

MINUTES COMMITTEE MEETING
REYNOLDSBURG PUBLIC SERVICE AND TRANSPORTATION COMMITTEE
January 28, 2019

Ward 2 Councilmember Brett Luzader called the meeting to order at 7:52 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 – January 14, 2019

RESULT:	ACCEPTED
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NEW LEGISLATION/DISCUSSION ITEMS

16-19

MOTION THAT THE REYNOLDSBURG DEPARTMENT OF PUBLIC SERVICE BE AND IS HEREBY AUTHORIZED AND DIRECTED TO ADVERTISE FOR STATEMENTS OF QUALIFICATIONS FOR GENERAL CONSULTING AND PROFESSIONAL DESIGN SERVICES FOR 2020 - 2021 --- Luzader. Public Service and Transportation Committee.

Mr. Sampson: Thank you chairman Luzader, members of Council. This motion is for seeking permission to advertise for general consulting and professional design services for the calendar years 2020 and 21. This is a biannual contract per the code, service department has to initiate this action before February 1st. So that's why I am here this evening.

RESULT:	REFERRED TO COUNCIL [UNANIMOUS]	Next: 1/28/2019 7:34 PM
MOVER:	Brett Luzader, Ward 2 Councilmember	
SECONDER:	Stacie Baker, At-Large Councilmember	
AYES:	Luzader, Baker, Bryant, Skinner	

12-19

RESOLUTION AUTHORIZING THE CITY OF REYNOLDSBURG TO PARTICIPATE IN THE STATE OF OHIO COOPERATIVE PURCHASING PROGRAM; AND DECLARING AN EMERGENCY. --- Luzader. Public Service and Transportation Committee.

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

ORDINANCE TO AUTHORIZE THE MAYOR TO PURCHASE ONE INTERNATIONAL TRUCK AND RELATED EQUIPMENT FOR THE STREET DEPARTMENT AND REMOVE ONE (1) TRUCK AND RELATED EQUIPMENT FROM THE ASSET LIST AND DECLARING AN EMERGENCY. --- Luzader. Public Service and Transportation Committee.

Mr. Kundtz: Thank you chairman Luzader, members of Council. Yes, this just replaces one of our larger salt trucks. I do ask that we waive competitive bidding so we can pay you back on the ODOT contract as we normally do. And the funds have been appropriated in the budget. I am asking for a two reading emergency so we can get it built and get it put into service. It does take a long time to do all this. And apart of this is also authorizing the auditor to be able remove the old equipment so we can either trade or auction it.

Mr. Luzader: As our Street Superintendent said, it does take sometime anywhere from 6 to 8 to 9 months to get one of these trucks built and on the road, so I can understand trying to get it in as quick as possible. Any questions from members of Council?

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

ORDINANCE TO AUTHORIZE THE MAYOR TO PURCHASE ONE FORD F250 4X4 TRUCK AND ACCESSORIES FOR THE STORMWATER DEPARTMENT AND DECLARING AN EMERGENCY. --- Luzader. Public Service and Transportation Committee.

Mr. Kundtz: thank you chairman Luzader. I guess this is just purchasing a pickup truck for the Stormwater Department. Again, were asking to waive competitive bidding. We piggy backing on the Columbus contract on this, same as Parks and Rec. The funds are appropriated in the budget and I am asking again for a two reading emergency in this. Were getting some other additions on it, its all in your packet.

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SECONDER:	Stacie Baker, At-Large Councilmember	
AYES:	Luzader, Baker, Bryant, Skinner	

ORDINANCE TO AUTHORIZE THE MAYOR TO PURCHASE TWO 2019 F-250 FORD TRUCKS AND RELATED EQUIPMENT FOR THE WATER AND WASTEWATER DEPARTMENT AND TRANSFER ONE (1) TRANSIT VAN TO PARKS AND RECREATION DEPARTMENT AND REMOVE RELATED EQUIPMENT FROM THE WATER AND WASTEWATER DEPARTMENT ASSET LIST. --- Luzader. Public Service and Transportation Committee.

Mr. Sampson: Thank you chairman Luzader and members of Council. The purpose of this legislation is to purchase two Ford pickup trucks from the Water Department. One is a new vehicle and one is a replacement vehicle. Both vehicles were included in the 2019 budget and again we will piggy back off of the Columbus bid contract. We are also removing or transferring on the vehicles, transit van, to the Parks and Rec department and asking to remove related equipment from the Water and Wastewater department asset list.

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AYES:	Luzader, Baker, Bryant, Skinner	

ORDINANCE AUTHORIZING CITY AUDITOR TO REMOVE EQUIPMENT FROM THE CITY'S FIXED ASSET LIST. --- Luzader. Public Service and Transportation Committee.

Mr. Kundtz: In your packet is your break down on pieces parts. Essentially I'm just doing a little early Spring cleaning around the Street Department and just need permission for the Auditor to remove from the list.

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RESOLUTION AUTHORIZING PARTICIPATION IN ODOT SALT CONTRACT FOR 2019/2020 --- Luzader. Public Service and Transportation Committee.

Mr. Kundtz: Thank you chairman Luzader. This is the same contract that we've been piggy backing off of for our salt purchasing. Been doing it for the past five years, since I took over superintendent. Been going very well. The only downfall, if you remember was last year when we had to pass it as an extreme emergency because we got late notice, there very quick, seems to be on their contract. So trying something a little bit different that if I can get authorization that we can pass the contract to be authorizing us to fill in the states ordinance number and our quantity at a later date and try this way.

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Like I said, in my packet, typically we only put out the bid for 14-1800 tons, I don't see any difference in this year. If we want to we can put a change the language on it not to exceed limit on it. However you would like to go about it. Just trying to make you go a little bit smoother.

Mr. Luzader: And I know we usually always do 14-1800 tons, plus or minus somewhere around there. And I'm assuming the City Attorney's ok with the language?

Mr. Kundtz: Yea I believe so.

INAUDIBLE

Mr. Luzader: Ok thank you. Are there any questions from members or the committee, members of Council? Mr. Clemens.

Mr. Clemens: Yea, just like to say one thing. I'd like to thank the Street department fro the work you did so far this year. Compared to other communities is always cleaned off, doing a fine job.

Mr. Kundtz: I appreciate that. My guys take very good pride in the job they do and the equipment we have and take care of it.

Mr. Clemens: Thank you.

Mr. Kundtz: Its nice when it all comes together.

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LEGISLATION FOR SECOND 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 +/- 9.08 ACRE PARCEL ON THE EAST SIDE OF WAGGONER ROAD KNOWN AS 1220-1222 WAGGONER RD., REYNOLDSBURG, OH, FROM AR2C, R-1, AND UNZONED DISTRICT TO PND DISTRICT; APPLICANT: METRO DEVELOPMENT LLC. --- Luzader. Public Service and Transportation Committee.

Mr. Thomas: Thank you chairman Luzader, members of committee, members of City Council. Joe Thomas with Metro Development, 470 Old Worthington Road Westerville, Ohio 43082. We were just here two weeks ago and when over brief presentation about our product there at Waggoner Road. With me this evening is Todd Parish, with Parish Planning Designs to talk more about in details, as far as the site plan is concerned. But just to give you a brief description, we are proposing 120 units in our community. Mixture of two and three story buildings as well as a mixture of one and

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two bedrooms. There six residential buildings over all. We have two different product styles. One called out vista product, which is a premier building that we have in front of along Waggoner road. That's a two story product. Each entry actually has its own entry that, either goes onto Waggoner Road or goes onto the east onto the parking lot. We also have, three story classic buildings. Which are building four, five and six. The unit mix of the particular vista buildings themselves, which are the bigger building along Waggoner Road in the two story, those are all two bedrooms two baths. And then the building four, five and six are one and two bedroom units. Again, I mentioned this is 120 units. In the community itself, we also have 246 parking spaces, which a mixture of that is 216 surface and 30 garage. There's a total of five garage buildings with six bays each. We have a trash compactor, mail kiosk. We have a large club house that's roughly 3500 square feet. We have a sidewalk that's along Waggoner Road that starts at the north property line and goes all the way to main street. One of my item of importance that we discussed last time was a pedestrian access for the east side sorry from the west side to the east side of Rosehill. I propose this evening to add and if I know we included this slide, but if you guys would like I could pass out a small exhibit of that crossing. From a standpoint of the exhibit that I approach City Council with and committee members, as we talked with chairman Luzader last time when we here in front of you, there was quite a concern of pedestrian access along Waggoner Road. You know we pretty much summed up our concerns as far on our side of the street which is east side. Proposing a sidewalk all the way across, in front of our site all the way down to Main Street and then of course there was that additional question, how do you get pedestrian access from the west side of the street to the east side and to the sidewalk. So what I proposed was a cross walk with both, on the crosswalk itself it will have a north bound and a south bound signal for the pedestrian crosswalk that is solar powered, button activated, then it has a caution sign when it has pedestrians crossing that location. That was a proposal that I submitted to the City last week with some consideration in tonight discussion, I just wanted to present that as far as another possible way of answering. I know this is a short term answer with the thought that future Waggoner Road expansion there will be pedestrian access on both sides of Waggoner Road and future development from Main Street going north. So that was just in the short term because we intend break ground on this property sometime in the third quarter of 2019 and then the first commitment would be that pedestrian access along Waggoner Road to Main Street as well at the same time installing the pedestrian access that goes directly to the west of the apartments across the street. So that's one item that was additional from last week discussion.

Mr Luzader: Thank you Mr. Thomas. I have one question that's probably more for the City Attorney. Jed, if this were to go forward, even though Mr. Thomas has agreed to put in the flashing pedestrian light, is that something that we should put into our ordinance when we pass it?

INAUDIBLE

Mr. Luzader: Yes I just didn't know if we had to put it in since he actually said he would do it. I didn't know if we should put it in just to guarantee that?

INAUDIBLE

Mr. Luzader: And that would take six votes?

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INAUDIBLE

Mr. Luzader: Ok, thank you. Questions for Mr. Thomas from members of the committee, members of Council? Mr. Baker.

Mr. Baker: You said that the traffic study, was that an impact traffic study or just accidents. Because on the, in your packet it says that no traffic accident study was required.

Mr. Thomas: No, we did a, as you know last time we had much discussion on which type of traffic study we should provide to the City of Reynoldsburg. We did a full traffic impact study. Which was commissioned by us and like I mentioned earlier, was submitted to the City engineer, as well as EMH&T for their review and approval.

Mr. Baker: Because also I'm also looking at the picture you have up here of the walk light and my personal opinion, I don't think that will be effective. Because if your driving down the road and that's just on the side, your not going to see that. Now the ones that I like is the one like we have on Livingston near the high school where it hangs over and the light flashes on the side and flashes above. They have it on South High Street in Columbus as well. Which is very effective and I don't, I mean, this one I don't know if this is the cheaper option that your trying to go with but I would suggest looking into that if you were trying to put a crosswalk there. Because the more flashing light, the more visibility, pretty much means more safety first of all. Second of all, I'm surprised your impact study didn't mention anything about possibly lowering the speed limit because in my personal opinion, I don't think Waggoner Road should be 45. Heck, Main Street is only 35. You know I'm just, I think your study needs to be revisited in my personal opinion is all I'm trying to say.

Mr. Luzader: The speed limit is only 35 right through there.

Mr. Baker: Isn't part of it 45?

Mr. Luzader: It doesn't turn to 45 until north of the corporation limits.

Mr. Joseph: Its in the township not the City.

Mr. Baker: Township, oh ok.

Mr. Luzader: Any other questions for Mr. Thomas. Mr. Clemens.

Mr. Clemens: Just one thing, I agree with Mr. Baker. And if it goes through and we should have the change in the lights, we have them on Brice Road that flash above and you can see them block away. So if your going to do something, you want to do it right. But that would be my thought, if its going to be done do it correctly so that... it is a safety issue.

Mr. Luzader: Yea, that's something that we can add into the ordinance. Mr. Skinner.

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Mr. Skinner: Mr. Thomas would you mind looking into that, to putting in the overhang.

Mr. Thomas: Yea, that's fine. You know, I have just seen these other mechanisms throughout central Ohio. You know, typically the lights that you guys are speaking of is kind of in vogue with the downtown corridors, in a sense they have the mass arms you know. Its kind of like an architectural details, I call it. So I wasn't trying to circumvent the discussion about having these type of lights, you know my thought was this is you know, this is an activated light by a pedestrian that draws attention to the crosswalk. So I'm up for discussion. Thank you.

Ms. Bryant: Is it at all conceivable to have a second entrance or exit to the property. Because that would potentially alleviate some of the traffic. I might have misheard you but I thought you said that there was an exit onto Main Street, but I don't see that.

Mr. Thomas: No, I was mentioning about the traffic study included Waggoner Road, our site entry, Waggoner Road Main Street and Waggoner Road Priestly Drive. The site of this nature we were looking at maintaining one common access to have the turn lanes that weren't going to be in conflict with each other. You know from a standpoint of the front entrance, the side along Waggoner Road we can maintain effective turn lane that will bring traffic off of you know the traditional cross traffic on Waggoner Road and bring it to a turn lane into the community as opposed to having two different entry points that will ultimately have conflict within itself and the turn lane so, its a small community, its 9 acres of 120 units so were able to maintain with one access.

Mr. Luzader: I have a number of speakers tonight. And I'm going to introduce them in the order that I received them and I ask that you please give your name, address. So that we have it for our records and try to keep your comments to three minutes please. The first one is Mr. Tim Brass.

Mr. Brass: good evening. I am Tim Brass of 7823 Jordan Crossing. I am the president of the Jordan Crossing Homeowners Association. This is a summary of a letter that represents the opinions of the vast majority of Jordan Crossing households. A signed full version of this letter will be email to Reynoldsburg City Officials shortly. We are opposed to the proposed development on Waggoner Road. Waggoner Road already has its share of medium to high density developments and does not need another. Does our new comprehensive plan really state that we need more apartments in congested areas. Is that what Reynoldsburg residents ask for when they were surveyed. We are also underwhelmed by the designation of this proposal as a planned neighborhood development. For what seems to be more of an apartment complex with a few amenities. The Developer is INAUDIBLE the accessibility of the proposed development. Affording residents the opportunity to walk into downtown Reynoldsburg. At the current time there are a limited number of places of interest within walking distance of the proposed development. For example there are no recreational activities, grocery stores or pharmacies within reasonable walking distance. Traffic on Waggoner Road is already a serious problem and hazardous both vehicles and pedestrians. A new apartment complex that increases vehicle and pedestrian traffic will only exacerbate this problem. A traffic study commissioned by the proposed housing developer, certainly doesn't alleviate our concerns. This situation impacts all Reynoldsburg residents who use Waggoner Road to get to and from Broad

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Street. We feel that the proposed apartment complex at Waggoner Road should be rejected for the same reasons that a similar proposal was rejected for Taylor Road in 2018. Both proposals have experienced strong community opposition, primarily because of traffic problems. The Taylor Road proposal was also rejected in part because it violated Reynoldsburg density codes. The proposed Waggoner Road development is a higher density development than the one that was proposed for Taylor Road. We have heard that the Reynoldsburg Density codes may have been changed. If they have, we would like to know why as well as the potential impact on the existing Reynoldsburg residents. We also wonder if the Taylor Road will be resurrected if the density codes have in fact been changed. Jordan Crossing residents have a long history of supporting Reynoldsburg community initiatives. We have worked for and financially supported the Reynoldsburg Community Association. We have supported both Helping Hands and Heart as board members and volunteers. We actively campaigned for the recent income tax increase used to support needed Reynoldsburg infrastructure improvements and the new community center. All of this has been done in the spirit of making Reynoldsburg a better place to live. We feel that the development of a new apartment complex on Waggoner Road will not make Reynoldsburg a better place to live, quite the contrary. It doesn't add anything to the Reynoldsburg community, other than more residents in an already congested area, who will make Waggoner Road a more dangerous place to live and travel. It is not something that residents in the area want and or need. We feel that members of City Council should reject this proposed development, thank you.

Mr. Luzader: Thank you. Next speaker is Mary Turner Stoots.

Ms. Stoots - 1070 Waggoner Road: Council, Mayor. In 1955 an application was submitted to City Council by National Homes to build Brookside Division. The first planning and zoning commission was established and Reynoldsburg Zoning for the protection of the property owners. This town quadrupled and population between 1951 and 1956. We've built five elementary schools and a high school. We've built them all with single family homes. On October the 11th, the planning commission decided to strike the restrictions from the zoning code. The statement was made, a lot of the stipulations such as density, different landscaping, parking conditions, have been stricken to view the unique development has a whole. In the subsequent meetings, on five different occasions, the statement was brought up, what is happening, what's coming? And Bentley house development was never mentioned. It was voted into place on November 26th and then on December the third the newspaper comes out, the Columbus Business First with Bentley House Development with a density that's almost triple what the previous code was. I understand that we have to revamp our zoning codes. I understand that we want to put high rise developments in the K-Mart division. But striking everything off the table to start, leaves us with no protection. The property owners have no protection. We don't have a leg to stand on. I was very disappointed in that. But I wrote you all a letter, I hope you received it. And I thank you for your time.

Mr. Luzader: Thank you. Next is Charles Wilson.

Mr. Wilson: Thank you. My name is Charles Wilson, 12224 Woodfield Circle East, Pickerington, Ohio. Myself, my brothers and sisters, two sisters, two brothers, own the property in question. We've owned it since 1949. We've kept the property up, kept the yards mowed, my Mom mowed the grass

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until the year she died when she was 85 years old. She mowed 5 acres out there. You have all seen that goes down the road. We moved out there, there were no houses, no apartments. Nothing but farm land. Then the mobile home park moved in back of all of us over there. Then the Lutheran Church, then Oak Brooke Condominiums and then Coronado Woods. Not necessarily in that order. The churches moved in, St. Pius moved in. Traffic was backed up in the 70's because of that. Got to the point, my Dad got so disgusted that he called the priest up and said can you make an announcement to be a little bit more considerate and let the neighbors in over there. Which they did. And it worked. I was over there twice this week, one time about 3 o'clock on Thursday the traffic was backed up like everybody says. I go to the end of my driveway, as soon as the traffic started moving, next the person across the street from me, signaled me in. That's fine, it took me about 1 traffic light change from Oak Brooke to get onto Main Street. That has, there's no doubt that traffic backed up. On another day however, on Friday, last day Friday at 12:03, I pulled up the end of my driveway across from Oak Brooke. There wasn't a car to be seen in either direction, it comes and it goes but we, were surrounded by apartments, mobile homes, properties no longer suited for single family development. The infrastructure to put anything else in, other than apartments, and nobody wants to do it because it won't pay for itself, because it's too expensive. And we're between a rock and a hard place and what Metro is suggested is an apartment complex that is far better than anything I've seen around town. Once it goes in there, the other apartments are going to ask themselves, well how are we going to compete with this. And then your going to see a difference. Thank you.

Mr. Luzader: Thank you. Next is Mr. Jeff Porter.

Mr. Porter: Good Evening. My name is Jeff Porter I live in 7825 Quarry Cliff Court. As a resident of Reynoldsburg, I want to first thank the development department, planning commission, city council for at least having the forward thinking and trying to improve this City. Having said that, I have concerns. Not singularly to Mr. Wilson, as a neighbor. I'm all for people profiting and trying to do the right thing for the community. I'm not going to argue about the traffic studies and the various arguments that have already been made. My concern is more with the comprehensive plan. I agree zoning codes need changed. While some are 1965, amendments over the years. Even if you want to approve this, it's my opinion you can't. It puts the City in a situation where, it's called spot zoning. Your selectively choosing which areas in the same districts that you zone to allow something and the only benefit is to the developer and the owner. Not the community as a whole. So, I agree with everything as far as the outlook of the comprehensive plan but the reason Mr. Bowsher pushing for the emergency order to change the zoning codes, right now we have two zoning maps. One set of laws. The old laws don't work with the new map. The old map doesn't work with new development. And so, to me, your contributing to part of the plight. With some of the decision made in the City, when you allow Krogers to shutter their doors and move down the street, the problem isn't density it's redevelopment. The backbone of any development or redevelopment is infrastructure, it's the roads. Whether Bentley goes in or not, Waggoner Road cannot hold the traffic. When I read the comprehensive study I'm confused. Because the study and what the residents are saying, which I don't personally think is comprehensive because only 1.7% of the population is included in the study. That's not very high, but they list in order, road conditions, maintenance are the biggest challenge. Followed by traffic flow, overall beauty of the city and city communication. But when the survey summarizes the key take away, those get shifted clear to the bottom. Number five, most significant

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challenge is infrastructure. Number six, redeveloping existing properties such as K-Mart, Big Lots and Krogers with senior and single family housing being the top needs that the residents request. So I don't think anybody is listening to the citizens. Even with all the changes that have been made to code. 11.35.02, your purpose. The purpose of the zoning code promotion, public health, safety morals, comfort, general welfare, conserving the value of the property, facilitating the provision of water, sewage, schools, other public requirements promoting environmental quality. This is the part that we should focus on. And lessening our avoiding congestion on public streets and high ways. Were not doing that. If you go further, multi family codes, its been said that if its approved it will meet current zoning and regulation. Its not true with the montage of 65 laws, two new maps. The way I understand it, even the 65 laws should could conform to an overall master plan. Which I don't think we have until we adopted the comprehensive plan. But that plan requires you to redo the zoning laws. So still on the books for multi family housing. Building massing. The maximum number of dwelling units in all AR districts shall be four per building. Bentley house in 20. Even if you go to the town home provisions, the maximum of 8 dwellings shall be allowed in each row of townhouse's. Still 20. So, in my opinion, everybody is in a rush. The whole City, the whole nation needs better housing. I'm not objective to apartments, I work in the apartment industry. We manage apartments in Reynoldsburg. But you guys are contributing to the problem because your taking the comprehensive pan and your trying to squeeze the new concepts into any lot that's available to squeeze it in to. But your not looking at that lot specifically, in my opinion, to what's around it. Now you take the same process that's being proposed and put it up at K-Marts and even where Krogers vacating, I don't think you'd have a packed house complaining. But were not doing that. Thank you.

Mr. Luzader: Thank you. Next speaker is Jan Christian.

Ms. Christian - 1311 Azalea Drive: My name is Jan Christian and I live in Coronado Woods in a development that I've been at since 2001. I'm talking to you today as the citizen of Reynoldsburg, as a retired Police Officer and as a grandmother. I run down Waggoner Road 2 to 3 times a day. Because my grandson goes to school over on Broad Street. I have seen countless accidents because the road is too crowded. The school buses, do you realize they stop on Waggoner Road at all the apartment complexes. It's dangerous. There is no sidewalks on Waggoner Road. You have to take into account all the apartment complexes that are on the West side of Waggoner Road. You've got Oak Brooke apartments, Briar Cliff Plaza, Ardsley Ridge. You've also got some section eight in there. We have a lot of citizens that are walking on Waggoner Road to get down to the new general store that was put in on Main. There's no where for them to go. I have watched people on Waggoner Road, I've stopped and helped people who were trying to walk on Waggoner Road. It is a nightmare. And I'm amazed, and there may be there has been, people killed on Waggoner Road. I don't know. But you have to consider all the citizens that are there. You've got St. Pius school. When those buses come out to take those kids to and from schools, there's about 8 buses that come flying out of there at a time in the mornings and the afternoon. Many times they have to hire special duty just to stop traffic so that they can get parents in and out. Right across the street from St. Pius you have Messiah Lutheran, they have a daycare center and they've got people trying to get in and out with their kids. So you've got traffic going like this, like this to go the other way. They want to go north and south. Nobody's out thereto direct the traffic for the two independent places there. They have to hire special duty over at the Catholic school, they don't hire it at Messiah. It is very very dangerous. In the

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morning kids are out there walking and they have to walk to a certain corner to have the buses pick them up. Get on a Reynoldsburg school bus that has Waggoner Road on it. Look at what's happening out there, there are a lot of children, a lot of children out there waiting for buses in the morning. It's not a good place to put more apartments, it just isn't. You don't want anymore traffic. If there's an accident on Waggoner Road everything stops, everybody's backed up, then everybody is mad. It takes forever to get an accident off Waggoner Road because for the most part it's a two lane Road. You have some areas that open to that middle lane where they can turn but very few. Get out, drive Waggoner Road. Take a look at what's out there. Go out in the morning, be out there at 8 o'clock, from 8 to 9 in the morning. See what's happening to the citizens there that live in the area, thank you.

Mr. Luzader: Thank you. Next is Mike O'Sullivan.

Mr. O'Sullivan: My name is Mike O'Sullivan I live at 7802 Quarry Cliff Court. And the only way on or off my street is Waggoner Road. Now every home owner that I have spoken to, strongly opposed the construction of these apartments on Waggoner Road because we know it's going to lower our property values. We know it's going to make it harder for us to sell our homes. And we definitely know that it's going to make a terrible traffic situation on Waggoner Road significantly worse. It is getting harder and more dangerous to get out on Waggoner Road. When you get out there you're in bumper to bumper traffic and that bumper to bumper traffic frequently goes from Main Street all the way back passed St. Pius. My wife and I have each been involved in traffic accidents on Waggoner Road. In both cases our cars were rear ended in heavy traffic. Both accidents occurred in the area of Waggoner Road that is directly across from where they want to put this apartment complex. The absolute last thing we need is another 240 cars pouring out on Waggoner Road. Now at the last Council meeting they talked about a grant. The City was going to get a grant, they were going to have money they were going to widen Waggoner Road. They were going to build extra traffic lanes all the way from Main Street back to Priestly. Well at the end of the meeting, and it wasn't nearly as packed as this one, the home owners got up and left. Then somebody from the City got up and announced and said we don't have that grant. We didn't get the money and we don't have the money to do that. I thought that was a bit disingenuous I guess. Now, the street that I live on and the street next to us which is Jordan Crossing, has thirty three houses. We pay \$261,000.00 a year in property, I'm not complaining about that like I said, the gentleman from Jordan Crossing, were glad to pay the taxes. School levies, or the new center, but we'd to think that when we come here, there's somebody, somebody on the Council that actually cares about the homeowner and is interested in our property values. Now, at the January 14th meeting I was here, I listened to the discussion, I listened to the developers whole sales pitch and I only heard two things that were said that reflected any interest in homeowner's. They both came from the same Council person and that was Mr. Mel Clemens. And what he said is, City Council should not approve the construction of anything that is going to negatively impact the lives of the people who already live there. The second thing that he said is the traffic studies that these big developers pay for, rarely reflect the real life experience of the people who actually drive there day to day and he is absolutely right. Now Reynoldsburg already has thousands of apartments. You want to build more fine. There is vacant land out on East Main Street or use the vacant land from the K-Mart complex up there. But Waggoner road is the worst place possibly pick to put in this apartment complex, especially when you've not widened the road, you haven't put any other traffic lights. So I respectfully ask on behalf of myself and all of my fellow

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homeowner that's City Council deny this zoning change and stop the construction of this apartment complex on Waggoner Road. Thank you.

Mr. Luzader: Thank you. The next speaker is Jennifer Chamberlain.

Ms. Chamberlain - 170 W Home Street Westerville, Ohio 43081: Good evening Council President and Council Members. To give you a little bit of background, I am the chair of the far east area commission which butts up right against Reynoldsburg City limits. And as such, I've lived off of Waggoner Road in the Blacklick area. To give a little bit of context, Broad Street, we have 75, 000 cars every day travel Broad Street. Broad and Waggoner is one the top ten accident spots for the City of Columbus. Broad Street is more traveled in the City of Columbus than any other street. No other street has as much traffic volume as that. Your taking a major thoroughfare from a City of Columbus street to Reynoldsburg, which is Waggoner Road and you introducing more traffic onto that road than what it can already handle. And I think everybody here can state that and its pretty clear. The other thing I wanted to point out was, somebody said that they helped people who have had accident on the street or pedestrians on the street. I have myself have helped sheep off the street. Just a little bit down from there. So I think, I understand the plight of the City of Reynoldsburg, its the same as every other City that surrounds Columbus and Columbus as well. We have a housing shortage, a pretty large housing shortage. And that is for both single family and apartment complexes. We need more. But where I caution City Council, I caution you to think in regards that, it is, when a developer comes along and the property is already zones for that purpose, the land use is already set up for that purpose, that's the ideal time to put in more housing. To re-zone land and to spot zone it is something that needs great care and great caution. And needs to be on the aid to the community. That's it, thank you.

Mr. Luzader: Thank you. Next speaker is I'm going to say John Ferreira, ok.

Mr. Ferreira: John Ferreira, 7740 Blackburn Court in Reynoldsburg. My wife and I just moved up to Ohio from South Florida. We came up here searching for a simpler way of life. A more affordable cost of living, lower crimes rates, less traffic, more trustworthy government, lower crime rate and a place to start a family. We fell in love with Reynoldsburg, it was the small town feel we were looking for with affordable housing prices and plenty to do within just miles. We bought our first home here. We were thrilled to start the next chapter of lives and proud to call this place home. I say were because a lot of those feelings passed when I attended the last meeting here regarding the new apartments to be built. The crowd was filled with other concerned citizens about what could happen if this new complex came to be. Some of the Council men and woman not only see disinterested in what the tax payers had to say but even see bothered by it. Minus a few who seem to truly understand our concerns. Maybe they don't deal with the traffic on Waggoner every day or maybe you guys just don't care. On December 12, 2018 the City of Reynoldsburg planning commission went behind the backs of its residents and approved a much despised plan to build a new apartment complex right on one of the busiest roads in the City. This is a sneaky move that I assumed was influences by money and greed. Out of the multiple residents who expressed concerns, there were a few who spoke out in favor of the complex. One was the company hired to design and build the complex, the other was the owner of the land in which was about to be built. Everyone else was

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opposed. Concerns about traffic or roads were shut down by two main points. That a traffic assessment was done and stated that there would be no negative consequences from the potential 246 additional cars being on the road and the other had to do with sidewalks. Sidewalks. The planning company claimed that those who move into the complex will just walk to Old Reynoldsburg. Who doesn't love walking to the grocery store in the middle of the winter in Columbus to get their groceries to talk back home. A sidewalk will not do anything to stop traffic. It is a good idea, maybe in the future, we need it, but not for this complex. Please do not insult our intelligence. Traffic aside, this complex would be right near one of the oldest cemetery's in Reynoldsburg. It will be disrupting the natural habitat of countless animals and will take away from that small town feel that my wife and I fell in love with. There are plenty of other open plots of land just a mile up Main Street. Ones that are not covered with 100 year old trees. Pieces of land that won't make traffic on Waggoner worse and ones that may not disrupt a local cemetery. A recent article published, that guy I don't know his name I'm sorry. We saw a great need for apartments in the general vicinity, there's not a whole lot of new apartments in Reynoldsburg, that was the vice president. A quick search online found that there are over 400 apartments available for rent with an additional 40+ homes in Reynoldsburg and near by towns like Blacklick and Pickerington. Over half of those apartments for rent fall within the projected price range of 900 to 1200 dollars. That is not a huge demand for apartments. My friend just moved in less than a mile away from the designated zone that this apartment complex they would like to build in. They were incentivized to move with a free 65" HDTV, no move in fees and an extreme lack of needs for apartments in this area became very obvious. And they even have two empty town homes on either side of them. Please do what you know is right and avoid whatever outside influences may be trying to convince you to turn a blind eye to your concerned community. Thank you for your time.

Mr. Luzader: Thank you. Next is Kerstin Carr.

Ms. Carr: Thank you Council members. My daughter and my neighbors daughter would like to say something first if that's ok. INAUDIBLE. Ok. They wanted to tell you how much they love sidewalks and how much they love walking and biking and they like to be safe and so every time we drive with them through Waggoner Road and other areas that don't have sidewalks and multi use trails they point that out to us. And they wanted to share that with you today but they are too shy now. So my name is Kerstin Carr I live at 8266 Priestly Drive. Central Ohio is growing at an immense rate. Just last year we added 118 people every day to our region. When we look at the demographics that's coming to central Ohio and that's projected to grow over the next 30 years, they actually looking at potentially adding a million more people to central Ohio. We also know that the majority of that growth, when you look at it from an age range comes in are baby boomers that are becoming empty nesters and are retiring. And also our young professionals that are coming from you know, that are millennials and gen Zers, and when you ask them about the type of life style they are looking for, they want more walk able, bike able neighborhoods that have accessibility to amenities, retail shops, restaurants and so I think this apartment complex is a good first step to kind of provide that environment. And it might be a way to help revitalize our downtown that needs it badly. When you look around central Ohio, a lot of our other communities are really stepping up their games of making sure their downtowns are vibrant and have restaurants and mix of shops and retail places. And in order to make that successful, you need to have the density around it to support that. And for

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the developer to agree to actually extend the sidewalk all the way to allow the access walk ability to the downtown to me is really important. And I'm thinking about working with the City of extended a multi use path along all the way Waggoner Road, so we can actually bike down from Priestly Drive. Is something is very appealing to me and something I would be looking forward to. Thank you.

Mr. Luzader: Thank you. And our last speaker is Crystal Wren.

Ms. Wren: Good evening my name is Crystal Wren. I'm at 82700 Priestley Drive. I'm echo a lot of the same sentiments that Kerstin shared. I have been a resident of the community for the past 7 years and have been growing my family here with three young children. One of the things that I looked for in a community was not only that community connection, great neighbors, great people to live around but also the send of community that starting to grow and revitalize. What I have seen in the past seven years are a lot for the surrounding communities putting investments into the roads, the real estate, the amenities for their surround areas, what I would really love to see with Reynoldsburg is to give that same level of attention. I do think that this development is great idea. I feel like its a great step in the right direction and the thing that's most intriguing to me is the sidewalks. I drive on Waggoner Road every day on my way to work and I often see people in the early hours, 6, 7 AM walking along the road. And to me that is a great great deal of safety concern that is surprising that has not been addressed. The expansion of the sidewalk all the way down tot Main Street is, in my opinion, much needed and I would love to see it run all the way to at least Priestly Drive, potentially even Waggoner Road and I am often riding my bike. I encourage my kids to do outdoor activities and want them to feel like they are part of a community where they can be safe, they can ride their bike. And experience the community without having to drive in vehicles, which is impossible to do in Reynoldsburg today. So like I was saying this is a good step in the right direction. I do feel that this can help us to start to think about revitalizing our area. But I also agree with many of the residents here that there needs to be a larger strategy. We need to be thinking about real estate development has a whole community and not just in pockets .So take into account my thoughts, my support of this but also what's next and how can we make sure that were making the right investments in the right areas and doing the right things for the citizens. Thank you.

Mr. Luzader: Thank you. After hearing from our, the developer and the residents, are there any comments, questions from members of the committee. Mr. Baker.

Mr. Baker: One, is there a reason, I don't know the reason why the grant got turned down. The Waggoner Road, can Mr. Sampson, can you answer that?

Mayor McCloud: I'll take this one. It didn't score high enough is the short version of it. We were optimistic, we had applied before and it scored well but it, the last time we had applied it was the first project not funded. Columbus has a very large need, they also take a lot of the money, so I didn't score it myself, you would have to ask the scoring team. But we were confident it was a good program and we still think it is a good project.

Ms. Bryant: I actually have a follow up question for you or perhaps Mr. Sampson, whichever one wants to field it. I think that going into that grant proposal, I think we all felt pretty confident, you

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know given how close we were the previous year to getting that project. Do we have any sort of backup plan in place for how to address the problems that we do have on Waggoner Road or are we just simply waiting to get a grant and then figure it out?

Mayor McCloud: Waggoner Road is one of the most unique roads in this City. Largely because it weaves in and out of three or four jurisdictions. It is a patch work as you know the municipality, the township. We would like to, believe me, I'd like to have done this my first year in office. But we do the best with the resources we have. Bill if you have something you want to add to that.

Mr. Sampson: Thank you Mayor. You know good questions. You know we applied two years ago with OPWC for OPWC funding for Waggoner and fell a point shy. We were very optimistic, the one thing we asked for Christmas this year was to get Waggoner Road and I apparently wasn't that good, I didn't get it. Its been a dream project. The estimate for OPWC from Priestly to Main Street was 6.9 million. And that's just for the first phase. The second phase would be from Priestly to Broad Street. We have since met with ODOT district 6, our City Engineer and we are rattling, we are putting together a revised proposal, if we were going to do it, I would like to do all of Waggoner Road. It will be a scaled back version with OPWC its all the bells and whistles, we will do a scaled back version. We will do a partial mill, we will do some widening in the appropriate areas. And a sidewalk and a multi use path on the appropriate sides. Were currently working with our City Engineer, he mentioned to development that estimate and when we have that information we'll come back to the Mayor and City Council with our options.

Ms. Bryant: So we have a practical idea at this point in terms of timing. You know obviously this is a great endeavor, you know as Mr. McCloud stated were also dealing with Truro and I believe Columbus as well on Waggoner. You know, have their been discussions with Truro Columbus as to how we could potentially work together to you know move forward without, you know putting all our eggs in the grant basket.

Mr. Sampson: Well we actually worked with Cornell Robertson, the Franklin Engineer on both applications and Franklin County was going to provide inspection services. It was in services totally seventy - eighty thousand dollars. You know e have been working with the various entities on Waggoner Road. To come up with exploring every option to how we can fund it. My recommendation again is that we look at a scaled back version with what we had with OPWC funding and bring that forward and talk about what options we have.

Ms. Bryant: And practically what would be looking at in terms of timing for this. I mean obviously I mean this wouldn't happen in the next year or two, this would be a what three, four years out maybe?

Mr. Sampson: It depends on fudging. You know we have our five year capital improvement program, were doing close to four million dollars again this year as we did last year with our street program. Half of that going to Palmer Road. We have Davidson Drive next year. It would really come down to (a) what's it going to cost and (b) and when we have within the City available funding to support it.

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Ms. Bryant: Thank you.

Mr. Sampson: Its going to come down to you folks.

Mr. Skinner: Yea, with regards to the grant, there is a lot of talk about points and how close we have come. For those of us that don't understand that. Is there anything that we can do or what can we do to get us over the hump. We've come so close so many times what if anything, is there that we can do get over that hump and finally beat out some of these other communities.

Mr. Sampson: You know we received our debriefing on it, asked a lot of questions MORPC, ODOT, Franklin County. What we can do, were competing, as the Mayor pointed out both Franklin County and Columbus got large appropriations. Each got several projects, your competing with those two large entities as well as other central Ohio communities for that pot. You know its, you know I'm not being pessimistic, but were going to continue to roll the dice. I think the next phase is we need something to happen sooner than later is to come back with a scaled back version that's going to cover all of Waggoner Road. And bring forth Council and talk about what options we have for both timing and funding. Its a critical project and its high on the radar, it been high on the radar for a number of years. And as the Mayor said he would have done it early in his administration but it comes down to a price tag.

Ms. Bryant: Have we looked at the possibility of maybe having a light at Waggoner and Priestly. You know perhaps one that is you know, maybe steady red but then during off peak hours have it to be a flashing yellow.

Mr. Sampson: You know those are some of the options we are looking at. Everybody want s a sign and everybody want s a stop sign. Four way stop at their intersection. You want to keep the traffic flowing and that's really the biggest issues, concern that we have. We have a light down close to Broad Street with the, that accommodates the Waggoner Road junior high and the middle school there. I'm not sure another light is necessarily what we need but we are dissecting with engineering options to see what can be the best, what's going to make for, as the community continues to grow in that traffic continues to build on that road. What's going to be the best option to keep that traffic fluid.

Mr. Luzader: One of the concerns with is right where Priestly comes out at Waggoner Road, Waggoner Road right there is the county, its not Reynoldsburg. It is, and again we've been meeting, we've met with Truro Township, we've met with Franklin County and they are on board and they have been very supportive of our applications with letters and funding. INAUDIBLE.

Mr. Skinner: Just in regards to the speed limit. What if any, is are ability to change the speed limit through out parts or all of Waggoner Road. Do we have that ability or is it because it crosses so many jurisdictions is it a coming together of all of these jurisdictions or what's our ability there?

Mr. Sampson: Well we never found that really speed limit was an issue, that people going too fast or too slow. It is a combination of 45 and 35 depending on whether its the City or whether its Truro

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Township but you know to be honest, that's never been an issue that we've Mr. Skinner, that we've come across in terms of you know, maintaining the traffic flow.

Mr. Clemens: Yea I don't have anything for him but I think if we've al listen to discussions as far Waggoner Road. And as far as getting it paid for and so forth, this is not going to be something that is going to be done in the next 2, 3, 5 years. If you look at the cost and really what has to be done and its done correctly. And I think what were doing is spending all of our time talking about this when were talking about a set of apartments that bring in a lot of other conflicts with the City. Now I know Bill has tired hard on this but if you look at Waggoner Road, all you have to do is look at 256 where it ends into Waggoner Road and see all that traffic coming down there and going both directions. And its going to be hard for us ever to improve on that. And the City of Columbus and Franklin County is going to come before us. You might as well, its always been that and so you might as well consider it that. I think the main part, the thing that's kind of hurting us right now in a way. We spent the last two to three years of changing all of our rule pertaining to our density and programs such as that. Now were kind of squeezing things in because were planning on changing all of our rules and regulations. Next year planning will be hard. So were going from the best thing God ever owned, I thought we was doing two years ago and three years ago. They've turned up where were not even using, were trying to squeeze things in. To bring apartments as such things as that here. Then were going to change our zoning completely again that we did four years ago and three years ago and two years ago. And its making it tough because I look at development too. I wasn't development here. Now I look at the last year and the last two years and so forth, what development have we brought here. What's been our big things. The big things have been apartments. We got a brewery sitting at some day may be open, I don't know, I haven't seen anything open there. But we've got small stores around certainly which I'm glad we do have. But as far as developing, we have Krogers just going from one place to the other. Our big development plans has came in that we've worked on has been apartments. We've got another going up on Livingston Avenue right now across from the park. I'm not saying I'm against apartments, but when it effects peoples lives and where they live and we try to change everything, I think we ought to look into these kind of things. And take our time, there is no rush, no hurry to do these things and that's what bothers me. Everything seems to be an emergency or we got to do it, we go to do it and get it done. I don't agree with that. I think that we should think things out. There's no reason to be in a hurry. Now I'm not saying they don't have apartment complex have a good plan. But I think its something that we can sit and think about. Really what's it going to do to the City of Reynoldsburg and what's going to happen to Waggoner Road and that's our main bog problem for the people that live there. And I think those are things we got to worry about, think about. So I mean that's only thought on it. I'm not saying I'm against the apartments or for them but I think there's a lot that we have to look into pertaining to all the changes were making and then turning around three or four years and redo them all over again. That to me does not show that were consistent in what we do. Other than that I'm probably wrong, I'm wrong on a lot of things anyway.

Mr. Sampson: You know I do believe if you build it they will come. You know the City, thanks to our tax payer's, and with your input and guidance we spent 4 million dollars more than other community in central Ohio last year. We're spending another 4 million this year, more than any other Central Ohio community. We're making progress, we're chipping away a piece at a time and

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again, it's about infrastructure, it's about keeping property values on the rise bringing residents into a community that is thriving and will grow. We'll come up with a solution. Give me some time to come up with some options and sit down with you and let's talk about it, let's get something worked out that we can make something happen that works for our community. That provides a safe flow of transportation route for the City for a road with Waggoner for a City like Reynoldsburg. It's going to be a team effort and together I think we can make that happen. So I'll get you options and we'll talk.

Mr. Luzader: I think one of the other options we might have and I've talked to Mr. Bowsher about the possibilities on this is that if this complex were to go in, the tax dollars generated by it could be placed into the TIF that also could be used to help fund the road improvement. Am I correct Mr. Bowsher?

Mr. Bowsher: Yes, our analysis on the TIF, if this were to be developed over 30 years it's 4.3 million dollars to the city, roughly less than 7 to the schools, they need to get their fair share. If you include the TIF that we have at the UDF, that's probably another million over 30 years, if we pump in anything else that could potentially bring the \$6.9 that Bill was talking about by just doing half of it. Of course you could do it in sections and you could bond that off and have that done so you would utilize that closer or faster than what it would take to get the money back in but there are funding streams so if you were talking about other ways to be able to do it, this potentially could be one so yes.

Mr. Luzader: Thank you.

Audience member James Beatty: I see any way possible to make Waggoner Road any wider all the way down through there. You have ditches on both sides of the road so how can you put a 4 lane road in there.

Mr. Sampson: There are going to be spot areas that we can widen. First and foremost would be St. Pius, you know with the traffic flow they have coming in and out of St. Pius, so that's part of our engineering study that's part of our drawings submitted to OPWC, it's going to be part of our re-evaluation of what we've got to do to scale back on our current OPWC proposal, what we can do. Again, we've got to work with the right of way, we've got to work with Truro and Franklin County to access properties and that's all part of the agreement.

Mr. Beatty: To me it still seems a dangerous place to have apartments. Four lanes here, two lanes here, I just don't get it. And when I work before I leave, I know the Mayor don't like it, but it seems like Reynoldsburg is more important to make money than they are protecting our children, ok? You change the school district around so now people have to drive their kids to school so.

Mr. Baker: Has the city ever looked at possibly doing a bond to do these improvements on Waggoner?

Mr. Sampson: Those are some of the options. That's what we're looking at. We looked at, I met with ODOT for ODOT Safety money on this and it wasn't a candidate. OPWC, again, not a

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candidate. We are turning over every stone to find the options. But a bond, yeah that's certainly on the table.

Mr. Clemens: And I do want to thank Bill and I want to make it clear that everybody knows it. We're coming into something we're 20 years behind on our streets, 20 million dollars behind on our streets and its something that we're working to correct and I think that Bills doing a good job and has x number of streets that we do every year, with that, it makes it hard to do a major street like we're discussing. And we have to realize that this money that came in, comes from everybody, so we can't just do one street and spend all of our money that we were going to spend for 3 years and let the other streets set. We have to be fair about the whole situation. So we have to think about that before we think about 15 million in on a street and working through Columbus and working through the Township and the city, that's a problem in itself but I do want to thank you Bill.

Mr. Baker: I do think Council as a whole should vote on this first of all because we all do represent the City, so we all should vote on this first of all. Second of all, I want everybody on Council to think what is the difference between this project and the one on Taylor and the one on Main Street that Council has rejected in the past, what makes this so special that we should have this built compared to Taylor and Main Street before we vote in 2 weeks in my personal opinion.

RESULT:	REFERRED TO COUNCIL [UNANIMOUS]	Next: 1/28/2019 7:34 PM
MOVER:	Brett Luzader, Ward 2 Councilmember	
SECONDER:	Kristin Bryant, At-Large Councilmember	
AYES:	Luzader, Baker, Bryant, Skinner	