

MINUTES COMMITTEE MEETING
REYNOLDSBURG PUBLIC SERVICE AND TRANSPORTATION COMMITTEE
June 25, 2018

Ward 2 Councilmember Brett Luzader called the meeting to order at 7:38 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 11, 2018

RESULT:	ACCEPTED
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NEW LEGISLATION/DISCUSSION ITEMS

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.

Mr. Hellman: This is for our annual cameraing and inspections of our sanitary sewer lines and man holes. Its something we've done every year since 2009.

Mr. Luzader: Are there any questions for Mr. Hellman on this item?

Ms. Bryant: Are there currently close circuits in there now for the CCTV that you're asking for?

Mr. Hellman: I'm sorry, what was...

Ms. Bryant: Will this be a new item, the closed circuit or is this something there that needs upgraded?

Mr. Hellman: They're already there, what they do is they go through with a camera and check to see if there is failing infrastructure and they come back through and patch it.

Ms. Bryant: How long have we had that?

Mr. Hellman: This is something that is hired out through the engineer and they do it every year. There's like 5 percent, we're under directors findings and orders by the Ohio EPA and 5 percent of the city gets done by the end of the year.

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Ms. Bryant: Thank you.

Mr. Luzader: If I could explain just a bit, this is something we've done now for the last 10-11 years and what they do is they come in with their own close circuit tv and run it up through the sewers and do a manual inspection with a camera that way looking for defects to repair and if they can repair them right then and there they will do it. Any other questions?

RESULT:	REFERRED TO COUNCIL [UNANIMOUS]	Next: 6/25/2018 8:00 PM
MOVER:	Brett Luzader, Ward 2 Councilmember	
SECONDER:	Caleb Skinner, Ward 1 Councilmember	
AYES:	Luzader, Baker, Bryant, Skinner	

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.

Mr. Hellman: This is for engineering for the last couple years CCTV where they come through and fix or replace and re-line the sewer line. This is for the cost of the engineering.

Mr. Luzader asked if there were any questions.

RESULT:	REFERRED TO COUNCIL [UNANIMOUS]	Next: 6/25/2018 8:00 PM
MOVER:	Brett Luzader, Ward 2 Councilmember	
SECONDER:	Stacie Baker, At-Large Councilmember	
AYES:	Luzader, Baker, Bryant, Skinner	

LEGISLATION FOR EMERGENCY ADOPTION

71-18

ORDINANCE REPEALING AND REPLACING ORDINANCE NO. 20-18 PASSED FEBRUARY 26, 2018 REGARDING ORDINANCE TO AUTHORIZE THE MAYOR TO PURCHASE ONE (1) PICK-UP TRUCK AND RELATED EQUIPMENT FOR THE MECHANIC DEPARTMENT; AND DECLARING AN EMERGENCY --- Luzader. Public Service and Transportation Committee.

RESULT:	REFERRED TO COUNCIL [UNANIMOUS]	Next: 6/25/2018 8:00 PM
MOVER:	Brett Luzader, Ward 2 Councilmember	
SECONDER:	Stacie Baker, At-Large Councilmember	
AYES:	Luzader, Baker, Bryant, Skinner	

70-18

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ORDINANCE AUTHORIZING THE MAYOR TO ENTER INTO AN AGREEMENT WITH TJ YOUNG GENERAL CONTRACTOR FOR THE INSTALLATION OF A NEW ROOF FOR THE STREET DEPARTMENT BUILDING, AND DECLARING AN EMERGENCY. ---
Luzader. Public Service and Transportation Committee.

RESULT:	REFERRED TO COUNCIL [UNANIMOUS]	Next: 6/25/2018 8:00 PM
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, AND 9370 TAYLOR ROAD SW, 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.

Glen Dugger, 37 West Broad, Suite 460, Columbus, 43215: I represent the applicant Metro Development Joe Thomas is here with me tonight also here tonight is Todd Paris, from Paris Plan Design, Todd did all of the land planning, landscape architecture and text work on this particular application. The property is 24 acres located on the west side of Taylor Road, north of Main Street, north of the Kroger center, there's Kroger, there's a large ravine that basically the property line bisects and then this 24 acres. The property to the west of the ravine is the Reserve at Reynoldsburg, to the north the same along with the Taylor Chase development which abuts us to the north. Property on Taylor road is to the east and we have Glencrest which ** property north west corner. The property is generally flat except for the ravine at the south which would be protected by a preservation in accordance with the City's preservation requirements. The request is for a Planned Neighborhood Zoning and what this has received and awful lot of attention and hard work on our part along with our neighbors as well as city staff. Power point presentation attached. So on your screen, on your left Taylor Road is running horizontally, the property is on the west side, you can see the Kroger center, the ravine, Taylor Chase are all there. This is a very significantly improved application from the one that was first heard by this Council and referred to the Planning Commission six months ago. We've done an enormous amount of work on it since. There are significant amount of changes that were made in that part of the process and I'd like to kind of go through those and summarize what this application is. 24.3 acres 240 high end residential units. ** The mapping of the buildings towards Taylor Road, these are 1 and 2 bedroom units, they are constructed differently from when we were last here before you, that was a 3 story configuration along Taylor Road. We were here last to go back to Planning Commission to make the changes to the 2 stories. At the northwest corner there is an open space and we'll talk more about that later. We have one entrance to Taylor Road, there is a significant amount of work that has been done by Todd and Joe to design our edge treatment along the west and the north to be sensitive to our neighbors.

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What we have is a 30 foot setback where we start with a fence. Joe has agreed at the request of the Planning Commission to meet individually with the neighbors to the north and the west there along that fence line, there are some trees that are also trees that shouldn't remain- dead, noxious, multi-flora rose in some places. Joe has agreed to go through on those north edges and work with the individual owners as to how they want their property line to be managed. 30 feet to a fence, on the other side of the fence there would be a mound with a significant amount of landscaping and on the other side of that would be the three retention ponds which we see and as well as the open space on the northwest corner. That is a picture, it's a cut through of how far our development is from the set back line. So you can see that there is a significant amount of set-back depending upon where you are that's ** from 175, 250 or in some places almost 300 feet, over 300 feet to the buildings that we have on our property. We have, we believe treated our immediate neighbors in an extremely sensitive way. This is a picture of the existing zoning. The property 24.3 acres does contain Taylor Chase at the north east corner but the balance of the property is about 15 acres is AR-2 and that's the development plan for that application as well as Community Commercial so if this property were to be developed in accordance with it's existing zoning, that's what we would have and what we have proposed is that we think that that is at least in terms of the context in which we find ourselves, in sensitivity to our adjoining neighbors we think that is a much better proposal. That's the streetscape along Taylor Road, that's the entrance, that's the pool, and full amenity package. The amenity package for the community building, the architecture for the community building. This is in a planned neighborhood district, we have provided a complete landscape plan, a complete site development plan, complete architectural renderings, one of the things Planning Commission asked us to work on was the architectural package for this which we have done and the buildings we are specifically providing are set forth in the package those are buildings that we have to in fact build. I'm going to go back here real quickly to that plan, so if you notice that the northwest corner of the property it has a few pedestrian paths on it, some landscaping and little else. We need a little help from Council tonight because this application comes to you in somewhat of an unfinished form in the sense that we have been given direction from 2 different city agencies that is conflicting. So at the end of this I'm going to ask that you table so we can get some resolution to that because only this body can make this decision and I'll explain it in just a second. When we originally submitted this to the Planning Commission, the Planning Commission told us that they would like to see more impactful development of the open space at the northwest corner. They requested specifically a 6 parking space parking lot entering from Glencrest so the neighbors could drive up, park, walk their dog, play with Frisbee etc. They also asked for a tot lot. And we got very specific about the specifications for that tot lot as well. At Planning Commission, as part of their approval, they recommend the installation of the parking lot and the tot lot. What you see here is the basically the landscaping, sodding, grading and the construction of a multi use path that starts at Glencrest and works its way over to Taylor Road. We also as part of the process, met with the Parks Director and she took this to the Parks Commission and the Parks Commission chose to go forward with the configuration which you see here which is graded, landscaped, pedestrian path, we would maintain it the way it's currently set up. Its up to you whether you want to own it or not. But Joe and Metro are happy to maintain it even if you do own it and the issue really is you have sort of an alternative a and alternative b. Alternative a would have the parking lot and the tot lot. Alternative b which would be the cost of those things which is \$61,000 we have said and this ware really the request of the Parks Commission that they would rather have the money than those 2 improvements and we would pay

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the \$61,000 as a developmental impact fee for parks improvements in the neighborhood, I think the primary concern was Pine Quarry Park where those dollars would be spent. So we have Planning Commission make a recommendation for tot lot/parking lot, we have the Parks Board asking for the cash instead. I need some clarification from this agency tonight because the text has to reflect what we are going to do and as its presented to you is quite frankly, slightly ambiguous. An additional recommendation that was made by the Planning Commission, we as a part of filing a zoning application, the city determines the type and form of a traffic study and we performed, Joe performed a traffic study, submitted to the city as part of our zoning application. That indicated that there were no improvements necessary to Taylor Road with exception of some additional striping of Taylor Road and that that Taylor Road potentially wouldn't change, this project wouldn't change the traffic demand on Taylor Road. Its functioning basically at a D-E level now, it would continue to do so. Now the issue that came up was both the Planning Commission and meetings that we have with neighbors primarily was that the south bound movement on Taylor when it gets to Main Street wants to go right, that particular movement is functioning at a D-E rate as well. So we did an original traffic study which met the City's requirements but because there continues to be discussion and concern about the intersection at Main and Taylor, we did this additional study to study that intersection, same conclusion which was there are no improvements necessary on Taylor Road and that the south bound movement both before and after this project will be functioning at level D-E. However, Planning Commission felt that we were uniquely positioned to address that situation and asked that we undertake the effort, so that the city wouldn't have to, construct south bound right turn movement. Which we conditionally agreed to do. If you look at your Planning Commission recommendation contingent on conditions, what it says is that 1. We need to have the right of way in place because the right side of the right of way is Kroger, I think some of you or at least it occurred to the Planning Commission discussions have found Kroger challenging to deal with and we didn't want to make a promise we couldn't fulfill because the right of way wasn't in place. Its our understanding that the right of way is in place but the ** are sufficiently back to the south bound right turn can be constructed in addition, while we have, again, no obligation to construct this because our traffic doesn't impact this, the city has and I'm just trying to ** the appropriate segway here, when this project was originally started, at that time the City Development Director John Brandt was really kind of cutting edge of municipal uses of tax increment financing, he established the tax increment finance for this entire property. So there is a TIF in place, it has been paying money into the city treasury, not at a very high level though and that TIF does expire in 2036. We provided TIF calculations to Mr. Bowsher, I believe he reviewed those with Mr. Franzmann and they indicate that this project will pay at build-out approximately \$148,000 per year that would keep pace with inflation because its essentially indexed the property tax for a total between now and 2036 of over \$2.77 million dollars. So, this gets built, the city will have a significant fund \$140,000 totaling out at \$2.7 million to provide for public improvements in this particular neighborhood. Very substantial amount of money and doesn't come close to addressing the amount of dollars that actually, 330 per year that end up with the street. I'm sorry, I mean the schools. So, further, in the TIF account today is approximately \$166,000 so we have both existing resources in the TIF fund together with the resources that we pay into the TIF as part of our real property taxes such that there's adequate funds, more that adequate funds to make the south bound right turn west bound on to Main Street using those resources and that was essentially the recommendation agreement between ourselves and the Planning Commission. So, Joe would like to speak briefly about who is

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going to live here because there's been a lot of concern that he's quite frankly his tenants have been mischaracterize and we think Joe is the best place to probably do that and I guess we have to hear what the other parts have to say but I do need some guidance from this Council on how to address the somewhat unresolved question of which we are agnostic and I don't want to say we don't care, we do care, but we need some direction from Council on which way to move forward and for that reason we would ask we be provided that information and an additional 2 weeks so that we could get that appropriately documented.

Joe Thomas, Metro Development: As far as our tenant profile on this particular site, we perceive this to be roughly our rents are going to be an average of \$900-1400 a month. We're going to see a clientele from young professionals to empty nesters. We have one-two bedroom type apartments which doesn't lend itself to family style living so it's going to be either single occupant, double occupant or possibly room mate situation where they may possibly have a couple as well as another room mate so there may be 3 or 4 occupants in our two bedroom unit. The two bedroom unit, comes with 2 bedroom, 2 bath, both one and two bedroom come with an exterior patio balcony depending on where they are in the building, first or second floor. We do see it quite a bit in our portfolio product, our first floor units are now being occupied but empty nesters. There is a need for housing that has what we call adaptability uses. The first floor units have the larger doorways, roll in showers, roll in sink area for the vanities as well as the accessible kitchens and then we also have a high number of fully adaptable units that have the full what they call ADA compliant amenities where they have the total appliance package, the roll under kitchen sink, the accessible washer and dryer the larger bathroom area that has the grab bars, again roll in showers and vanities, all first floor units have the accessible units a predominant high number of units have what we call the type A ADA units so it lends itself to people with necessarily disabilities or empty nesters that have really no use for stairs or other accessible issues. And again, the nester population from a standpoint of rentability of these places, they're fully maintained, full security, they have accessible clubhouses that have exercise facility of that nature and of course the young professionals. Our rent profile traditionally income of \$45-75,000 salaries, they have to of course meet a credit background, a criminal background and then of course they have to not have any felony backgrounds or high misdemeanors within a recent past. These units are a mixture of 700 to roughly 1100 square feet, they have different square footage throughout. We did have discussions with OHM on this product, so from what we had previously in front of this group and now to this day, we actually have a varied product. The product that is located along Taylor Road is what we call vista product, so every door enters either onto Taylor Road sidewalk facing Taylor Road or enters onto the parking lot to the west and that product itself also has a varied square footage of roughly 700 square footage up to 1200 feet so those are little bit larger units than the ones located ***. That was determined to have some more of a streetscape located Taylor Road so we designed our product along Taylor Road to have more of a streetscape design which is in your package as far as prospectus. So essentially inside the clubhouse as far as the amenity package, we have large theater, large exercise facility, a business office, an actual business center where they can actually come in if they need to use a copy, fax, or scanner, for their use, there's actually desktop computers there for their access also and then the pool area has the resort style pool, firepit, outdoor kitchen and then there is the dog park located within the center of the site to the north facing Kroger there and of course we have the large open space on the northwest corner. So that's essentially what our tenants are, this is a market rate apartment, there

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is no subsidized housing, we don't take any government subsidies as part of this and there is no Section 8 and so its a market rate and its essentially open for the public participation. Thank you very much.

Mr. Luzader: Are there any questions from members of the committee for the applicant on this item?

Mr. Baker: You mentioned an additional traffic study. That was just another access study correct? Or was that a.. because I remember Council had briefly, well specifically asked for a traffic impact study.

Mr. Dugger: We did the study that the City Engineer asked us to do. I..

Mr. Baker: So that was the basic minimum..

Mr. Dugger: ...or an access and frankly, I'm not qualified to..

Mr. Baker: I get that. But basically you did the minimum of what was required.

Mr. Dugger: We did what the City Engineer asked us to do.

Mr. Baker: Which was the minimum which was required.

Mr. Dugger: Which is.. yeah.

Mr. Baker: Ok.

Mr. Dugger: I mean, if that continues to be an issue, first of all we need..

Mr. Baker: Only reason I brought that up because, driving home today after work, there was a long line as I could see trying to get to and through Main Street. And so that's why I was asking originally what would be the impact of this as it stands with it's 200 and something additional..

Mr. Dugger: apartments..

Mr. Baker: Yeah and you said.

Mr. Dugger: That's in the study actually. That actually is in the study.

Mr. Baker: Unless I read it wrong. But I just..

Mr. Dugger: But think about it Mr. Baker, east west on Main Street.

Mr. Baker: I'm not talking about east and west, I'm talking about north and south.

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Mr. Dugger: That's in the study. It's functioning at D-E now and D-E after the project is built.

Mr. Baker: Ok.

Mr. Dugger: Mr. Baker, if that is a concern, that is a great reason to approve this because this is the way to solve that problem.

Mr. Baker: By, Ok. Oh I do have another question. How do you figure the price per unit?

Mr. Thomas: Do you mind if I go back to the original question about the traffic study? We understood that the issue was the southbound right turn lane at Main and Taylor. Taylor and Main was the concern of everyone in this room. As far as public participation and the board in front of us. So what we had, our traffic engineer was looking at that intersection in particular not just the intersection of our community at Taylor Road but also at the Main Street and Taylor Road and what we determined was that we have very little impact roughly 2% is the total number percentage wise of traffic impact and what we understand is that the intersection is a D-E rating at this point. So we are willing to do the improvements of the south bound right turn lane at that intersection.

Mr. Baker: Question. What did you use to determine, did you stand out there with a clipboard and determine, did you use some sort of machines or, how did you determine?

Mr. Thomas: We hire a professional engineer that goes out there and they study the entrance and they study the intersection at Taylor and Main and they actually do traffic counts.

Mr. Baker: Only reason I say that is I travel that road ever day and I didn't see like some sort of machine or something like that. In the morning and in the evening that's why I was asking how.

Mr. Thomas: We originally worked with EMH&T on this traffic study and the City Engineer to get the MOU of what we were actually going to study originally and that was the original traffic study that was performed in December of 2017. Then understanding what the concern was the traffic at Taylor and Main, we went back and did the revision on 4/20/2018 and the traffic engineers studied the traffic at Main and they also used information provided to them by EMH&T, ODOT and MORPC so that not only used their information that they're counting the traffic but they also used the other agencies because a lot of times those intersections are studied over and over and over again by other agencies where they already had the data in place. So ** Services which has done numerous traffic studies throughout central Ohio for ODOT as well as other county and municipal agencies did this one in particular. Like I was stating we originally worked with EMH&T felt that that was a conflict because I also use EMH&T as an engineer for our services so they actually put this study out to another consultant called Structurepoint and they had Structurepoint review this study to find that it is valid and it is correct. So we had the original traffic study studied by EMH&T, they found it valid, and then we had the second traffic study studied by Structurepoint and they found it to be valid and then with that findings or between negotiations with the city, we determined that in everybody's interest, the southbound right turn lane was probably the best

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scenario for everybody ** this community was in place or not. That's kind of the consideration we're looking at tonight, the Planning Commission's recommendation that we build that right turn lane which there ** room of roughly 300 feet so we've got to do some re-working of the 2 Kroger driveways, some pedestrian ** sidewalk, curbing gutters for drainage and of course landscaping so that's all part of the process. But as far as the rent structure is concerned, we have data throughout central Ohio that we have similar product, similar use, similar demographics, similar employment base and really, it's not just Reynoldsburg employment and it's not just surrounding employment base we look at as far as, for this type of consideration, there is businesses like the Ohio State University, downtown Columbus businesses, outer belt businesses that this particular product will house and serve those particular type employees and we use those rates that are conditioned upon what our market research is to determine the rental of these particular units. So it's not just current rates in the Reynoldsburg area, but throughout central Ohio that we use for our rental product. Traditionally they go up considerably after build out once the product is essentially the landscape and the driveways and everything is complete, we traditionally have a bump in the rental rate and it continues to go up year after year. I hope that answers your question.

Mr. Luzader: More questions?

Ms. Bryant: Counselor would you mind explaining your statement that this project will improve traffic?

Mr. Dugger: I'm sorry?

Ms. Bryant: Your statement before you stepped away from the podium, you indicated that this project would somehow help the traffic?

Mr. Dugger: Yeah, oh sure. As Joe outlined, what our obligation as it has come out of Planning Commission was to provide the south bound right turn lane under the conditions that we have indicated. All that we've heard was that the primary traffic issue was the south bound right turn to west bound Main Street movement. Our obligation under the conditions of the Planning Commission is to fix that improvement so all I was indicating was that that movement would be provided if you approved this.

Ms. Bryant: Ok, I thought I was missing something.

Mr. Dugger: No no, nothing really more than that. Just that there appears to be one significant problem with traffic as Mr. Baker pointed out by traveling it every day and that this condition that was provided by Planning Commission that we undertake the effort to make that improvement. That's all I was really indicating. It wasn't a global statement.

Ms. Bryant: I thought that maybe there was some sort of..

Mr. Dugger: I apologize for not making it clearer.

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Mr. Luzader: Any other members of the Committee? Members of Council?

Mr. Clemens: Just one question. And I know the traffic situation so I don't care how it came out because I go up and down that road and I know what we have. I am not in favor of the improvements that are going to be made on that road to verify, the company that is going to build these apartments should be paid by public dollars by the City of Reynoldsburg or by a TIF. I don't see that. Its the improvements that are needed is for the, as far as I'm concerned for the owners to take care of. I know eventually we'd get paid back, but I don't think it's a public issue really. You can make it a short answer either right or wrong.

Mr. Thomas: What we determined through the access study is that obviously the intersection, according to all of the information we have today, the current intersection is at a D-E rating and the apartment buildings aren't built yet. And what our apartment, as far as our traffic in the future contributing to that intersection is roughly 2%. So either a. We're not required to build it but I'm offering to build it as part of this package because I'm a builder in the area and we're willing ready and able and will have the equipment there, we can just get it done for the city and I'll be willing to do that from a stand point of our contribution to the traffic if the cost of the impact is a certain, lets say \$300,000. I would be more than willing to contribute 2% of that \$300,000 as our fee, but I also believe we are already contributing the dollars because we're paying the property tax for the TIF.

Mr. Clemens: I understand, but you're creating something that we would have if you weren't building that to start with.

Mr. Thomas: What I'm saying is that it already exists now. The traffic concerns and our traffic doesn't mean its a multi-family unit, has very little trips, if the traffic condition is there today and I'm not even there, our numbers show it's only a 2% contribution, is where we stand..

Mr. Clemens: That's fine I agree, but we disagree on that as far as, because if you live out here and you spend your time here, you know how the traffic is. That's how I look at it. I mean I think Mr. Baker is correct as far as traffic is concerned. But that's just one thing. If you weren't doing this we wouldn't be worried about it. But since you're wanting to do this project, as far as I'm concerned, whatever it takes to do it, that means the road..

Mr. Thomas:disproportionately than anybody else in the City of Reynoldsburg. You've asked us to create..

Mr. Clemens: That's just something we disagree on.

Mr. Thomas: Ok, but everybody in the planning or the submittal of the application in the City of Reynoldsburg have been asked to do things as part of their impact studies. That's all I'm asking yourself as well as this board to treat me the same as everybody else and to the same. Now I've gone a step further and said I will install the traffic improvements because I can save the city money on the TIF because I can build it for less expense than the city and I can build it faster than the city and I can get it approved quicker than the city. So it will be essentially ready to go the day when I open

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my community to rental because that's the condition to have it prior to any BPO. So if I'm treated the same way I will do the same impact and the same as far as improvements in the area.

Mr. Luzader: Any other questions?

Ms. Bryant: Mr. Sampson, when is Taylor Road scheduled to be upgraded.

Mr. Sampson: off mic, inaudible

Ms. Bryant: I guess my question for the applicant is if we're having significant construction after you've put in this new turn lane, when that project happens, will you be participating again to help with that intersection?

Mr. Thomas: I'm sorry would you repeat the question?

Ms. Bryant: There's going to be a large project done on Taylor Road, so if you're coming in and putting in a right turn lane as you're building this project, the road is going to get ripped up in the matter of a couple of years. So will you be assisting again?

Mr. Thomas: No, we would hope to be under construction and complete in 2019. So as far as the long term improvements we think the dollars are being directed as part of the TIF to do those improvements that's why the TIF funds are there, to do the improvements in the general vicinity. As far as our long term responsibility, we'll make that commitment through our property tax with that TIF direction of funds for those capital improvements.

Ms. Bryant: Ok, so effectively, those improvements you make as your constructing the apartments, that will only be in effect for a couple of years when the road gets torn up.

Mr. Thomas: I honestly don't know what the capital improvements are, but with any road improvement area, if the turn lanes are already there, as part as our apartment project, the right turn lane there, the simple thing the city would do is just leave that portion of it alone and just match up, design criteria with a butt joint and just leave those improvements. They wouldn't simply go in and completely tear out any improvements, they may just do milling and overlay it, the exact capital improvement that are designed for it at this point. I assume the Taylor Road improvements, and whatever improvements I make to Taylor Road south bound right turn lane will stay in place. So those will improvements will be there and will be less cost for the city at that time.

Ms. Bryant: Mr. Sampson, do you have any thoughts on how that will effect it or?

Mr. Thomas: From the standpoint of the TIF fund, whatever is there today, right now, will contribute less than what we will contribute to. Our kind of design build out would be roughly \$148,000 per year that would go towards improvements whereas TIF funds are directed from that community right now, it would probably be a tenth of that.

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Mr. Luzader: Any other questions?

Mr. Baker: I have one more. About the TIF. How come you didn't say anything about the TIF when you first introduced this to us. Because I remember asking about any financial benefit and everybody said no.

Mr. Dugger: Yeah you asked about it and the Treasurer wasn't aware of it.

Mr. Cicak: We both discovered it at the same time.

Mr. Dugger: I worked on the Kroger, but didn't recall the TIF, it was like 12 years ago. So we didn't know when we first brought this what the parameters of the TIF were. We had to actually dig into it because we had to go back and get 12 year old ordinances and review those with your bond counsel as to what were the municipal rules in place to figure out how much that would pay but how much dollars are in that TIF fund currently because that fund has been sitting there for 12 years. We didn't know is the answer.

Mr. Bowsher: Currently there's \$175,000 in the TIF fund there for the current Krogers. When Mr. Sampson goes to re-pave the road in about 4-5 years you'll have a little over \$1million dollars which then he could utilize to pave that road and then transfer the funds that he would have on Taylor Road to then fix or reave a separate road. So there is a sizeable amount according to the calculations for the TIF payments going forward.

Mr. Luzader: Other questions?

Mr. Baker: Is that with this being built or is that?

Mr. Bowsher: Yes that is with this being built.

Mr. Luzader: I do have 2 speaker slips tonight I don't know if you want to speak now or wait until Council meeting because if I understand the applicant correctly, they are going to ask if we can hold this for 2 weeks.

Aaron Young, 9167 Taylor Rd SW, Reynoldsburg: This is third reading and we've talked about the development plan changing and being approved at the last Planning Commission. One thing that hasn't changed and the first thing that I brought up in our first review of it was the density. Regardless of how it's changed its always been reading in at 9.88 units per acre which if I'm not mistaken its 1183.04 (b) that that's outside of the spec on that I guess I would say. I think within that code it says 5 units per acre and then within the development as a whole, the district would be no more than 10 anywhere within the district. The numbers never add up though because if we take that 24.3 acres and divide that by the 240 units, you do get 9.88 but every meeting, every time the plan is talked about there's that northwest corner which is not going to be developed. That hasn't really changed. I think they cut into it just a little bit last plan change going from 3 stories down to 2 stories but that hasn't changed and the last change was to even that corner out which is an open space

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of about 4 and a half acres. So with that, I mean, it's not even part of the plan, it hadn't been part of the plan. If it was part of the plan you could have it if you want, it's yours, you own it. Its never been part of the plan really. So what that means is instead of 9.88 units per acre, that takes us to 12.12 units per acre. The other, within the code where it says 5 units per acre, or 10 anywhere within the district, if we take even just the 24.3 acres, the total land mass, and then take out the open space which is not being developed vs. the developed space, if you take away all of the open space, I mean that says basically we're having basically 18.9 units per acre. I don't see how that fit even within the PND so we're not just looking at rezoning to a PND, we're looking at rezoning to a PND and then asking for a what do you call them, variances, thank you. A variance outside of that. Let's see, Mr. Dugger talked about the surrounding area too and we live there, we live across the street. We live on the east side of Taylor Road and you know they're talking about the sectional views and the projection from the west side properties. You've got I believe Mr. Dugger said about 300 feet of set back from the first building and you know it's a pretty decent view, those folks they're probably ok with the development its maybe beyond they're scope of issues as far as maybe it will fix some issues they have with flooding back there too, I'm not sure but as far as their line of sight, there still going to get their open view to the east which we're not going to have on the east side. As Mr. Dugger said, its flat, its open area. There's absolutely nothing in our immediate community in this area that has this amount of density to it. I mean, for us across the street, we live off the street but the **** has always been hung up on these numbers with the density. But my neighbor Danny said you know he's going to look out his window and he's no longer gong to see the Reynoldsburg skyline. You know, and that's when we were talking about three stories.

Mr. Luzader: Could you wrap this up please.

Mr. Young: Yep. Ok. The density is way too much and what I see, you're going to have a 40 foot set back from the side of Taylor Road from the right of way of Taylor Road, you're going to have a 40 foot setback. You're going to have a 32 foot high building, 150 feet and then you're going to have another 32 foot high building 150 feet long and another and another. So basically what you're going to have is you're going to have a wall dividing Etna Township from Reynoldsburg, totally out of place. Nothing around there looks like that. I have more to say but I'm going to give the folks **. Thank you.

Justin Crawford, 1350 Reserve Dr, Reynoldsburg: I actually sent an email earlier today and its actually an accumulation of the past 4,5,6 months of being in contact with the development company, going to the city meetings. I guess I want to say that I've been on both sides now of the fence. When I first started hearing about this, nobody wanted it, everybody was against it, here was a big giant high rise of apartment buildings was going to go in. But over the course of the last few months there have been a lot of development changes that have kind of changed my mind. So I am a homeowners association board member, The Reserve at Reynoldsburg, but some of the members don't feel the same way so tonight I'm speaking on behalf of a home owner that abuts to the proposed apartment buildings. So some of the big things that I see as a homeowner is, for one, one of the examples, exhibits was the flooding on the back of my home. I don't know what it is, my home is number one for when it rains, all the water comes to my back yard and this would remedy this. So I've looked over some of the different guidelines by the city and state as far as water shed goes and I

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believe that these retention ponds would at least protect my home against anything up to the hundred year flood. In addition to that right now, the tree line is kind of an over growth, its supposed to be managed by I guess whoever is leasing the property now and it's not, both of my kids have gotten ticks, there's lots of bugs, there's poison ivy back there and one of the things we talked about originally was kind of not only the set backs but the current plan for that area the way it's currently zoned is that there are condos 30 feet from my property line. Now I don't know anybody along that line that wants a physical building 30 feet from their property line, I know I certainly don't. So with this plan they've agreed to move that not only 30 feet originally but an additional 30 feet to the pond and put up a nice fence and I sent some of those as the exhibits over. I think that's ** they're going to agree to clean up all the dead and undergrowth and maintain that property so I think that's going to be good for a homeowner. Some of the other stuff, I deal with the traffic every day too coming down, I don't know how far up Taylor I was. In talking with Metro, I talked about putting in a right turn lane. I know in past meetings I've heard that it was going to be done by the City in the next 5 years. So if they're saying that they're going do it now instead of the City doing it in 5 years, I agree as long as we're not going and digging out what they just put in which I don't think they would it just doesn't make any sense. This seems like a win win for all of us that they're going to be able to put that in.

Mr. Clemens: We're not talking about making the road bigger, we're talking about redoing. We're not talking about expanding it.

Mr. Crawford: Ok, taking what there is now and just condense all the lanes and add a right turn lane?

Mr. Clemens: We're talking about redoing the road. Not making it bigger or anything like that.

Mr. Crawford: Yeah but by adding that right hand turn lane that will stop traffic that either has to stop or turn right.

Mr. Clemens: But it won't be made bigger by the city.

Mr. Crawford: So I basically presented in 3 or 4 pages and included those exhibits so if there was any questions or concerns, I know property values was a big one that a lot of people brought up and metro provided a 61 page report on all of the property values. What in their areas have sold in the past. I think that's a pretty good implication that I don't see an immediate home value. One of the things that was brought up was the school systems so in talking with the school systems we found out that there is not a population with the schools or that the schools aren't overcrowded its just that the school that is out there the STEM school is a more popular school, but I heard with talking with some of the other members of the City that there may be a plan with doing something at Livingston to kind of help with that I guess people wanting to go to the other school system. So that's all I have.

Mr. Luzader: Thank you very much. Mr. Roth a question. I'm assuming we are totally within our rights if we were to hold this for 2 weeks at the request of the applicant.

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Mr. Roth: Just thinking through it, Council action on something coming from Planning Commission, I don't know if it's actually the applicant's ordinance.

Mr. Luzader: That's the question because when it comes from Planning Commission we are supposed to act on it within the next scheduled meeting.

Mr. Roth: Right, so it's not their ordinance to request it be tabled. It's something City Council does after something comes from Planning Commission.

President Joseph: Mr. Roth, what about, I understand what your saying about it's not the applicant's position to do that. What if the Committee wants to hold it on their own decision. Is that permitted or is that in violation of...

Mr. Roth: I think its within the Committee's purview to do that if the Committee is asking for that it's not really the applicant asking for it.

President Joseph: Because if the applicant hasn't yet provided all of the pertinent information to make the decision as you mentioned Mr. Dugger.

Mr. Dugger: We have.

President Joseph: What was the portion...

Mr. Dugger: The Planning Commission has made one recommendation to you and your Parks Commission has made a different recommendation as I understand it. So we have competing municipal advisors. The current application is structured in a way that physically addresses one of those ways. If you want a different way then we can't do that from the podium and we need to do it in Committee, so I need some direction from the Committee as to whether I'm following the Planning Commission or whether I'm following the request of the...

President Joseph: Since there's that gray area on that... *overs peak* Mr. Roth your viewpoint is that the Committee has the flexibility to have that extra time to ponder that aspect of the application.

Mr. Roth: Not being prepared to answer the question, I would say yes. It's the Committee's ball to play with basically so if they want to do that they can.

Mr. Luzader: With that being said, I am willing to leave it up to Committee.. I'd like to hear your thoughts do we have enough information to make a decision and forward this on to Council or do you feel we need more information?

Ms. Bryant: I guess for me, I'm still not in a position where I can favor this project so in giving difference to the applicants I would say lets table it and maybe we can get some other answers because there are some concerns I have about this project that are still not addressed and the density being one of them. I'm pleased that you opted to get rid of the third floor but you simply took it off

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the building and placed it into the complex. I find it hard to believe that an additional 240+ cars are not going to have a significant impact on this intersection even with the turn, if we added the turn lane right now, we went out and painted it and had these three lanes right now, it still would not be enough for this intersection and you know add another 240+ cars. And please understand, I'm not against apartments I live in an apartment and despite many people in the community who think that people that rent are not invested in the community, we are. We are not all criminals and drug dealers and horrible wretched people because we don't own a house so I'm speaking to you from the standpoint of I know we need apartments. There's a lot of people that say we don't need more apartments, we actually do, but I say that with the caveat that we have a number of complexes in this city that quite frankly should be condemned that are absolutely atrocious and I just don't feel comfortable with this project right now.

Mr. Luzader: Let me interject there, holding this 2 weeks will not necessarily address that issue.

Ms. Bryant: It will not.

Mr. Luzader: Because the Planning Commission already made their recommendations and the only reason we are holding this is to address the playground situation.

Ms. Bryant: And I understand that. But I felt the need that needed to be said.

Mr. Baker: I'm with Councilwoman Bryant, I used to rent, I'm not against renting and there has been stuff out there demonizing renters which is rarely wrong, but I do have concerns about this project and density is one and traffic is definitely the other and I understand you offered to put a turn lane and everything like that but you're about to waste your money by doing that when the City comes through and does Taylor Road.

Mr. Dugger: If that is where you are then we should table it for 2 weeks because I think that's incorrect. I think that the improvement that we do, which is the widening of the south bound to west bound movement, is a significant improvement and the City is going to do theirs or take the money and spend it somewhere else. Because as Mr. Bowsher pointed out there will be about a million dollars to do Taylor Road. ** work together in terms of improving Taylor Road, but again *** and Ms. Bryant, it's hard as an elected representative to say how does a project where an intersection.. that a project that has an additional 240 units, you would think it would significantly adversely impact the intersection but the traffic engineers, not me, not Joe, have indicated that that's about a 2% of the volume added to that intersection. So *** We also have to look to and depend on the consultants that we have, not just us but your consultants as to what's needed to improve that intersection but that's what was given to us by them who are working for you. With all due respect I know it's hard to say wait a minute. Intuitively, there would be a more significant problem there but we need to have that discussion as well.

Ms. Bryant: I'd be happy to speak to you off the record.

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Mr. Dugger: Don't speak to me, we ought to speak to the people who know and that's the engineers who prepared those studies.

Mr. Luzader: Well as the Chairman of the Committee..

Mr. Dugger: I still don't have any direction on the parks issue.

Mr. Luzader: As the Chairman of the Committee I'd like to do this, I'd like to make a Motion that we forward this to Council, with a recommendation to reject the written recommendation of the Planning Commission and to deny the re-zoning application.

Mr. Dugger: Mr. Luzader, I'd like that it be tabled or it be held over at this point and with all due respect to your City Attorney, I've done 3,000 of these hearings, it is my application and I do have the right to request that it be held for 2 weeks.

Mr. Skinner: I think it would be prudent to push it as well and wait for Mr. Hood to return and potentially answer some questions may be had here.

Mr. Luzader: but I made the motion, do I have a second? Second by Mr. Baker.

President Joseph: Clarification, this vote to reject is an affirmative vote, so if you want to reject the application, it's an aye, if you don't want to reject the application it's a nay. To reject the application would be an affirmative to reject it.

Mr. Dugger: This is recommendation to forward correct?

Mr. Luzader: This is just a recommendation to forward to Council.

President Joseph: With a negative recommendation. That means it will be an Aye to refer it to Council in the negative and a Nay to not do so.

Mr. Luzader: Mr. Baker do I still have a second.

Mr. Baker: Can I get one quick second please?

President Joseph: So are you going to continue seconding?

Mr. Baker: Yeah go ahead.

President Joseph: Again affirmative if you want to reject the application, Nay if you do not want to reject the application.

Mr. Luzader: Forward the application.

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President Joseph: Yeah forward the application.

Mr. Luzader: Forwarding it to Council

Mr. Baker: So yes to forward, no, not to..

President Joseph: Well it will be forwarded but, to forward it with a negative recommendation will need an affirmative vote of a majority of the Committee.

Mr. Baker: and that would be yes

President Joseph: That will be a yes, so if you want to move forward, send it to Council with a recommendation of rejection it's a yes, Aye...

Mr. Dugger: And if you want to hold it..

President Joseph: If it fails then the Chairman will entertain a new motion.

Mr. Luzader Called upon the Clerk to call the roll:

MOTION THAT WE FORWARD THIS TO COUNCIL, WITH A RECOMMENDATION TO REJECT THE WRITTEN RECOMMENDATION OF THE PLANNING COMMISSION AND TO DENY THE RE-ZONING APPLICATION.

Motion by Chairman Luzader, Second by Councilman Baker

Roll: Skinner "Nay", Baker "Aye", Bryant "Nay", Luzader "Aye", President Joseph broke the tie "Nay".

Motion failed.

Mr. Luzader: Then I would like to make a motion to hold this for two weeks until we can get clarification from the City Attorney and also give the applicant an opportunity to address some issues. Do I have a second?

Mr. Baker: Can I speak on something for just a second, because we've been dealing with this for awhile now. And this would be the second time we've tabled this correct? Oh that's right it got sent back.. So from what you said earlier, or I can't remember if it was you, but whatever needed information that we are going to have is not really going to change anything.

Mr. Dugger: Oh yeah.

Mr. Thomas: I think the major challenge here is the traffic correct?

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Mr. Baker: Well, that and the density and..

Mr. Thomas: But I understand without further discussion about traffic or density it gives us a chance to come back to this board to address both. Considering no one's made mention in previous discussions of course the Planning Commission has forwarded this application with the density as it stands currently and we have not had the opportunity to discuss the density issue with this board.

Mr. Baker: Ok.

Mr. Thomas: I apologize, but that's kind of a discussion, I'd hate to waste all our efforts we've been up here for 5 months talking about this application and I think that I've done from the standpoint of the original application there is a room full of people here in the negative, they came before this board and spoke against this property. I have one person that spoke for, one person that spoke against. So I think I've done a lot of work in that mean time and I'd like to have the ability and the time to carry it over the goal line with some effort from City Council members to allow me to continue this effort.

MOTION TO HOLD FOR TWO WEEKS UNTIL WE CAN GET CLARIFICATION FROM CITY ATTORNEY AND ALSO GIVE THE APPLICANT AN OPPORTUNITY TO ADDRESS THE SITUATION.

Motion by Chairman Luzader, Second By Councilman Skinner

Roll: Skinner "Aye", Baker "Nay", Bryant "Aye", Luzader "Aye"

Motion Carries, Item held for 2 weeks.

RESULT:	ITEM HELD	Next: 7/9/2018 7:43 PM
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