

COMMUNITY DEVELOPMENT COMMITTEE MEETING MINUTES

REYNOLDSBURG CITY COUNCIL

May 2, 2011

Members of Community Development Committee present: Leslie Kelly, Barth R. Cotner, Chris Long, Nathan Burd.

Other members of Council present: Fred Deskins, Jr., Doug Joseph, Mel Clemens, Council President William L. Hills.

Mrs. Kelly: I'll call the meeting to order at 7:30 p.m. The first item of business on our agenda is the approval of the agenda. I would like to amend the agenda and pull Items Numbers 5 and 6. Seconded by Mr. Long. **All in favor vote "Aye".** (All voted "Aye") **Opposed.** (No response) Okay, motion carries.

Okay, next is approval of the minutes of the Community Development Committee meeting held April 18, 2011. Any there any questions, changes or deletions? Hearing none, they will stand as written.

Item No. 4 - ORDINANCE ADOPTING THE "OLDE REYNOLDSBURG STRATEGIC PLAN" - -first rdg 3-28-2011; on 4-4-2011 item held for two weeks; *on 4-18-2011 item held for two weeks.* Luke, do you have an update?

Development Director Haire: Thank you, Chairwoman Kelly, Council members. I wanted to come before you and just talk a little bit about what this document is. Basically, it's a number of strategies and goals and objectives to help improve Olde Reynoldsburg. This document, we last looked at Olde Reynoldsburg in 1996 and as most of you know, what's happened in Reynoldsburg since 1996 has changed significantly. So what we're looking at here is goals and objectives and strategies for the next fifteen to twenty years on how to improve Olde Reynoldsburg. This document by itself doesn't set any policy. Setting policy is up to this board, this Council, and the Administration, to help set that policy. One of the concerns that continues to come up here is in regards to one of the recommendations of this plan and that recommendation is to reroute truck traffic from Jackson Avenue. We don't state exactly where that truck traffic should go. It's just one of the concerns that continued to come up during this planning process as we met with homeowners and business owners in that area. The concern was the truck traffic along Jackson Avenue, in front of the school with school buses and pedestrians that are out there, and we just look at this as over the next fifteen to twenty years, as traffic patterns continue to change, if you think back fifteen years, how Rt. 256 was fifteen years ago, there was no Taylor Square, there was no development. There was very light traffic down there. So we look over the next fifteen to twenty years - how are traffic patterns going to change in Reynoldsburg and could there be a better alternative at that point to relocate traffic. We're not giving any specific route. We understand that it needs more study, more in-depth study to determine where that should go. We're just saying that long-term, it's probably the best strategy to look at options for relocating that truck traffic. So, if there are any other questions in regards to that, or any other parts of these plans that I can answer, I'd be happy to answer those questions or have Matt assist me in answering those questions.

Mrs. Kelly: I do have a speaker slip. John Vingle.

Mr. Vingle: Thank you. Thank you, Mrs. Kelly and good evening members of Council. My name is John Vingle and I live at 1735 Graham Road and I have been a resident of Reynoldsburg since 1960 and I've participated in community affairs at various levels through that period of time, including serving on Council. And in reading, I just realized, just in the last few days, that this has been a recommendation, and I sympathize with the members of the committees that have taken part in the planning of Olde Reynoldsburg, because I'm aware that it's full of questions and problems to become like a Worthington or a Westerville. The biggest problem is of course traffic and also the fact that Main Street is not an Ohio route, it's a Federal route and I'm not sure that in this go-around that we've spent enough time researching how much the Federal Government might have in input on lowering or changing in any way the speed limit, but be that as it may, the problem remains there's a large volume of traffic going through daily, morning, evening and even through the day. I'm amazed at how much traffic there is now versus as Luke said, about 1996, there's a vast amount of difference; but my main concern other than the Main Street and the parking problem where you got the creek behind the businesses on the north side so there's no available land back there to make a parking lot, and on the south side of Main there's not, short of having to buy properties and spend lots of money, which we have not had twenty years ago, twenty-five years ago, when we dealt with this issue about relocating Route 256, etc., or today we don't have that money, but to switch the traffic from Route 256, the designated Ohio route, which by the way, I'm reminded that it only goes from Route 13 down south of Baltimore and that area over here to Main Street and it ends. That's the end of Route 256, but just let me remind you that the last time we had this discussion about Graham Road or Jackson Street and we, it was researched and spoken about repeatedly and Mr. Hills and Brad McCloud, our Mayor, have been through that as well, but Graham Road is not built for heavy truck traffic, that is talking about the semi trucks. The bed of it is not sufficient and the width of it is suspect, and then you have the same problem on Graham Road that you have on Jackson. You have pedestrians and you have school kids. Now, there was a fatality or two on Graham Road where a youngster was hit, and one died, and I think he was an eight-year-old. Now that's been maybe twelve or fifteen years ago, but that just illustrates again the problem of having those big trucks coming through such a roadway. There's still a school where Herbert Mills was, I mean where Graham Road was. That's a privately run school and they do a lot of walking, because we see them go past our house; but then it's made worse by the intersection of Palmer where you have a lot of traffic from out east coming in and wanting to go south or north on Graham Road which is a narrow turn, and with that pole there, the electric pole, it's difficult as it is and there's a lot of close shaves there, and then when you go down the hill toward the five-way stop, you have the bridge and the bridge narrows it down and then you have the people walking, some heading down to Taylor Square and it's just a recipe for problems, because I can tell you, living just within site of that area, you have a lot of people driving cars down south who look ahead and see that the left lane down at the light has room for one or two more cars. They can't wait a few seconds for traffic to clear. They actually go across the double yellow line, go down the other side to get in line to go through the light faster. So you have all kinds problems that just spell safety concerns and drama so you don't solve anything by changing from Jackson Street to Graham Road. Same

problems. Now I understand the problem with the Rt. 256 and the trucks that do come up there. You have to go somewhere, well, I would say let's consider again doing away with that no left turn at Lancaster and Main where the Connell's Hardware is and if you go across by the diagonal to where the restaurant sits, there's now the empty lot to the east of that. Maybe it would be worthwhile to look at obtaining the other corner property making a little slant and have one light to control traffic south to north and north to south. So that might alleviate the problem of trucks coming up and what to do with some of the traffic and it would keep traffic away from the school kids at the Middle School, but remember, also at the Middle School now, since the crunch is on, I see a lot more kids walking from Marabar over to the Middle School. So again, they'd be faced with crossing at Graham Road and again with big trucks added to the problem that could be bad. So anyway, I just wanted to get a few comments in there to maybe think about and I'll continue to look back in some of my records about previous methods that were promoted as solving the problem and bettering Reynoldsburg and bettering Olde Reynoldsburg. Thank you.

Mrs. Kelly: Luke, do you have anything to add? Does anybody have any questions? Okay. Mr. Clemens.

Mr. Clemens: Yes, I think as Luke said, the traffic problem, that'll be done in years to come, but that's an Administrative and Council function to start with, when it is decided, if it ever is decided, because as far as these different programs, studies go, I could show you a stack of them I got that high I've got in the garage that we do and none of them's ever been pursued. So I think when the time comes and there is something done, it'll be a Councilmatic matter and Administrative matter and I think all that will be taken into consideration where the traffic goes. I don't think this has nothing to do with setting restrictions on traffic or anything such as that.

Mayor McCloud: Thank you Chairman Kelly. The discussion that the committee of this strategic plan had regarding moving truck traffic from Jackson was purely that. Somehow, I think the shorthand has been, well, if it's moved from Jackson, therefore it must be to Graham. That is certainly not my contemplation, nor do I believe that to be the contemplation of the committee. Speaking only for myself, I cannot imagine a scenario where that would make sense in any capacity.

Mrs. Kelly: Is there anything else? Okay, I would like to move this forward to Council for its second reading. Mr. Hills.

Mr. Long: Second.

Mr. Hills: If you don't mind, that does, if we're sending it over for a Second, that does raise a question, because I know one of the things we've talked about was a wish to change the speed limit on the road, and I know that I don't know whether, I don't think this plan specifically talks, it does make a reference to, this plan is saying, we do want to reduce that speed limit and I'm not sure that the plan in and of itself, can do those things. I don't know what the status is of looking at these, but there's a

lot more to it other than just saying ‘gee, I’d like to do it, so let’s go do it’. Luke, do you have a date of where we are or anything?

Mr. Haire: Sure. One of the recommendations of the plan was to reduce the speed limit. Currently the speed limit on Main Street is 35 mph. One of the things we heard from a lot of the business owners there is that their customers don’t feel comfortable parking on Main Street and part of that is, you know it being 35 mph, they don’t feel they can comfortably exit their vehicle and get around on the safe side of the car before a car were to come and eventually knock off their door, or take off their mirror and all those kind of things. So that’s one of the things that we need to explore. We have started to look into what process that would take to reduce the speed limit there, but you know, passing this document is just saying that it’s something we recognize as an issue for the businesses and residents there, and it’s something we’d like to look into over time.

Mr. Hills: I just want to be sure that there was a recognition there.

Mrs. Kelly: All in favor vote “Aye”. (All voted “Aye”) Opposed. (No response) Okay, motion carries. Thank you Luke and with that I will adjourn at 7:45 p.m.

Community Development Committee

-- -Nancy C. Frazier, Clerk of Council

May 2, 2011

(Transcribed - S. Cochran, Ass’t. Clk. of Council)

FINANCE COMMITTEE MEETING MINUTES
REYNOLDSBURG CITY COUNCIL
May 2, 2011

Members of Finance Committee present: Fred Deskins, Jr., Doug Joseph, Leslie Kelly, Mel Clemens.

Other members of Council present: Barth R. Cotner, Chris Long, Nathan Burd, Council President William L. Hills.

Mr. Deskins: I will open the Finance Committee Meeting at 7:45 p.m. and the first thing on the agenda this evening is the agenda. Hearing no changes to the agenda, it will stand as written. Next is Item No. 3, approval of the minutes from our last Finance Committee meeting held April 18, 2011. Hearing no changes to the minutes, they'll stand as written.

Item No. 4 - Discussion: Appointment to Reynoldsburg Planning Commission. We have an unexpired term that will end on January 14, 2014 that we need to fill, and if you, in your packet, you should have gotten a letter or an email from Mr. Haire showing where David Wall wants to do something else and he's willing to stay on the committee until June. So we need to re-appoint someone. What we'd like for you to do if you would, get the word out. If you have anybody that's interested to get a letter with some details about the person to Nancy by May 16, 2011 and this person needs to be a Republican or an Independent because we already have two Democrats on the Commission. Is there anybody got any comments or questions regarding this? All right, let's get to work and have some info back to Nancy hopefully by the 16th.

Item No. 5 - Discussion: Appointment to Income Tax Board of Review. What we want to do here this evening is, we've got a young lady that's already served a term and she's wanting to be re-appointed and serve another term and if there's no objection, what I want to do is make a motion that Kara Joseph be allowed to serve another term with a, it would be a three-year term with the appointment starting today and going three years forward. Seconded by Mr. Clemens. Any questions from anybody? All in favor vote "Aye". (All voted "Aye") Opposed. (No response) Thank you. Then I'd like to make a motion that we send this to the Special Council Meeting this evening with recommendation for adoption. Seconded by Mr. Clemens. All in favor vote "Aye". (All voted "Aye") Opposed. (No response) Motion passes.

Item No. 6 - Discussion: Authorize payment to MORPC for administrative costs incurred - Summit Road Reconstruction Project; and appropriation of funds. Jim, you're going to speak for Richard tonight?

Safety/Service Director Miller: Yes, I am. Thank you Chairman Deskins, members of Council. With every OPWC project that is funded, we are required to set aside up to 1% of that amount to cover administrative costs. Once we're notified that we were awarded funds, MORPC assigns a percentage that is due for those administrative costs to the communities. Our percent this year and it varies with

every project, was .239% of \$3.3 million dollars which we were awarded. So when you do the math, that works out to \$7,929.82 that we will pay to MORPC to administer the funds for the Summit Road Reconstruction Project.

Mr. Deskins: Thank you, Jim. Is there any questions for Mr. Miller from anybody, Committee, Council? Then I'd like to make a motion to send this legislation to Council with recommendation for adoption as an emergency the request for authorization for the Auditor to make payment for Administrative costs incurred on the Summit Road Reconstruction Project and appropriate \$7,929.82 from the unappropriated CIP Fund to Account No. 410.000.0130.5651. Seconded by Mr. Joseph. **Any questions from the Committee, Council? All in favor vote "Aye". (All voted "Aye") Opposed. (No response)** Motion passes.

Item No. 7 - Discussion: Authorize Safety/Service Director to seek payment from Franklin County Permissive Tax Fund - to make final payment on Rosehill Road Reconstruction Project (OPWC). Mr. Miller.

Mr. Miller: Thank you, Chairman Deskins. As you're all well aware, the Rosehill Road Project has been over now for about a year, since it's year-end warranty, and now payments are due. The original plan was to pay off the loan portion, or the city's liability portion, of the Rosehill Road Project when the first payment is due, which is this July. That amount is \$176,954.62 which we are going to pay from the Permissive Tax with Franklin County for Rosehill Road, which is a permissive tax eligible street, and one thing that I wanted to note to City Council this evening is that we reconstructed, rehabilitated and redid a little bit more than three miles worth of roadway, 4,000 feet of reconstruction, a mile of complete curb replacement, milling and paving and guard rail replacement, and more curb and gutter from Rosedale north to our corporation limit, and with a lot of work from a lot of people, we were able to get all of that work done with less than \$200,000 coming out of the city's Permissive Tax Fund with Franklin County; and I think that's an amazing accomplishment for all of us. It was a great project that looks great; it's serving the community well; and the funds were managed explicable well.

Mr. Deskins: I totally agree; it's in my Ward, and it looks great! Thank you. Is there any questions for Jim? Mr. Joseph.

Mr. Joseph: Mr. Miller, how much does the city have total in the Franklin County Permissive Tax Fund?

Mr. Miller: Right now, it's just under \$1,100,000.

Mr. Joseph: Thank you.

Mr. Deskins: Is there any other questions? Okay, I would like to make a motion to send this legislation to Council with recommendation for adoption as an emergency, the request for Council to

authorize the Safety/Service Director to seek payment from Franklin County Permissive Tax Fund in the amount of \$176,954.62 to make final payment of the Rosehill Reconstruction OPWC Project; the proceeds of this will be credited to the General Debt Retirement Fund of 310. Seconded by Mrs. Kelly. **Any questions from the Committee, Council? All in favor vote "Aye". (All voted "Aye") Opposed. (No response)** Motion passes. Thank you, Jim. With nothing else to come before this Committee, I'll adjourn at 7:54 p.m.

Finance Committee-- -Nancy C. Frazier, Clerk of Council

May 2, 2011

(Transcribed - S. Cochran, Ass't. Clk. of Council)