunction with the bidding phase will include:
 - i. Bid document preparation
 - ii. Advertisement preparation
 - iii. Issuance of addenda, if necessary
 - iv. Bid tabulation, review of bids and formal recommendation of award

Exclusions: Items specifically not included within the scope of this proposal include: Construction inspection, construction administration, land appraisal, land acquisition assistance, private utility relocation design, offsite storm sewer improvements, geotechnical studies, or environmental investigations or permitting.

SCHEDULE

We are prepared to begin work identified in this proposal immediately upon receipt of Notice to Proceed. Once we determine the start date for this design effort, we will prepare a detailed schedule for the project. We anticipate bidding of these improvements in early 2019.

FEE

These services will be provided as per the conditions of our Professional Services Agreement and the associated Time Rates for the City. Fees for this work described within the Scope of Services shall not exceed the following without prior authorization from the City. Invoices will be submitted monthly and based on the progress of the work and are payable upon receipt.

<u>Description of Service/Task</u>	<u>Fee</u>
Surveying	\$38,624
Roadway Plans & Specifications	\$98,006
Permitting & Utility Coordination	\$16,512
<u>Bidding</u>	<u>\$4,200</u>
TOTAL FEE	\$157,342

CONSTRUCTION SERVICES

Services related to the construction phase, such as attendance at the pre-construction conference, construction inspection, review of shop drawings, as-built surveys, and construction inspection/administration are not included as part of this scope of services. We will prepare a separate proposal for professional engineering services upon request at the time of bidding.

We appreciate the opportunity to submit this proposal to you and look forward to working with you on this project. If you have any questions, please do not hesitate to call me at (614) 775-4555.

Respectfully submitted,

EVANS, MECHWART, HAMBLETON & TILTON, INC.

Ryan M. Andrews, PE

Acceptance and Authorization to Proceed:

APPROVED – CITY OF REYNOLDSBURG, OHIO

Authorized Signature

Print Name and Date

cc: Mr. Keith Kundtz, Street Superintendent
File (EMH&T)

Attachment: Palmer Road Improvements (Palmer Road Improvements)

Water and Wastewater Department

Paul Hellman

614-322-4500 Phone

ORDINANCE REQUEST

DATE: **July 23, 2018**

TO: **Public Service and Transportation Committee**

RE: ORDINANCE AUTHORIZING MAYOR TO ENTER INTO AN
AGREEMENT WITH EMH&T FOR THE ENGINEERING AND
MANAGEMENT OF SEWER LINE CCTV AND MANHOLE
INSPECTIONS.

Approval:

Completed Brad McCloud	Completed Jed Hood	Completed Stephen Cicak
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Request legislation for the Mayor to accept proposal with EMH&T, 5500 New Albany Road, Columbus, Ohio 43054 for the engineering, management of sewer main CCTV, reviewing of CCTV videos and manhole inspections.

This scope of work includes closed circuit televising (CCTV) of the sewer located in the vicinity of the East Main St and Brice Rd. Intersection and the areas just north of Rocky Den Rd.

Manhole inspections will be performed as a portion of the City's Sanitary Sewer Collection System.

Request authorization to proceed with this proposal in the amount of \$113,344.00 from account 720.736.5365 which was approved in the 2018 budget.



Engineers, Surveyors, Planners, Scientists

January 25, 2018

Mr. William J. Sampson
Director of Public Service
City of Reynoldsburg
7232 East Main Street
Reynoldsburg, OH 43068

**Re: City of Reynoldsburg 2018 Sewer Inspection and Cleaning
Proposal for Professional Services**

Dear Mr. Sampson:

The sewer inspection and cleaning work included in this proposal will assist the City in meeting its obligations under the Ohio EPA Directors Findings and Orders to clean and inspect the City's sewer system annually. This scope of work includes closed circuit televising (CCTV) of the sewers located in the vicinity of the East Main Street and Brice Road Intersection and the area just north of Rocky Den Road. In addition, manhole inspections will be performed in a portion of the City's sanitary sewer collection system. Please refer to the attached exhibits for schematics of the proposed study areas. These investigations will identify significant deficiencies and culminate in a report which summarizes the deficiencies as well as any recommended improvements to the sanitary collection system.

SCOPE OF SERVICES

EMH&T will provide the following engineering services:

1. System Characterization and Management
 - a. Conduct project meetings with the City to include a kick-off meeting, progress meetings (when needed), and a presentation of findings and recommendations.
 - b. Review of existing site conditions, Record Plans, tributary areas, sewer capacities, and right-of-way; and coordination with the City of Reynoldsburg.
 - c. Prepare field exhibits for use by inspection personnel.
 - d. Conduct periodic site visits during televising, cleaning, and manhole inspections.
2. CCTV Field Investigations
 - a. EMH&T's Infratechnologies Division will perform internal pipe inspection (CCTV) on approximately 12,850 linear feet of 8-in, 10-in, and 15-in sanitary sewer.
 - b. The CCTV task includes regular cleaning activities and assumes the following:
 - i. Manholes are accessible to cleaning and inspection equipment. City crews will be available to assist in providing access if needed.
 - ii. No bypass pumping will be performed. It is understood that CCTV may need to occur during off peak hours.

- iii. Manhole lids are removable and there are no obstructions to man entry.
- iv. Debris will be disposed of at the wastewater treatment facility and there are no provisions in this proposal for handling hazardous wastes.
- v. City of Reynoldsburg will provide water from a hydrant near the project site.
- vi. Maintenance of traffic beyond cones and truck flashers is not included in the scope of services.
- c. A contingency for 24-hours of heavy cleaning/root removal is included in this scope of services to be used in the event that the sewers are not passable by the CCTV camera. In the event that heavy cleaning or root cutting exceeds 24 hours, EMH&T will coordinate with the City on options / fee for any additional work.
- d. One copy of CCTV logs and flash drives will be provided to the City upon completion of work.
- e. All CCTV will be conducted in accordance with Pipeline Assessment and Certification Program (PACP) standards and the observed defects will be graded accordingly.
- f. The following is a summary of unit costs for the CCTV scope of services:

Description	2015 Unit Price	Units
8-in	\$2.50	Lin. Ft.
10-in	\$2.75	Lin. Ft.
15-in	\$3.00	Lin. Ft.
Heavy Cleaning	\$195.00	Hour

3. Manhole Inspections

- a. EMH&T's Infratechnologies Division will conduct up to 735 manhole inspections (see attached Manhole Inspection Exhibit) using the City's simplified inspection form. The City's simplified manhole inspection form will be imported directly to GIS.
 - b. These forms will be linked to the City's GIS through EMH&T's GIS update contract.
 - c. In assessing the sanitary sewer collection system in Reynoldsburg, a physical assessment and GPS survey of the manhole will be conducted that includes photographs, physical measurements, and condition assessments will be made for each manhole
 - d. In the event that manholes cannot be located in the field (possibly buried or under structures), EMH&T will coordinate with the City for assistance in locating and accessing the manholes.
4. Data Analysis and Reporting
- a. The CCTV data will be reviewed with respect to structural or operation and maintenance defects. The pipes and defects will be scored based on PACP standards.

- b. Upon the completion of the field services, manhole inspection forms will be prepared. EMH&T will process and evaluate manhole inspections.
- c. Prepare exhibits for the existing conditions in the study area. Exhibits will also be prepared documenting findings and deficiencies in the collection system. Finally, exhibits will be prepared to outline the recommended improvements in the inspection area.
- d. The City's Capital Improvement Project list will be updated based on rehabilitation or replacement recommendations for the study area. Probable project cost estimates will be prepared for all rehab or replacement recommendations.
- e. A summary report will be prepared. One (1) copy of the report will be submitted to the City. This report will include a summary of the field data analysis, recommendations for further improvements/rehabilitation or additional analysis to be made to this portion of the collection system, updated Capital Improvement Project list, and probable project cost estimates.

No field survey or construction plans are included as part of this scope. If emergency repairs are needed, then an additional scope and fee may be necessary to cover the cost of those services.

FEE

These services will be provided as per the conditions of our Professional Services Agreement and the associated Time Rates for the City. Fees for the work described within the Scope of Services shall not exceed One Hundred Thirteen Thousand, Three Hundred Forty-four Dollars and no cents (\$113,344.00) without prior authorization from the City. Invoices will be submitted monthly, based on the progress of the work, and are payable upon receipt. Should this scope increase to incorporate additional investigations or heavy cleaning, additional fees may be necessary to cover the cost of professional services.

EMH&T SERVICES FEE SUMMARY

Description of Service/Task	Fee
1. System Characterization and Management	\$6,692.00
2. CCTV Field Investigations	\$37,520.00
a. CCTV and Regular Cleaning for 8-in Sewer (12,300LF @ \$2.50/LF)	(\$30,750.00)
b. CCTV and Regular Cleaning for 10-in Sewer (250LF @ \$2.75/LF)	(\$687.00)
c. CCTV and Regular Cleaning for 15-in Sewer (301LF @ \$3.00/LF)	(\$903.00)
d. Cleaning and Root Cutting (Contingency Item, 24 Hours @ 195.00/Hr)	(\$4,680.00)
e. CCTV Reimbursable Expenses	(\$500.00)
Manhole Inspections (725 MH @ \$60 / MH)	\$43,500.00
Data Analysis and Reporting	\$25,632.00
TOTAL FEE	\$113,344.00

SCHEDULE

EMH&T is prepared to begin work upon receipt of a authorization from the City of Reynoldsburg. A detailed schedule for field activities and office work will be prepared and submitted to the City at a project kick-off meeting.

If this description and fee meet your approval, please authorize with your signature below. Please contact me at (614) 775-4555 if you have any questions.

Respectfully submitted,
EVANS, MECHWART, HAMBLETON & TILTON, INC.



Ryan M. Andrews, PE
Senior Project Manager

Attachments: Exhibit 1 – 2018 CCTV Efforts Exhibit (2 Pages)
Exhibit 2 – Manhole Inspection Exhibit (1 Page)

Acceptance and Authorization to Proceed:

Authorized Signature/Date

PO Number/Date

Print Name

Water and Wastewater Department

Paul Hellman

614-322-4500 Phone

ORDINANCE REQUEST

DATE: **July 23, 2018**

TO: **Public Service and Transportation Committee**

RE: ORDINANCE AUTHORIZING MAYOR TO ENTER INTO AN AGREEMENT WITH EMH&T FOR THE ENGINEERING PLANS, AND PREPARE BID DOCUMENTS FOR THE 2018 GRAHAM/MAIN AREA AND NORTHFIELD/COTTINGHAM AREA SEWER IMPROVEMENTS PROJECT, AND APPROPRIATING FUNDS THEREFOR.

Approval:

Completed Brad McCloud	Completed Jed Hood	Completed Stephen Cicak
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Capacity Assessment and Sanitary Sewer Evaluation Study that was completed as part of the City's response to the Ohio EPA Director's Findings and Orders (DFFO).

Installation of 5,000 linear feet of 8 inch, 350 linear feet of 10 inch, and 890 linear feet of 12 inch cured-in-place pipe

Replacement of a section or potentially multiple sections of sewer along Broadwyn Drive

Rehabilitation and repairs to aged and deteriorated manholes

Request legislation for the Mayor to accept proposal with EMH&T, 5500 New Albany Road, Columbus, Ohio 43054 for the engineering, plans, prepare bid document, supply bid documents for distribution, advertise for bids received and preparation of bid tabs for the 2018 Area Sewer Project for a contract amount of \$39,510.00.

Water and Wastewater Department

Paul Hellman

614-322-4500 Phone

Request appropriation of \$39,510.00 for engineering services from Sewer CIP Account 720.000.0000.5622 to account 720.000.0165.5622 - 2018 Sanitary Sewer Rehab Project.

CIP BALANCES

Sewer:
2014-1223 24,500.50

Available 09/30/15 **124,718.66**

4th Qtr 2015 receipts +31 adj 94,785.53

Available 12/31/2015 **219,504.19**

Ord 11-16 2016 Manhole Project #152 -11,775.00

Receipts Thru 06/30/16-appropriated July 2016 187,564.50

2016 Manhole Rehab ord 65-16 -60,252.00

2016 Manhole Rehab ord 66-16 -10,563.00

Sub-total **324,478.69**

Add back closed PO Balances:

2015-895 inspection ord 33-15 43.87

2015-952 contingency ord 34-15 30,654.75

Sub-total **355,177.31**

2017 Rocky Den/Fox Project ord 96-16 -31,218.00

Final Appropriation at eoy 2016 **323,959.31**

Receipts July 16-Dec 16 193,979.49 517,938.80

Receipts Jan 17-April, 2017 123,613.76

Total CIP Appropriation 04/30/17 **641,552.56**

Ord 54-17 Rocky Den -264,842.00

Ord 55-17 Rocky Den -35,354.00

Balance June 30, 2017 **341,356.56**

CIP BALANCES

Sewer:	
Receipts May, 2017-Sept, 2017	157,313.32
Balance as of Sept. 30, 2017	498,669.88
Receipts October-December, 2017	95,749.05
Balance as of Dec. 31, 2017	594,418.93