



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

CITY COUNCIL

Committee Meetings Regular Council Meeting

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

April Beggerow
614-322-6836

Monday, January 14, 2019

Council Chambers

CITY COUNCIL MEETING

- 1. CALL TO ORDER**
- 2. ROLL CALL**
- 3. APPROVAL OF MINUTES**
 - a. City Council – Regular Meeting – December 17, 2018
 - b. City Council – Organizational Meeting – January 7, 2019
- 4. APPROVAL OF AGENDA**
- 5. COMMUNITY COMMENTS AND REQUESTS**
- 6. COMMUNICATIONS**
 - a. Auditor's Reports, October, 2018
 - b. Clerk of Court Report
- 7. REPORTS**

8. MOTIONS

- a. MOTION TO MAKE ALL LEGAL PUBLICATIONS IN THE COLUMBUS DISPATCH OR THE REYNOLDSBURG THIS WEEK COMMUNITY NEWSPAPER. --- Spalding. Development, Parks and Recreation Committee.
- b. MOTION THAT REYNOLDSBURG CITY COUNCIL DOES HEREBY CONFIRM MAYORAL APPOINTMENT OF ALEX FURST TO SERVE ON THE PLANNING COMMISSION WITH A TERM BEGINNING JANUARY 1, 2019 AND ENDING DECEMBER 31, 2021. --- Luzader. Public Service and Transportation Committee.
- c. MOTION THAT THE COUNCIL OF THE CITY OF REYNOLDSBURG DOES HEREBY APPOINT TONY RETTKE TO SERVE ON THE BOARD OF ZONING & BUILDING APPEALS WITH A TERM BEGINNING JANUARY 1ST, 2019 AND ENDING DECEMBER 31ST, 2021. --- Luzader. Public Service and Transportation Committee.

9. LEGISLATION FOR EMERGENCY ADOPTION

- a. ORDINANCE AUTHORIZING MAYOR TO ENTER INTO CONTRACT WITH UNITED SURVEY, INC. FOR THE 2019 SEWER REHABILITATION PROJECT: GRAHAM/MAIN AND NORTHFIELD/COTTINGHAM AREAS; AND DECLARING AN EMERGENCY. --- Luzader. Public Service and Transportation Committee.
- b. ORDINANCE AUTHORIZING MAYOR TO ENTER INTO CONTRACT WITH EMH&T FOR INSPECTION SERVICES FOR THE 2019 SEWER REHABILITATION PROJECT: GRAHAM/MAIN AND NORTHFIELD/COTTINGHAM AREAS; AND DECLARING AN EMERGENCY. --- Luzader. City Council.
- c. ORDINANCE AUTHORIZING MAYOR TO ENTER INTO CONTRACT WITH EMH&T FOR THE ENGINEERING, PLANS, AND PREPARE BID DOCUMENTS FOR THE 2019 STREET PROGRAM, APPROPRIATING FUNDS THEREFORE, AND DECLARING AN EMERGENCY. (First Reading 12/17/2018). --- Luzader. Public Service and Transportation Committee.

- d. ORDINANCE TO AMEND THE CODE OF ORDINANCES OF THE CITY OF REYNOLDSBURG, OHIO: Amending Section 190.01 AUTHORITY TO LEVY TAX; PURPOSE OF TAX of Chapter 190 INCOME TAX EFFECTIVE JANUARY 1, 2019; AND DECLARING AN EMERGENCY. (First Reading 12/17/2018). --- Cotner. Finance and Administration Committee.

10. LEGISLATION FOR FIRST READING

- a. ORDINANCE AUTHORIZING MAYOR TO ENTER INTO CONTRACT WITH PROJECT M PLUS FOR MARKETING AND BRANDING SERVICES. --- Spalding. Development, Parks and Recreation Committee.
- b. ORDINANCE AUTHORIZING THE MAYOR TO ENTER INTO CONTRACT WITH CALFEE ZONING FOR PROFESSIONAL ZONING CODE SERVICES AND APPROPRIATING FUNDS THEREFOR; AND DECLARING AN EMERGENCY. --- Spalding. Development, Parks and Recreation Committee.
- c. ORDINANCE AUTHORIZING THE MAYOR TO ENTER INTO CONTRACT WITH OHM ADVISORS FOR PROFESSIONAL DESIGN SERVICES FOR THE KROGER STREET LIGHT, AND MAIN STREET IMPROVEMENTS AND APPROPRIATING FUNDS THEREFOR. --- Spalding. Development, Parks and Recreation Committee.
- d. ORDINANCE APPROPRIATING FUNDS FROM UNAPPROPRIATED GENERAL FUND TO AN ACCOUNT IN THE POLICE DEPARTMENT. --- Clemens. Public Safety, Law and Courts Committee.
- e. ORDINANCE AUTHORIZING THE MAYOR TO PURCHASE RADIOS AND RELATED EQUIPMENT FOR THE POLICE DEPARTMENT FROM R.E.M. COMMUNICATIONS; AND DECLARING AN EMERGENCY. --- Clemens. Public Safety, Law and Courts Committee.
- f. ORDINANCE AUTHORIZING THE MAYOR TO PURCHASE BODY CAMERAS AND RELATED EQUIPMENT FOR THE POLICE DEPARTMENT FROM KUSTOM SIGNAL; AND DECLARING AN EMERGENCY. --- Clemens. Public Safety, Law and Courts Committee.
- g. ORDINANCE AUTHORIZING MAYOR TO PURCHASE FOUR (4) POLICE CRUISERS AND RELATED EQUIPMENT FOR THE REYNOLDSBURG POLICE DEPARTMENT. --- Clemens. Public Safety, Law and Courts Committee.

- h. ORDINANCE TO AUTHORIZE THE MAYOR TO PURCHASE ONE (1) PICK-UP TRUCK AND RELATED EQUIPMENT FOR THE POLICE DEPARTMENT; AND DECLARING AN EMERGENCY. --- Clemens. Public Safety, Law and Courts Committee.
- i. 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. (Approved by Planning Commission 12/13/2018).
- j. 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.
- k. ORDINANCE REPEALING AND REPLACING ORDINANCE NO. 127-18 PASSED DECEMBER 17, 2018 WHICH READ, "ORDINANCE AUTHORIZING MAYOR TO ENTER INTO CONTRACT FOR CITY INSURANCE FOR 2019 AND DECLARING AN EMERGENCY"; AND DECLARING AN EMERGENCY. --- Cotner. Finance and Administration Committee.
- l. ORDINANCE TO AMEND THE CODE OF ORDINANCES OF THE CITY OF REYNOLDSBURG, OHIO: Amending Section 160.02 (g) (4)(a) Stormwater Utility Division OF 160.02 AUTHORIZED POSITIONS, PERSONNEL, CLASSIFICATION AND PAY GRADE. --- Cotner. Finance and Administration Committee.

11. LEGISLATION FOR SECOND READING

- a. ORDINANCE AUTHORIZING CITY AUDITOR TO REMOVE EQUIPMENT FROM THE CITY'S FIXED ASSET LIST. (First Reading 12/17/2018). --- Clemens. Public Safety, Law and Courts Committee.
- b. ORDINANCE APPROPRIATING FUNDS FROM UNAPPROPRIATED GENERAL FUND TO AN ACCOUNT IN THE POLICE DEPARTMENT (First Reading 12/17/2018). --- Clemens. Public Safety, Law and Courts Committee.

12. LEGISLATION FOR THIRD READING

- a. ORDINANCE TO ADOPT THE CITY OF REYNOLDSBURG COMPREHENSIVE PLAN. (Second Reading 11/26/2018). --- Clemens. Development, Parks and Recreation Committee.

- b. ORDINANCE OF THE REYNOLDSBURG CITY COUNCIL TO PROVIDE FOR THE REGISTRATION OF RESIDENTIAL RENTAL HOUSING LOCATED WITHIN THE BOUNDARIES OF THE CITY OF REYNOLDSBURG (Held 11/26/2018) (Second Reading 12/17/2018). --- Bryant. Public Service and Transportation Committee.

ADJOURNMENT

MINUTES REGULAR MEETING
REYNOLDSBURG CITY COUNCIL
December 17, 2018

President of Council Doug Joseph called the meeting to order at 8:17 PM

PRESENT: Joseph, Clemens, Cotner, Luzader, Spalding, Baker, Bryant, Skinner

ABSENT:

Approval of Minutes

- a. City Council – Regular Meeting – December 10, 2018

RESULT:	ACCEPTED
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Approval of Agenda

Addition of 2019 Street Program as item 10 c, addition of Amendments to 190.01 as item 10 d.

Removal of item 12a.

Community Comments and Requests

Mark McKenzie, 1014 Lancaster Ave: Thank you President Joseph and members of Council. I really just wanted to do a couple of follow-ups to my last address to the committee on the water loss in particular and while I do understand that the reduction from 36% to 24% is the best that you feel you've been able to do, just to give some perspective on where we are right now, at 24% loss, we are still over 50% more loss than the average municipal community in the United States. If you were to convert that to a letter grade, we would still be graded and F even though its not as bad of an F as it was when we were at 36%. Further, as I stated last week, the water department is following a reactive water loss control plan with a little only that is proactive. This basically is how we made it to 36% and this is why we have bottomed out at 24%. Best practice as is laid out in a number of independent sources including but not limited to the EPA who does not rate reactive control positively. I also heard quite a number of comments about acute water loss, that is breaks of pipes, but the general thought of is that most communities or most municipal systems half the losses are chronic. These are losses that are occurring from junctures and gaps in the existing water mains. So they aren't just the big things where the water is bubbling out of the ground. It takes a different sort of response to get a handle on that than if you're just quickly repairing major or acute breaks. So anyway the national average loss is 16% and the necessary achievable goal as rated for this resource is 5%. So we're quite a bit away from what is considered to be the achievable goal of loss in a water system. I don't want to take up much time but a Council member asked about an audit. For this I would refer to the Government Accounting Offices "Yellow Book". This is a set of auditing guidelines for federal, state, and local government. The appropriate mechanism for this application is called a performance audit that determines waste, fraud, and abuse and they just revised the old book this year and for the first time they defined waste. Apparently there is some concern over what waste actually is. The yellow book also provides guidelines for when the same person responsible for the yearly financial statements which we heard about last time, will conduct a performance audit. One of the actions to take from this situation exist is to have the performance audit peer reviewed.

Minutes Acceptance: Minutes of Dec 17, 2018 7:34 PM (Approval of Minutes)

MINUTES REGULAR MEETING
REYNOLDSBURG CITY COUNCIL
December 17, 2018

Finally by 602(d)(6) of the Charter, it is City Council's prerogative to call either by ordinance or resolution for an audit on even more than an annual basis. By this Council may call for a performance audit and I would assume also a peer review by the agency of Council's choice. And that's all I have to say. Thank you.

Communications
Reports
Motions

LEGISLATION FOR EMERGENCY ADOPTION

120-18

A RESOLUTION ACCEPTING, APPROVING AND RATIFYING THE SUBMITTED RECOMMENDATIONS OF SEVERAL CITY OF REYNOLDSBURG TAX INCENTIVE REVIEW COUNCILS; AND DECLARING AN EMERGENCY. --- Clemens. Development, Parks and Recreation Committee.

RESULT:	ADOPTED [UNANIMOUS]
MOVER:	Mel Clemens, Ward 4 Councilmember
SECONDER:	Brett Luzader, Ward 2 Councilmember
AYES:	Clemens, Cotner, Luzader, Spalding, Baker, Bryant, Skinner

121-18

ORDINANCE AUTHORIZING MAYOR TO ENTER INTO AN AGREEMENT WITH CITY OF COLUMBUS, FOR THE 2019-2021 WATER SAMPLING SERVICES AND DECLARING AN EMERGENCY. --- Luzader. Public Service and Transportation Committee.

RESULT:	ADOPTED [UNANIMOUS]
MOVER:	Brett Luzader, Ward 2 Councilmember
SECONDER:	Stacie Baker, At-Large Councilmember
AYES:	Clemens, Cotner, Luzader, Spalding, Baker, Bryant, Skinner

122-18

ORDINANCE AUTHORIZING THE MAYOR TO ENTER INTO AN AGREEMENT WITH THE SOLID WASTE AUTHORITY OF CENTRAL OHIO (SWACO) TO ACCEPT A COMMUNITY RECYCLING CART GRANT; AND DECLARING AN EMERGENCY. (REQUESTS EMERGENCY ADOPTION UPON 3RD READING) --- Luzader. Public Service and Transportation Committee.

Minutes Acceptance: Minutes of Dec 17, 2018 7:34 PM (Approval of Minutes)

MINUTES REGULAR MEETING
REYNOLDSBURG CITY COUNCIL
December 17, 2018

RESULT:	ADOPTED [UNANIMOUS]
MOVER:	Brett Luzader, Ward 2 Councilmember
SECONDER:	Barth R. Cotner, At-Large Councilmember
AYES:	Clemens, Cotner, Luzader, Spalding, Baker, Bryant, Skinner

123-18

ORDINANCE AUTHORIZING MAYOR TO ENTER INTO CONTRACT BETWEEN THE CITY OF REYNOLDSBURG AND THE FRATERNAL ORDER OF POLICE, OHIO LABOR COUNCIL, INCORPORATED (DISPATCHERS) FROM JANUARY 1, 2019 THROUGH DECEMBER 31, 2021 AND DECLARING AN EMERGENCY --- Cotner. Finance and Administration Committee.

RESULT:	ADOPTED AS AMENDED [UNANIMOUS]
MOVER:	Barth R. Cotner, At-Large Councilmember
SECONDER:	Caleb Skinner, Ward 1 Councilmember
AYES:	Clemens, Cotner, Luzader, Spalding, Baker, Bryant, Skinner

124-18

ORDINANCE TO MAKE A FINAL APPROPRIATION FOR CURRENT EXPENSES AND OTHER EXPENDITURES OF THE CITY OF REYNOLDSBURG, STATE OF OHIO, DURING THE FISCAL YEAR ENDING DECEMBER 31, 2019; AND DECLARING AN EMERGENCY. --- Cotner. Finance and Administration Committee.

Motion to amend to redraft date of 12/17/2018 by Councilman Cotner

Second by Councilman Spalding

The Clerk called the roll on the amendment: Baker "Aye", Bryant "Aye", Skinner "Aye", Luzader "Aye", Spalding "Aye", Clemens "Aye", Cotner "Aye"

Motion Carries, item amended.

RESULT:	ADOPTED AS AMENDED [UNANIMOUS]
MOVER:	Barth R. Cotner, At-Large Councilmember
SECONDER:	Marshall Spalding, Ward 3 Councilmember
AYES:	Clemens, Cotner, Luzader, Spalding, Baker, Bryant, Skinner

125-18

ORDINANCE TO AMEND THE CODE OF ORDINANCES OF THE CITY OF REYNOLDSBURG, OHIO: SECTIONS 160.01 DEFINITIONS; 160.02 AUTHORIZED POSITIONS, PERSONNEL, CLASSIFICATION AND PAY GRADE; 160.03 SALARY SCHEDULE; 160.05 OVERTIME ELIGIBILITY; 160.07 LONGEVITY AND 160.10 EDUCATIONAL ASSISTANCE AND DECLARING IT AN EMERGENCY --- Cotner. Finance and Administration Committee.

Minutes Acceptance: Minutes of Dec 17, 2018 7:34 PM (Approval of Minutes)

MINUTES REGULAR MEETING
REYNOLDSBURG CITY COUNCIL
December 17, 2018

Motion to amend to redraft date of 12/17/2018 by Councilman Cotner

Second by Councilman Skinner

The Clerk called the roll on the amendment: Baker "Aye", Bryant "Aye", Skinner "Aye", Luzader "Aye", Spalding "Aye", Clemens "Aye", Cotner "Aye"

Motion Carries, item amended.

RESULT:	ADOPTED AS AMENDED [5 TO 0]
MOVER:	Barth R. Cotner, At-Large Councilmember
SECONDER:	Kristin Bryant, At-Large Councilmember
AYES:	Cotner, Spalding, Baker, Bryant, Skinner
ABSTAIN:	Clemens, Luzader

126-18

ORDINANCE AUTHORIZING RENEWAL OF CITY'S HEALTH INSURANCE COVERAGE WITH MEDICAL MUTUAL OF OHIO FOR THE PERIOD FROM JANUARY 1, 2019 THROUGH DECEMBER 31, 2019 AND DECLARING AN EMERGENCY. --- Cotner. Finance and Administration Committee.

RESULT:	ADOPTED [UNANIMOUS]
MOVER:	Barth R. Cotner, At-Large Councilmember
SECONDER:	Stacie Baker, At-Large Councilmember
AYES:	Clemens, Cotner, Luzader, Spalding, Baker, Bryant, Skinner

127-18

ORDINANCE AUTHORIZING MAYOR TO ENTER INTO CONTRACT FOR CITY INSURANCE FOR 2019 AND DECLARING AN EMERGENCY. --- Cotner. Finance and Administration Committee.

RESULT:	ADOPTED [UNANIMOUS]
MOVER:	Barth R. Cotner, At-Large Councilmember
SECONDER:	Brett Luzader, Ward 2 Councilmember
AYES:	Clemens, Cotner, Luzader, Spalding, Baker, Bryant, Skinner

128-18

ORDINANCE AUTHORIZING CITY AUDITOR TO FUND HEALTH SAVINGS ACCOUNTS FOR 2019 AND DECLARING AN EMERGENCY. --- Cotner. Finance and Administration Committee.

Minutes Acceptance: Minutes of Dec 17, 2018 7:34 PM (Approval of Minutes)

MINUTES REGULAR MEETING
REYNOLDSBURG CITY COUNCIL
December 17, 2018

RESULT:	ADOPTED [UNANIMOUS]
MOVER:	Barth R. Cotner, At-Large Councilmember
SECONDER:	Mel Clemens, Ward 4 Councilmember
AYES:	Clemens, Cotner, Luzader, Spalding, Baker, Bryant, Skinner

129-18

ORDINANCE MAKING TRANSFER OF FUNDS AMONG VARIOUS GENERAL FUND DEPARTMENTS, MAKING APPROPRIATIONS FOR THE SENIOR CENTER, BUILDING DEPARTMENT, CITY ATTORNEY, HUMAN RESOURCES, GENERAL ADMINISTRATION, WATER, WASTEWATER, SEWER CAPACITY, SIDEWALK, VISITOR BUREAU, BRICE/MAIN TIF AND SUMMIT RD TIF#1; AND DECLARING AN EMERGENCY. --- Cotner. Finance and Administration Committee.

Motion to amend to redraft date of 12/17/2018 by Councilman Cotner

Second by Councilman Spalding

The Clerk called the roll on the amendment: Baker "Aye", Bryant "Aye", Skinner "Aye", Luzader "Aye", Spalding "Aye", Clemens "Aye", Cotner "Aye"

Motion Carries, item amended.

RESULT:	ADOPTED AS AMENDED [UNANIMOUS]
MOVER:	Barth R. Cotner, At-Large Councilmember
SECONDER:	Stacie Baker, At-Large Councilmember
AYES:	Clemens, Cotner, Luzader, Spalding, Baker, Bryant, Skinner

LEGISLATION FOR FIRST READING

ORDINANCE AUTHORIZING CITY AUDITOR TO REMOVE EQUIPMENT FROM THE CITY'S FIXED ASSET LIST. --- Spalding. Public Safety, Law and Courts Committee.

RESULT:	REFERRED TO COMMITTEE	Next: 1/14/2019 7:31 PM
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ORDINANCE APPROPRIATING FUNDS FROM UNAPPROPRIATED GENERAL FUND TO AN ACCOUNT IN THE POLICE DEPARTMENT --- Spalding. Public Safety, Law and Courts Committee.

RESULT:	REFERRED TO COMMITTEE	Next: 1/14/2019 7:31 PM
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ORDINANCE AUTHORIZING MAYOR TO ENTER INTO CONTRACT WITH EMH&T FOR THE ENGINEERING, PLANS, AND PREPARE BID DOCUMENTS FOR THE 2019 STREET PROGRAM, APPROPRIATING FUNDS THEREFORE, AND DECLARING AN EMERGENCY. --- Luzader. Public Service and Transportation Committee.

Minutes Acceptance: Minutes of Dec 17, 2018 7:34 PM (Approval of Minutes)

MINUTES REGULAR MEETING
REYNOLDSBURG CITY COUNCIL
December 17, 2018

RESULT: **REFERRED TO COMMITTEE**

Next: 1/14/2019 7:32 PM

ORDINANCE TO AMEND THE CODE OF ORDINANCES OF THE CITY OF REYNOLDSBURG, OHIO: AMENDING SECTION 190.01 AUTHORITY TO LEVY TAX; PURPOSE OF TAX OF CHAPTER 190 INCOME TAX EFFECTIVE JANUARY 1, 2019; AND DECLARING AN EMERGENCY. --- Cotner. Finance and Administration Committee.

RESULT: **REFERRED TO COMMITTEE**

Next: 1/14/2019 7:33 PM

LEGISLATION FOR SECOND READING

ORDINANCE OF THE REYNOLDSBURG CITY COUNCIL TO PROVIDE FOR THE REGISTRATION OF RESIDENTIAL RENTAL HOUSING LOCATED WITHIN THE BOUNDARIES OF THE CITY OF REYNOLDSBURG (HELD 11/26/2018) --- Bryant. Public Service and Transportation Committee.

RESULT: **REFERRED TO COMMITTEE**

Next: 1/14/2019 7:32 PM

LEGISLATION FOR THIRD READING

ORDINANCE TO AMEND THE CODE OF ORDINANCES OF THE CITY OF REYNOLDSBURG, OHIO: AMENDING SECTION 154.03 DIRECTOR DUTIES AND RESPONSIBILITIES OF CHAPTER 154 DEPARTMENT OF DEVELOPMENT; SECTIONS 160.02(C) DEPARTMENT OF DEVELOPMENT AND 160.02 (G)(2) BUILDING DEPARTMENT OF CHAPTER 160 EMPLOYEE COMPENSATION; SECTION 1541.03 USE AND STORAGE OF CHAPTER 1541 LIQUEFIED PETROLEUM GAS; SECTIONS 1701.01 DEFINITIONS AND 1701.08 ABATEMENT OF A PUBLIC NUISANCE BY THE BOARD OF NUISANCE ABATEMENT OF CHAPTER 1701 GENERAL PROVISIONS; AND SECTION 1711.02 AMENDMENTS, DELETIONS AND MODIFICATIONS TO THE INTERNATIONAL PROPERTY MAINTENANCE CODE OF CHAPTER 1171 GENERAL PROVISIONS. --- Baker. Public Service and Transportation Committee.

RESULT: **DEFEATED [2 TO 5]**

MOVER: Stacie Baker, At-Large Councilmember

SECONDER: Kristin Bryant, At-Large Councilmember

AYES: Baker, Bryant

NAYS: Clemens, Cotner, Luzader, Spalding, Skinner

Adjournment

Doug Joseph, President of Council

MINUTES REGULAR MEETING
REYNOLDSBURG CITY COUNCIL
December 17, 2018

April L. Beggerow, Clerk of Council

Minutes Acceptance: Minutes of Dec 17, 2018 7:34 PM (Approval of Minutes)

MINUTES ORGANIZATIONAL MEETING
REYNOLDSBURG CITY COUNCIL
January 7, 2019

President of Council Doug Joseph called the meeting to order at 7:30 PM

PRESENT: Joseph, Clemens, Cotner, Luzader, Spalding, Baker, Bryant, Skinner

ABSENT:

Approval of Agenda

Agenda stands approved.

Motions

COUNCILMAN MARSHALL SPALDING BE APPOINTED AS THE CITY OF REYNOLDSBURG REPRESENTATIVE TO THE WEST LICKING JOINT FIRE DISTRICT BOARD FOR 2019.

RESULT:	ADOPTED [UNANIMOUS]
MOVER:	Mel Clemens, Ward 4 Councilmember
SECONDER:	Caleb Skinner, Ward 1 Councilmember
AYES:	Clemens, Cotner, Luzader, Spalding, Baker, Bryant, Skinner

MOTION THAT THE COUNCIL OF THE CITY OF REYNOLDSBURG DOES HEREBY RE-APPOINT STEPHEN CICAK AND JED HOOD TO SERVE ON THE VOLUNTEER PEACE OFFICERS' DEPENDENTS' FUND.

RESULT:	ADOPTED [UNANIMOUS]
MOVER:	Barth R. Cotner, At-Large Councilmember
SECONDER:	Marshall Spalding, Ward 3 Councilmember
AYES:	Clemens, Cotner, Luzader, Spalding, Baker, Bryant, Skinner

THAT COUNCILMAN BARTH COTNER IS HEREBY APPOINTED TO SERVE AS PRESIDENT PRO TEMPORE OF COUNCIL FOR THE PERIOD BEGINNING JANUARY 7, 2019 AND ENDING WITH THE COUNCIL ORGANIZATIONAL MEETING TO BE HELD IN JANUARY 2020.

RESULT:	ADOPTED [UNANIMOUS]
MOVER:	Brett Luzader, Ward 2 Councilmember
SECONDER:	Stacie Baker, At-Large Councilmember
AYES:	Clemens, Cotner, Luzader, Spalding, Baker, Bryant, Skinner

THAT THE FOLLOWING COMMITTEE MEMBERSHIP, AS RECOMMENDED BY THE PRESIDENT OF COUNCIL, IS HEREBY APPROVED TO SERVE FOR THE PERIOD BEGINNING JANUARY 7, 2019 AND ENDING DECEMBER 31, 2019:

Minutes Acceptance: Minutes of Jan 7, 2019 7:30 PM (Approval of Minutes)

MINUTES ORGANIZATIONAL MEETING
REYNOLDSBURG CITY COUNCIL
January 7, 2019

Mr. Joseph: Ok, on this I'm recommending that all of the membership and chair positions stay the same as last year with the exception of councilman Spalding and Clemens rotating on their chairs and so is there a motion to approve the committees and the chair structures for 2019? Mr. Skinner makes that motion, is there a second? Second by Mr. Luzader. Questions or comments?

Ms. Bryant: I had a question, is there a reason for a swap with Mr. Clemens and Mr. Spalding?

Mr. Joseph: I thought may be it would be a little bit less work on Mr. Clemens by making that change. And Mr. Spalding indicated an interest in sharing the other committee as well.

Ms. Bryant: Ok, just curious.

Mr. Spalding: Also, there is really two pieces to that. And parks and recreation, I've spent a lot of time over the years with being on the commission. But now the developmental part is getting large and thought that might be a little easier right now, so that was kind of why we discussed it. And Mel was ok with it.

Mr. Clemens: Yea and I'm not sure how much longer I will stay on Council. I've had some problems and so forth and I've made some mistakes and I forget a lot. But I though it would be better and knew that he did a lot of work with the recreation department and senior citizens and so forth. And I haven't spent a lot of time down there, well there older people. So, anyhow, I thought that he would work out better on that situation than I would.

Mr. Spalding: Thank you Mel.

Mr. Joseph: Any other questions, comments? Ok.

RESULT:	ADOPTED [UNANIMOUS]
MOVER:	Caleb Skinner, Ward 1 Councilmember
SECONDER:	Brett Luzader, Ward 2 Councilmember
AYES:	Clemens, Cotner, Luzader, Spalding, Baker, Bryant, Skinner

Adjournment

Doug Joseph, President of Council

April L. Beggerow, Clerk of Council

Minutes Acceptance: Minutes of Jan 7, 2019 7:30 PM (Approval of Minutes)

City Auditor's Office**Joni Crawford****7232 E. Main Street****Reynoldsburg OHIO 43068****614-322-6862 phone****Memo**

DATE: January 14, 2019**TO: City Council****CC:****RE: <Insert Subject/RE Here - Bold>**

Rules Suspension (remove this title) (If Rules Not Suspended Remove all Text From Field)

Request for: Rules Suspension/Emergency (Erase one)

Reason for Emergency: <Input Reason Here>



Budget by Classification-October 2018

6.a.a

Through 10/31/18
Summary List

Classification	Annual Budget Amount	MTD Actual Amount	YTD Actual Amount	YTD Encumbrances	Budget Less YTD Actual	% of Budget	Prior Total Ac
Fund Category General Fund							
Fund Type							
Fund 110 - General Fund							
REVENUE							
Department 000 - General							
Property Taxes	247,763.00	.00	276,717.04	.00	(28,954.04)	112	247,661
Municipal Tax	14,626,950.00	1,358,769.69	11,924,368.75	.00	2,702,581.25	82	13,170,421
Other Local Taxes	580,000.00	31,336.81	472,946.93	.00	107,053.07	82	630,431
State Levied Shared Taxes	758,100.00	56,317.43	670,745.85	.00	87,354.15	88	767,141
Licenses	59,200.00	2,775.00	30,498.50	.00	28,701.50	52	61,351
Permits	246,200.00	29,244.26	231,320.46	.00	14,879.54	94	257,981
Fees	18,750.00	1,345.38	23,405.88	.00	(4,655.88)	125	27,591
Miscellaneous Charges for Services	45,600.00	2,925.00	24,463.50	.00	21,136.50	54	77,051
Recreational Charges	162,000.00	7,767.88	161,876.31	.00	123.69	100	151,521
Fines and Forfeitures	455,000.00	31,524.00	292,032.90	.00	162,967.10	64	394,621
Investment Earnings	150,000.00	59,466.42	420,176.52	.00	(270,176.52)	280	234,311
Other Revenues	518,276.00	353,050.20	597,462.11	.00	(79,186.11)	115	847,071
Donations	5,000.00	7,089.21	48,461.37	.00	(43,461.37)	969	11,471
Reimbursements	.00	.00	266,341.52	.00	(266,341.52)	+++	215,111
Sale of Assets	.00	15,872.67	29,736.39	.00	(29,736.39)	+++	6,661
Transfers/Advances	5,000.00	270.00	670.00	.00	4,330.00	13	891
Department 000 - General Totals	\$17,877,839.00	\$1,957,753.95	\$15,471,224.03	\$0.00	\$2,406,614.97	87%	\$17,101,341
REVENUE TOTALS	\$17,877,839.00	\$1,957,753.95	\$15,471,224.03	\$0.00	\$2,406,614.97	87%	\$17,101,341
EXPENSE							
Department 111 - Police Division							
Personal Services	9,407,108.00	541,844.77	7,457,893.71	171,330.72	1,777,883.57	81	8,432,841
Supplies	417,812.52	26,027.53	225,298.29	60,833.50	131,680.73	68	230,811
Services	694,874.30	25,788.45	330,949.86	220,207.45	143,716.99	79	458,671
Transfers/Other	.00	.00	33.00	.00	(33.00)	+++	
Capital Purchases	934,723.72	5,963.13	598,201.12	212,273.46	124,249.14	87	195,621
Department 111 - Police Division Totals	\$11,454,518.54	\$599,623.88	\$8,612,375.98	\$664,645.13	\$2,177,497.43	81%	\$9,317,961
Department 290 - Mechanic							
Personal Services	154,279.00	11,421.42	131,386.00	5,719.57	17,173.43	89	143,001
Supplies	102,845.18	(709.16)	67,642.26	24,341.76	10,861.16	89	77,021
Services	47,189.99	5,084.66	20,848.59	18,230.40	8,111.00	83	16,451
Capital Purchases	54,000.00	4,190.00	52,402.38	.00	1,597.62	97	4,151
Department 290 - Mechanic Totals	\$358,314.17	\$19,986.92	\$272,279.23	\$48,291.73	\$37,743.21	89%	\$240,641
Department 340 - Parks and Recreation							
Personal Services	815,356.00	54,431.02	615,187.47	19,631.06	180,537.47	78	690,021

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Budget by Classification-October 2018

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Summary List

Classification	Annual Budget Amount	MTD Actual Amount	YTD Actual Amount	YTD Encumbrances	Budget Less YTD Actual	% of Budget	Prior Total Ac
Fund Category General Fund							
Fund Type							
Fund 110 - General Fund							
EXPENSE							
Department 340 - Parks and Recreation							
Supplies	259,154.18	17,079.61	191,543.14	31,760.53	35,850.51	86	171,25
Services	463,634.20	35,570.97	255,243.75	73,187.38	135,203.07	71	309,96
Transfers/Other	.00	2,558.00	16,534.00	.00	(16,534.00)	+++	
Capital Purchases	359,800.00	1,339.00	281,651.14	14,937.86	63,211.00	82	36,30
Department 340 - Parks and Recreation Totals	\$1,897,944.38	\$110,978.60	\$1,360,159.50	\$139,516.83	\$398,268.05	79%	\$1,207,56
Department 343 - Senior Center							
Personal Services	167,945.00	12,636.80	141,495.98	3,108.36	23,340.66	86	160,43
Supplies	38,994.87	646.38	9,228.40	2,497.28	27,269.19	30	13,21
Services	238,985.74	15,228.55	38,120.31	55,369.04	145,496.39	39	15,73
Department 343 - Senior Center Totals	\$445,925.61	\$28,511.73	\$188,844.69	\$60,974.68	\$196,106.24	56%	\$189,39
Department 448 - Service Department							
Personal Services	568,227.00	40,912.25	460,548.73	16,066.39	91,611.88	84	521,30
Supplies	22,396.69	1,103.47	12,082.57	7,725.19	2,588.93	88	14,26
Services	678,690.38	34,680.29	383,875.85	107,624.53	187,190.00	72	494,88
Transfers/Other	.00	.00	89.40	.00	(89.40)	+++	
Department 448 - Service Department Totals	\$1,269,314.07	\$76,696.01	\$856,596.55	\$131,416.11	\$281,301.41	78%	\$1,030,45
Department 479 - Building Department							
Personal Services	369,874.00	27,467.14	312,211.73	10,568.09	47,094.18	87	342,35
Supplies	16,239.39	475.92	3,813.22	3,526.17	8,900.00	45	4,56
Services	87,685.66	6,478.61	47,753.56	15,816.38	24,115.72	72	64,92
Transfers/Other	.00	81.17	81.17	.00	(81.17)	+++	
Capital Purchases	2,000.00	.00	299.99	.00	1,700.01	15	24,65
Department 479 - Building Department Totals	\$475,799.05	\$34,502.84	\$364,159.67	\$29,910.64	\$81,728.74	83%	\$436,49
Department 522 - Mayor							
Personal Services	219,959.00	16,592.04	163,726.87	5,480.62	50,751.51	77	133,11
Supplies	800.00	.00	585.59	65.28	149.13	81	40
Services	43,340.89	100.17	19,532.28	7,824.94	15,983.67	63	23,55
Department 522 - Mayor Totals	\$264,099.89	\$16,692.21	\$183,844.74	\$13,370.84	\$66,884.31	75%	\$157,07
Department 534 - Civil Service Commission							
Personal Services	87,206.00	5,474.22	63,427.68	.00	23,778.32	73	58,72
Supplies	1,350.00	.00	246.07	350.00	753.93	44	71
Services	38,874.00	5,010.00	29,487.40	2,200.00	7,186.60	82	16,23
Capital Purchases	500.00	.00	.00	.00	500.00	0	
Department 534 - Civil Service Commission Totals	\$127,930.00	\$10,484.22	\$93,161.15	\$2,550.00	\$32,218.85	75%	\$75,67



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Classification	Annual Budget Amount	MTD Actual Amount	YTD Actual Amount	YTD Encumbrances	Budget Less YTD Actual	% of Budget	Prior Total Ac
Fund Category General Fund							
Fund Type							
Fund 110 - General Fund							
EXPENSE							
Department 545 - City Auditor							
Personal Services	379,955.00	25,103.34	277,376.82	3,194.36	99,383.82	74	363,201
Supplies	6,724.09	95.82	1,115.72	1,808.37	3,800.00	43	1,711
Services	85,550.00	2,445.75	53,222.20	27,362.85	4,964.95	94	70,721
Department 545 - City Auditor Totals	\$472,229.09	\$27,644.91	\$331,714.74	\$32,365.58	\$108,148.77	77%	\$435,641
Department 554 - City Attorney							
Personal Services	516,314.00	38,722.71	437,259.77	12,211.11	66,843.12	87	510,241
Supplies	2,400.00	.00	1,491.03	597.97	311.00	87	1,621
Services	88,795.00	1,864.90	31,062.05	6,648.42	51,084.53	42	51,041
Department 554 - City Attorney Totals	\$607,509.00	\$40,587.61	\$469,812.85	\$19,457.50	\$118,238.65	81%	\$562,911
Department 571 - City Council							
Personal Services	192,073.00	14,911.61	153,315.02	2,926.71	35,831.27	81	191,021
Supplies	1,724.00	140.47	962.82	57.57	703.61	59	701
Services	63,852.88	326.88	40,582.82	3,268.21	20,001.85	69	24,491
Capital Purchases	3,000.00	.00	250.00	.00	2,750.00	8	
Department 571 - City Council Totals	\$260,649.88	\$15,378.96	\$195,110.66	\$6,252.49	\$59,286.73	77%	\$216,221
Department 580 - Development Department							
Personal Services	231,857.00	20,741.11	184,295.39	6,524.07	41,037.54	82	217,531
Supplies	3,750.00	1,114.79	2,644.02	651.00	454.98	88	1,041
Services	311,615.11	26,256.42	173,934.95	61,571.98	76,108.18	76	21,521
Department 580 - Development Department Totals	\$547,222.11	\$48,112.32	\$360,874.36	\$68,747.05	\$117,600.70	79%	\$240,091
Department 582 - Human Resources Department							
Personal Services	105,499.00	8,012.91	89,816.45	1,297.98	14,384.57	86	99,561
Supplies	14,251.07	1,407.37	11,251.95	1,486.03	1,513.09	89	10,191
Services	30,916.29	1,130.25	25,978.27	4,248.44	689.58	98	23,921
Department 582 - Human Resources Department Totals	\$150,666.36	\$10,550.53	\$127,046.67	\$7,032.45	\$16,587.24	89%	\$133,681
Department 584 - Computer Department							
Personal Services	.00	.00	.00	.00	.00	+++	86,011
Supplies	16,247.77	2,245.33	14,020.24	1,230.47	997.06	94	1,641
Services	364,715.00	45,879.82	297,867.52	30,571.79	36,275.69	90	276,261
Capital Purchases	124,000.00	2,232.26	108,061.68	11,324.34	4,613.98	96	69,631
Department 584 - Computer Department Totals	\$504,962.77	\$50,357.41	\$419,949.44	\$43,126.60	\$41,886.73	92%	\$433,561



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Summary Listing

Classification	Annual Budget Amount	MTD Actual Amount	YTD Actual Amount	YTD Encumbrances	Budget Less YTD Actual	% of Budget	Prior Year Total Actual
Fund Category General Fund							
Fund Type							
Fund 110 - General Fund							
EXPENSE							
Department 593 - Clerk of Courts							
Personal Services	245,051.00	18,088.04	203,017.19	6,081.06	35,952.75	85	235,391.00
Supplies	4,985.62	136.95	1,767.82	1,950.63	1,267.17	75	2,091.00
Services	89,645.00	5,186.84	53,088.21	29,913.00	6,643.79	93	63,451.00
Department 593 - Clerk of Courts Totals	\$339,681.62	\$23,411.83	\$257,873.22	\$37,944.69	\$43,863.71	87%	\$300,941.00
Department 595 - General and Administrative							
Personal Services	278,786.00	.00	245,986.10	6,408.00	26,391.90	91	220,681.00
Supplies	3,500.00	346.40	2,154.70	545.30	800.00	77	2,991.00
Services	683,148.85	7,987.40	407,225.61	92,518.20	183,405.04	73	401,881.00
Capital Purchases	300,000.00	2,021.71	57,642.57	238,348.38	4,009.05	99	12,091.00
Department 595 - General and Administrative Totals	\$1,265,434.85	\$10,355.51	\$713,008.98	\$337,819.88	\$214,605.99	83%	\$637,651.00
Department 810 - Public Health and Welfare							
Services	302,552.00	.00	302,551.20	.00	.80	100	285,491.00
Department 810 - Public Health and Welfare Totals	\$302,552.00	\$0.00	\$302,551.20	\$0.00	\$0.80	100%	\$285,491.00
EXPENSE TOTALS	\$20,744,753.39	\$1,123,875.49	\$15,109,363.63	\$1,643,422.20	\$3,991,967.56	81%	\$15,901,481.00
Fund 110 - General Fund Totals							
REVENUE TOTALS	17,877,839.00	1,957,753.95	15,471,224.03	.00	2,406,614.97	87%	17,101,341.00
EXPENSE TOTALS	20,744,753.39	1,123,875.49	15,109,363.63	1,643,422.20	3,991,967.56	81%	15,901,481.00
Fund 110 - General Fund Net Gain (Loss)	(\$2,866,914.39)	\$833,878.46	\$361,860.40	(\$1,643,422.20)	\$1,585,352.59	45%	\$1,199,851.00
Fund Type Totals							
REVENUE TOTALS	17,877,839.00	1,957,753.95	15,471,224.03	.00	2,406,614.97	87%	17,101,341.00
EXPENSE TOTALS	20,744,753.39	1,123,875.49	15,109,363.63	1,643,422.20	3,991,967.56	81%	15,901,481.00
Fund Type Net Gain (Loss)	(\$2,866,914.39)	\$833,878.46	\$361,860.40	(\$1,643,422.20)	\$1,585,352.59	45%	\$1,199,851.00
Fund Category General Fund Totals							
REVENUE TOTALS	17,877,839.00	1,957,753.95	15,471,224.03	.00	2,406,614.97	87%	17,101,341.00
EXPENSE TOTALS	20,744,753.39	1,123,875.49	15,109,363.63	1,643,422.20	3,991,967.56	81%	15,901,481.00
Fund Category General Fund Net Gain (Loss)	(\$2,866,914.39)	\$833,878.46	\$361,860.40	(\$1,643,422.20)	\$1,585,352.59	45%	\$1,199,851.00



Budget by Classification-October 2018

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Summary Listing

Classification	Annual Budget Amount	MTD Actual Amount	YTD Actual Amount	YTD Encumbrances	Budget Less YTD Actual	% of Budget	Prior Total Actual
Fund Category Special Revenue Funds							
Fund Type							
Fund 220 - Income Tax Fund							
REVENUE							
Department 000 - General							
Municipal Tax	600,000.00	110,504.35	1,153,335.84	.00	(553,335.84)	192	523,939
Investment Earnings	.00	2,012.52	15,275.48	.00	(15,275.48)	+++	8,951
Reimbursements	.00	.00	2,210.58	.00	(2,210.58)	+++	
Department 000 - General Totals	\$600,000.00	\$112,516.87	\$1,170,821.90	\$0.00	(\$570,821.90)	195%	\$532,899
REVENUE TOTALS	\$600,000.00	\$112,516.87	\$1,170,821.90	\$0.00	(\$570,821.90)	195%	\$532,899
EXPENSE							
Department 564 - Income Tax Division							
Personal Services	86,862.00	5,222.20	69,359.97	1,370.22	16,131.81	81	81,821
Supplies	600.00	.00	129.78	470.22	.00	100	570
Services	86,300.00	519.46	6,980.79	487.74	78,831.47	9	6,711
Transfers/Other	1,756,000.00	63,779.82	545,104.03	350,000.00	860,895.97	51	373,321
Capital Purchases	3,000.00	.00	.00	3,000.00	.00	100	
Department 564 - Income Tax Division Totals	\$1,932,762.00	\$69,521.48	\$621,574.57	\$355,328.18	\$955,859.25	51%	\$462,441
EXPENSE TOTALS	\$1,932,762.00	\$69,521.48	\$621,574.57	\$355,328.18	\$955,859.25	51%	\$462,441
Fund 220 - Income Tax Fund Totals							
REVENUE TOTALS	600,000.00	112,516.87	1,170,821.90	.00	(570,821.90)	195%	532,899
EXPENSE TOTALS	1,932,762.00	69,521.48	621,574.57	355,328.18	955,859.25	51%	462,441
Fund 220 - Income Tax Fund Net Gain (Loss)	(\$1,332,762.00)	\$42,995.39	\$549,247.33	(\$355,328.18)	\$1,526,681.15	(15%)	\$70,458

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Summary Listing

Classification	Annual Budget Amount	MTD Actual Amount	YTD Actual Amount	YTD Encumbrances	Budget Less YTD Actual	% of Budget	Prior Total Actual
Fund Category Special Revenue Funds							
Fund Type							
Fund 260 - Street Fund							
REVENUE							
Department 000 - General							
State Levied Shared Taxes	1,325,000.00	117,397.25	1,149,648.86	.00	175,351.14	87	1,362,287.00
Investment Earnings	25,000.00	.00	.00	.00	25,000.00	0	24,971.00
Other Revenues	5,000.00	20.00	4,360.36	.00	639.64	87	51,271.00
Reimbursements	10,000.00	.00	22,200.48	.00	(12,200.48)	222	17,511.00
Department 000 - General Totals	\$1,365,000.00	\$117,417.25	\$1,176,209.70	\$0.00	\$188,790.30	86%	\$1,456,049.00
REVENUE TOTALS	\$1,365,000.00	\$117,417.25	\$1,176,209.70	\$0.00	\$188,790.30	86%	\$1,456,049.00
EXPENSE							
Department 000 - General							
Capital Purchases	724,803.19	189,534.29	700,000.00	24,803.19	.00	100	103,791.00
Department 000 - General Totals	\$724,803.19	\$189,534.29	\$700,000.00	\$24,803.19	\$0.00	100%	\$103,791.00
Department 268 - Street Department							
Personal Services	654,636.00	41,048.23	519,278.04	15,526.65	119,831.31	82	562,451.00
Supplies	299,010.22	2,088.28	89,236.20	134,641.35	75,132.67	75	157,891.00
Services	157,717.69	805.05	74,362.99	62,163.24	21,191.46	87	92,161.00
Capital Purchases	620,105.77	65,908.00	518,532.98	20,144.00	81,428.79	87	518,532.98
Department 268 - Street Department Totals	\$1,731,469.68	\$109,849.56	\$1,201,410.21	\$232,475.24	\$297,584.23	83%	\$812,521.00
EXPENSE TOTALS	\$2,456,272.87	\$299,383.85	\$1,901,410.21	\$257,278.43	\$297,584.23	88%	\$916,311.00
Fund 260 - Street Fund Totals							
REVENUE TOTALS	1,365,000.00	117,417.25	1,176,209.70	.00	188,790.30	86%	1,456,049.00
EXPENSE TOTALS	2,456,272.87	299,383.85	1,901,410.21	257,278.43	297,584.23	88%	916,311.00
Fund 260 - Street Fund Net Gain (Loss)	(\$1,091,272.87)	(\$181,966.60)	(\$725,200.51)	(\$257,278.43)	\$108,793.93	90%	\$539,738.00

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Summary Listing

Classification	Annual Budget Amount	MTD Actual Amount	YTD Actual Amount	YTD Encumbrances	Budget Less YTD Actual	% of Budget	Prior Year Total Actual
Fund Category Special Revenue Funds							
Fund Type							
Fund 270 - State Highway Fund							
REVENUE							
Department 000 - General							
State Levied Shared Taxes	106,000.00	9,518.70	93,214.76	.00	12,785.24	88	110,451
Investment Earnings	4,000.00	.00	.00	.00	4,000.00	0	2,051
Department 000 - General Totals	\$110,000.00	\$9,518.70	\$93,214.76	\$0.00	\$16,785.24	85%	\$112,501
REVENUE TOTALS	\$110,000.00	\$9,518.70	\$93,214.76	\$0.00	\$16,785.24	85%	\$112,501
EXPENSE							
Department 268 - Street Department							
Supplies	85,006.27	.00	71,887.15	13,119.12	.00	100	25,841
Services	24,497.96	446.62	8,482.07	9,165.07	6,850.82	72	15,251
Department 268 - Street Department Totals	\$109,504.23	\$446.62	\$80,369.22	\$22,284.19	\$6,850.82	94%	\$41,101
EXPENSE TOTALS	\$109,504.23	\$446.62	\$80,369.22	\$22,284.19	\$6,850.82	94%	\$41,101
Fund 270 - State Highway Fund Totals							
REVENUE TOTALS	110,000.00	9,518.70	93,214.76	.00	16,785.24	85%	112,501
EXPENSE TOTALS	109,504.23	446.62	80,369.22	22,284.19	6,850.82	94%	41,101
Fund 270 - State Highway Fund Net Gain (Loss)	\$495.77	\$9,072.08	\$12,845.54	(\$22,284.19)	(\$9,934.42)	(1,904%)	\$71,401
Fund Type Totals							
REVENUE TOTALS	2,075,000.00	239,452.82	2,440,246.36	.00	(365,246.36)	118%	2,101,451
EXPENSE TOTALS	4,498,539.10	369,351.95	2,603,354.00	634,890.80	1,260,294.30	72%	1,419,851
Fund Type Net Gain (Loss)	(\$2,423,539.10)	(\$129,899.13)	(\$163,107.64)	(\$634,890.80)	\$1,625,540.66	33%	\$681,591
Fund Category Special Revenue Funds Totals							
REVENUE TOTALS	2,075,000.00	239,452.82	2,440,246.36	.00	(365,246.36)	118%	2,101,451
EXPENSE TOTALS	4,498,539.10	369,351.95	2,603,354.00	634,890.80	1,260,294.30	72%	1,419,851
Fund Category Special Revenue Funds Net Gain (Loss)	(\$2,423,539.10)	(\$129,899.13)	(\$163,107.64)	(\$634,890.80)	\$1,625,540.66	33%	\$681,591

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Classification	Annual Budget Amount	MTD Actual Amount	YTD Actual Amount	YTD Encumbrances	Budget Less YTD Actual	% of Budget	Prior Total Actual
Fund Category Enterprise Funds							
Fund Type							
Fund 710 - Water Fund							
REVENUE							
Department 000 - General							
Utility Charges	775,000.00	59,099.14	638,161.82	.00	136,838.18	82	777,490.00
Other Revenues	.00	.00	2,528.75	.00	(2,528.75)	+++	2,220.00
Reimbursements	.00	.00	460.00	.00	(460.00)	+++	14,310.00
Department 000 - General Totals	\$775,000.00	\$59,099.14	\$641,150.57	\$0.00	\$133,849.43	83%	\$794,030.00
Department 735 - Water Division							
Utility Charges	6,225,000.00	607,269.27	5,323,655.96	.00	901,344.04	86	6,134,320.00
Other Revenues	.00	73,185.79	124,467.49	.00	(124,467.49)	+++	5,950.00
Bond and Note Proceeds	.00	.00	.00	.00	.00	+++	1,500,000.00
Reimbursements	.00	.00	5,833.64	.00	(5,833.64)	+++	
Department 735 - Water Division Totals	\$6,225,000.00	\$680,455.06	\$5,453,957.09	\$0.00	\$771,042.91	88%	\$7,640,280.00
REVENUE TOTALS	\$7,000,000.00	\$739,554.20	\$6,095,107.66	\$0.00	\$904,892.34	87%	\$8,434,310.00
EXPENSE							
Department 000 - General							
Capital Purchases	2,213,937.74	292,146.50	1,175,897.09	393,915.67	644,124.98	71	937,110.00
Department 000 - General Totals	\$2,213,937.74	\$292,146.50	\$1,175,897.09	\$393,915.67	\$644,124.98	71%	\$937,110.00
Department 735 - Water Division							
Personal Services	402,144.00	29,336.69	345,823.48	10,357.58	45,962.94	89	380,770.00
Supplies	152,575.03	14,171.33	94,358.44	18,129.56	40,087.03	74	106,100.00
Services	5,671,362.45	139,660.38	3,630,729.10	2,094,543.35	(53,910.00)	101	4,614,010.00
Debt Service	.00	.00	56.46	.00	(56.46)	+++	
Capital Purchases	253,500.00	.00	63,729.55	106,757.65	83,012.80	67	60,710.00
Department 735 - Water Division Totals	\$6,479,581.48	\$183,168.40	\$4,134,697.03	\$2,229,788.14	\$115,096.31	98%	\$5,161,610.00
Department 991 - Debt Service							
Debt Service	365,757.00	.00	64,228.09	301,528.09	.82	100	382,550.00
Department 991 - Debt Service Totals	\$365,757.00	\$0.00	\$64,228.09	\$301,528.09	\$0.82	100%	\$382,550.00
EXPENSE TOTALS	\$9,059,276.22	\$475,314.90	\$5,374,822.21	\$2,925,231.90	\$759,222.11	92%	\$6,481,280.00
Fund 710 - Water Fund Totals							
REVENUE TOTALS	7,000,000.00	739,554.20	6,095,107.66	.00	904,892.34	87%	8,434,310.00
EXPENSE TOTALS	9,059,276.22	475,314.90	5,374,822.21	2,925,231.90	759,222.11	92%	6,481,280.00
Fund 710 - Water Fund Net Gain (Loss)	(\$2,059,276.22)	\$264,239.30	\$720,285.45	(\$2,925,231.90)	(\$145,670.23)	107%	\$1,953,030.00

Attachment: Budget by Classification-October 2018 12 14 2018 12 22 55 PM Joni Crawford 46103808



Budget by Classification-October 2018

6.a.a

Through 10/31/18
Summary Listing

Classification	Annual Budget Amount	MTD Actual Amount	YTD Actual Amount	YTD Encumbrances	Budget Less YTD Actual	% of Budget	Prior Year Total Actual
Fund Category Enterprise Funds							
Fund Type							
Fund 720 - Wastewater/Sewer Fund							
REVENUE							
Department 000 - General							
Utility Charges	400,000.00	28,739.07	311,623.08	.00	88,376.92	78	376,666.00
Department 000 - General Totals	\$400,000.00	\$28,739.07	\$311,623.08	\$0.00	\$88,376.92	78%	\$376,666.00
Department 736 - Wastewater Division							
Utility Charges	5,700,000.00	481,681.07	4,982,061.44	.00	717,938.56	87	5,792,736.00
Other Revenues	.00	25.00	75.00	.00	(75.00)	+++	100.00
Reimbursements	.00	.00	7,635.12	.00	(7,635.12)	+++	
Department 736 - Wastewater Division Totals	\$5,700,000.00	\$481,706.07	\$4,989,771.56	\$0.00	\$710,228.44	88%	\$5,792,841.00
REVENUE TOTALS	\$6,100,000.00	\$510,445.14	\$5,301,394.64	\$0.00	\$798,605.36	87%	\$6,169,507.00
EXPENSE							
Department 000 - General							
Capital Purchases	669,364.61	15,330.05	39,466.20	74,989.48	554,908.93	17	257,150.00
Department 000 - General Totals	\$669,364.61	\$15,330.05	\$39,466.20	\$74,989.48	\$554,908.93	17%	\$257,150.00
Department 736 - Wastewater Division							
Personal Services	391,607.00	28,160.33	332,103.84	10,780.99	48,722.17	88	366,090.00
Supplies	103,133.31	1,151.79	31,775.66	7,836.61	63,521.04	38	17,720.00
Services	5,176,942.57	736,880.72	4,214,344.85	887,874.11	74,723.61	99	4,746,360.00
Capital Purchases	213,500.00	.00	63,729.58	106,757.63	43,012.79	80	62,920.00
Department 736 - Wastewater Division Totals	\$5,885,182.88	\$766,192.84	\$4,641,953.93	\$1,013,249.34	\$229,979.61	96%	\$5,193,110.00
Department 991 - Debt Service							
Debt Service	39,924.00	.00	2,321.25	37,602.68	.07	100	102,580.00
Department 991 - Debt Service Totals	\$39,924.00	\$0.00	\$2,321.25	\$37,602.68	\$0.07	100%	\$102,580.00
EXPENSE TOTALS	\$6,594,471.49	\$781,522.89	\$4,683,741.38	\$1,125,841.50	\$784,888.61	88%	\$5,552,850.00
Fund 720 - Wastewater/Sewer Fund Totals							
REVENUE TOTALS	6,100,000.00	510,445.14	5,301,394.64	.00	798,605.36	87%	6,169,507.00
EXPENSE TOTALS	6,594,471.49	781,522.89	4,683,741.38	1,125,841.50	784,888.61	88%	5,552,850.00
Fund 720 - Wastewater/Sewer Fund Net Gain (Loss)	(\$494,471.49)	(\$271,077.75)	\$617,653.26	(\$1,125,841.50)	(\$13,716.75)	103%	\$616,657.00

Attachment: Budget by Classification-October 2018 12 14 2018 12 22 55 PM Joni Crawford 46103808



Budget by Classification-October 2018

6.a.a

Through 10/31/18
Summary Listing

Classification	Annual Budget Amount	MTD Actual Amount	YTD Actual Amount	YTD Encumbrances	Budget Less YTD Actual	% of Budget	Prior Year Total Actual
Fund Category Enterprise Funds							
Fund Type							
Fund 740 - Storm Water Drainage Fund							
REVENUE							
Department 737 - Storm Water Division							
Utility Charges	1,350,000.00	103,753.79	1,133,293.09	.00	216,706.91	84	1,357,781.00
Bond and Note Proceeds	.00	.00	.00	.00	.00	+++	1,100,000.00
Reimbursements	.00	.00	5,011.84	.00	(5,011.84)	+++	
Department 737 - Storm Water Division Totals	\$1,350,000.00	\$103,753.79	\$1,138,304.93	\$0.00	\$211,695.07	84%	\$2,457,781.00
REVENUE TOTALS	\$1,350,000.00	\$103,753.79	\$1,138,304.93	\$0.00	\$211,695.07	84%	\$2,457,781.00
EXPENSE							
Department 000 - General							
Capital Purchases	392,247.13	.00	271,948.68	112,618.78	7,679.67	98	790,311.00
Department 000 - General Totals	\$392,247.13	\$0.00	\$271,948.68	\$112,618.78	\$7,679.67	98%	\$790,311.00
Department 737 - Storm Water Division							
Personal Services	309,530.00	20,266.43	237,317.51	7,665.31	64,547.18	79	290,811.00
Supplies	36,793.87	1,144.63	24,747.03	11,024.04	1,022.80	97	22,841.00
Services	1,066,834.69	92,774.72	717,445.02	280,181.53	69,208.14	94	803,951.00
Capital Purchases	40,000.00	.00	39,282.40	.00	717.60	98	
Department 737 - Storm Water Division Totals	\$1,453,158.56	\$114,185.78	\$1,018,791.96	\$298,870.88	\$135,495.72	91%	\$1,117,621.00
Department 991 - Debt Service							
Debt Service	122,487.00	.00	11,243.50	111,243.50	.00	100	132,300.00
Department 991 - Debt Service Totals	\$122,487.00	\$0.00	\$11,243.50	\$111,243.50	\$0.00	100%	\$132,300.00
EXPENSE TOTALS	\$1,967,892.69	\$114,185.78	\$1,301,984.14	\$522,733.16	\$143,175.39	93%	\$2,040,231.00
Fund 740 - Storm Water Drainage Fund Totals							
REVENUE TOTALS	1,350,000.00	103,753.79	1,138,304.93	.00	211,695.07	84%	2,457,781.00
EXPENSE TOTALS	1,967,892.69	114,185.78	1,301,984.14	522,733.16	143,175.39	93%	2,040,231.00
Fund 740 - Storm Water Drainage Fund Net Gain (Loss)	(\$617,892.69)	(\$10,431.99)	(\$163,679.21)	(\$522,733.16)	(\$68,519.68)	111%	\$417,550.00

Attachment: Budget by Classification-October 2018 12 14 2018 12 22 55 PM Joni Crawford 46103808



Budget by Classification-October 2018

6.a.a

Through 10/31/18
Summary Listing

Classification	Annual Budget Amount	MTD Actual Amount	YTD Actual Amount	YTD Encumbrances	Budget Less YTD Actual	% of Budget	Prior Total Actual
Fund Category Enterprise Funds							
Fund Type							
Fund 750 - Solid Waste Fund							
REVENUE							
Department 738 - Refuse Collection							
Utility Charges	2,000,000.00	143,710.54	1,519,727.62	.00	480,272.38	76	1,979,127.62
Department 738 - Refuse Collection Totals	\$2,000,000.00	\$143,710.54	\$1,519,727.62	\$0.00	\$480,272.38	76%	\$1,979,127.62
REVENUE TOTALS	\$2,000,000.00	\$143,710.54	\$1,519,727.62	\$0.00	\$480,272.38	76%	\$1,979,127.62
EXPENSE							
Department 738 - Refuse Collection							
Supplies	2,000.00	.00	1,089.00	.00	911.00	54	1,127.00
Services	2,405,974.54	190,904.35	1,607,240.88	628,317.86	170,415.80	93	1,661,779.00
Department 738 - Refuse Collection Totals	\$2,407,974.54	\$190,904.35	\$1,608,329.88	\$628,317.86	\$171,326.80	93%	\$1,662,900.00
EXPENSE TOTALS	\$2,407,974.54	\$190,904.35	\$1,608,329.88	\$628,317.86	\$171,326.80	93%	\$1,662,900.00
Fund 750 - Solid Waste Fund Totals							
REVENUE TOTALS	2,000,000.00	143,710.54	1,519,727.62	.00	480,272.38	76%	1,979,127.62
EXPENSE TOTALS	2,407,974.54	190,904.35	1,608,329.88	628,317.86	171,326.80	93%	1,662,900.00
Fund 750 - Solid Waste Fund Net Gain (Loss)	(\$407,974.54)	(\$47,193.81)	(\$88,602.26)	(\$628,317.86)	(\$308,945.58)	176%	\$316,217.62
Fund Type Totals							
REVENUE TOTALS	16,450,000.00	1,497,463.67	14,054,534.85	.00	2,395,465.15	85%	19,040,730.00
EXPENSE TOTALS	20,029,614.94	1,561,927.92	12,968,877.61	5,202,124.42	1,858,612.91	91%	15,737,277.00
Fund Type Net Gain (Loss)	(\$3,579,614.94)	(\$64,464.25)	\$1,085,657.24	(\$5,202,124.42)	(\$536,852.24)	115%	\$3,303,453.00
Fund Category Enterprise Funds Totals							
REVENUE TOTALS	16,450,000.00	1,497,463.67	14,054,534.85	.00	2,395,465.15	85%	19,040,730.00
EXPENSE TOTALS	20,029,614.94	1,561,927.92	12,968,877.61	5,202,124.42	1,858,612.91	91%	15,737,277.00
Fund Category Enterprise Funds Net Gain (Loss)	(\$3,579,614.94)	(\$64,464.25)	\$1,085,657.24	(\$5,202,124.42)	(\$536,852.24)	115%	\$3,303,453.00
Grand Totals							
REVENUE TOTALS	36,402,839.00	3,694,670.44	31,966,005.24	.00	4,436,833.76	88%	38,243,528.00
EXPENSE TOTALS	45,272,907.43	3,055,155.36	30,681,595.24	7,480,437.42	7,110,874.77	84%	33,058,620.00
Grand Total Net Gain (Loss)	(\$8,870,068.43)	\$639,515.08	\$1,284,410.00	(\$7,480,437.42)	\$2,674,041.01	70%	\$5,184,908.00

Attachment: Budget by Classification-October 2018 12 14 2018 12 22 55 PM Joni Crawford 46103808



Departmental Budget-October, 2018

6.a.b

Fiscal Year to Date 10/31/18

Include Rollup Account and Rollup to Account

Account	Account Description	Adopted Budget	Budget Amendments	Amended Budget	Current Month Transactions	YTD Encumbrances	YTD Transactions	Budget - YTD Transactions	% Used/ Rec'd	Prior Year Total
Fund 110 - General Fund										
Department 111 - Police Division										
	EXPENSE									
	Personal Services									
5101	Salary-Elected Officials/Director	46,062.00	.00	46,062.00	.00	.00	28,915.66	17,146.34	63	12,721.00
5102	Wages-Staff	867,260.00	.00	867,260.00	66,562.98	.00	699,080.31	168,179.69	81	778,891.00
5104	Wages-Part time	87,832.00	.00	87,832.00	6,905.96	.00	77,049.34	10,782.66	88	102,161.00
5105	Overtime	350,000.00	.00	350,000.00	52,435.90	.00	405,971.15	(55,971.15)	116	379,000.00
5106	Longevity	56,550.00	.00	56,550.00	2,950.00	.00	43,375.00	13,175.00	77	53,900.00
5109	HSA Employer Funding	260,000.00	.00	260,000.00	3,042.29	.00	212,614.05	47,385.95	82	241,430.00
5111	Wages Chief	115,782.00	.00	115,782.00	8,923.00	.00	98,032.96	17,749.04	85	167,940.00
5113	Wages Enforcement	5,335,492.00	.00	5,335,492.00	369,398.12	.00	4,131,434.32	1,204,057.68	77	4,726,040.00
5151	PERS Contribution	141,141.00	.00	141,141.00	10,434.84	.00	113,120.57	28,020.43	80	123,760.00
5152	PFDPF Contribution	966,192.00	.00	966,192.00	(70,040.42)	.00	748,949.69	217,242.31	78	816,220.00
5155	PERS Pickup	46,957.00	.00	46,957.00	3,808.18	.00	37,622.79	9,334.21	80	45,090.00
5161	Group Insurance	1,035,011.00	.00	1,035,011.00	80,321.57	171,330.72	784,913.17	78,767.11	92	898,490.00
5166	Medicare	98,829.00	.00	98,829.00	7,102.35	.00	76,814.70	22,014.30	78	87,160.00
	Personal Services Totals	\$9,407,108.00	\$0.00	\$9,407,108.00	\$541,844.77	\$171,330.72	\$7,457,893.71	\$1,777,883.57	81%	\$8,432,840.00
	Supplies									
5201	Office Supplies	8,500.00	1,068.05	9,568.05	1,241.32	2,404.29	9,401.05	(2,237.29)	123	11,630.00
5202	Photo Copy Supplies	3,500.00	.00	3,500.00	.00	426.25	2,106.55	967.20	72	3,300.00
5203	Computer Supplies	20,000.00	1,704.94	21,704.94	1,374.33	2,080.07	12,283.81	7,341.06	66	15,180.00
5205	Small Tools/Minor Equipment	5,000.00	74.98	5,074.98	.00	1,554.81	2,833.32	686.85	86	3,020.00
5206	Evidence	10,000.00	.00	10,000.00	.00	.00	.00	10,000.00	0	0.00
5207	Law Enforcement Supplies	85,800.00	11,430.87	97,230.87	4,862.85	20,645.44	60,286.14	16,299.29	83	50,930.00
5213	Repair and Maintenance Supplies	12,100.00	.00	12,100.00	1,394.86	3,526.20	1,973.80	6,600.00	45	660.00
5241	Uniforms-Purchased	130,000.00	2,119.08	132,119.08	8,895.46	17,021.37	58,274.09	56,823.62	57	61,560.00
5251	MV Gas and Oil	120,000.00	6,514.60	126,514.60	8,258.71	13,175.07	78,139.53	35,200.00	72	84,490.00
	Supplies Totals	\$394,900.00	\$22,912.52	\$417,812.52	\$26,027.53	\$60,833.50	\$225,298.29	\$131,680.73	68%	\$230,810.00
	Services									
5311	Utilities	144,530.00	13,318.09	157,848.09	7,368.03	37,209.32	94,915.11	25,723.66	84	105,130.00
5321	Professional Training	50,000.00	287.84	50,287.84	1,310.75	24,724.24	29,547.95	(3,984.35)	108	30,890.00
5322	Conference/Reimb	.00	.00	.00	253.00	.00	219.31	(219.31)	+++	0.00
5323	Publications	2,850.00	.00	2,850.00	400.00	2,241.00	559.00	50.00	98	530.00
5324	Professional Association Dues	2,500.00	.00	2,500.00	244.00	1,291.00	709.00	500.00	80	2,240.00
5325	Educational Assistance	10,000.00	654.39	10,654.39	.00	.00	2,680.07	7,974.32	25	3,870.00
5339	Misc Contract Services	72,000.00	795.93	72,795.93	1,548.51	31,681.05	38,215.28	2,899.60	96	30,500.00
5351	Liability Insurance Deductible	25,000.00	.00	25,000.00	.00	20,479.00	4,521.00	.00	100	25,000.00
5361	Building Repair/Maintenance	70,000.00	7,781.79	77,781.79	691.84	16,313.80	31,306.94	30,161.05	61	43,450.00
5362	Equipment Maintenance	50,000.00	650.00	50,650.00	936.49	28,379.79	17,215.21	5,055.00	90	33,230.00
5363	MV Repair/Maintenance-External	22,000.00	2,208.50	24,208.50	503.09	6,619.32	14,116.82	3,472.36	86	7,050.00

Attachment: Departmental Budget-October, 2018 12 14 2018 12 22 55 PM Joni Crawford 4610380F



Departmental Budget-October, 2018

6.a.b

Fiscal Year to Date 10/31/18

Include Rollup Account and Rollup to Account

Account	Account Description	Adopted Budget	Budget Amendments	Amended Budget	Current Month Transactions	YTD Encumbrances	YTD Transactions	Budget - YTD Transactions	% Used/ Rec'd	Prior Year Total
Fund 110 - General Fund										
Department 111 - Police Division										
	EXPENSE									
	Services									
5366	Computer Maintenance	3,000.00	.00	3,000.00	.00	138.60	2,361.40	500.00	83	2,289.00
5375	Prisoner Care	140,000.00	4,700.50	144,700.50	8,904.20	29,765.49	64,834.01	50,101.00	65	114,000.00
5391	Postage	5,000.00	165.03	5,165.03	600.91	1,441.19	4,791.30	(1,067.46)	121	5,430.00
5392	Fingerprinting Services	5,000.00	1,188.00	6,188.00	.00	2,518.00	1,670.00	2,000.00	68	22,780.00
5393	L.E.A.D.S Terminal	8,500.00	600.00	9,100.00	1,200.00	1,200.00	6,600.00	1,300.00	86	6,600.00
5395	Printing/Advertising	15,000.00	114.18	15,114.18	331.85	4,301.84	2,637.34	8,175.00	46	3,980.00
5396	Uniform Cleaning/Repairs	30,000.00	2,530.05	32,530.05	1,116.25	10,287.40	12,508.50	9,734.15	70	17,170.00
5399	Other Miscellaneous Services	4,500.00	.00	4,500.00	379.53	1,616.41	1,541.62	1,341.97	70	4,470.00
	Services Totals	\$659,880.00	\$34,994.30	\$694,874.30	\$25,788.45	\$220,207.45	\$330,949.86	\$143,716.99	79%	\$458,670.00
	Transfers/Other									
5513	Refunds-Permit	.00	.00	.00	.00	.00	33.00	(33.00)	+++	
	Transfers/Other Totals	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$33.00	(\$33.00)	+++	\$0.00
	Capital Purchases									
5631	Furniture and Fixtures	7,500.00	935.55	8,435.55	2,169.00	191.48	3,313.07	4,931.00	42	5,180.00
5632	Motor Vehicles	475,000.00	260,779.20	735,779.20	.00	185,023.42	503,809.46	46,946.32	94	144,230.00
5633	Machinery and Equipment	99,500.00	.00	99,500.00	1,396.95	11,948.22	65,110.32	22,441.46	77	12,080.00
5634	Unmarked Vehicles	40,000.00	.00	40,000.00	.00	.00	.00	40,000.00	0	
5639	Other Equipment	50,000.00	1,008.97	51,008.97	2,397.18	15,110.34	25,968.27	9,930.36	81	34,110.00
	Capital Purchases Totals	\$672,000.00	\$262,723.72	\$934,723.72	\$5,963.13	\$212,273.46	\$598,201.12	\$124,249.14	87%	\$195,620.00
	EXPENSE TOTALS	\$11,133,888.00	\$320,630.54	\$11,454,518.54	\$599,623.88	\$664,645.13	\$8,612,375.98	\$2,177,497.43	81%	\$9,317,965.00
Department 111 - Police Division Totals		(\$11,133,888.00)	(\$320,630.54)	(\$11,454,518.54)	(\$599,623.88)	(\$664,645.13)	(\$8,612,375.98)	(\$2,177,497.43)	81%	(\$9,317,965.00)

Attachment: Departmental Budget-October, 2018 12 14 2018 12 22 55 PM Joni Crawford 4610380F



Departmental Budget-October, 2018

6.a.b

Fiscal Year to Date 10/31/18

Include Rollup Account and Rollup to Account

Account	Account Description	Adopted Budget	Budget Amendments	Amended Budget	Current Month Transactions	YTD Encumbrances	YTD Transactions	Budget - YTD Transactions	% Used/ Rec'd	Prior Year Total
Fund 110 - General Fund										
Department 290 - Mechanic										
	EXPENSE									
	Personal Services									
5102	Wages-Staff	98,338.00	.00	98,338.00	7,564.40	.00	82,827.42	15,510.58	84	88,320.00
5106	Longevity	450.00	.00	450.00	.00	.00	450.00	.00	100	450.00
5109	HSA Employer Funding	8,000.00	.00	8,000.00	.00	.00	8,000.00	.00	100	8,000.00
5151	PERS Contribution	13,830.00	.00	13,830.00	1,059.02	.00	11,926.43	1,903.57	86	12,390.00
5161	Group Insurance	32,228.00	.00	32,228.00	2,692.94	5,719.57	27,024.40	(515.97)	102	32,600.00
5166	Medicare	1,433.00	.00	1,433.00	105.06	.00	1,157.75	275.25	81	1,220.00
	Personal Services Totals	\$154,279.00	\$0.00	\$154,279.00	\$11,421.42	\$5,719.57	\$131,386.00	\$17,173.43	89%	\$143,000.00
	Supplies									
5201	Office Supplies	100.00	.00	100.00	.00	.00	.00	100.00	0	50.00
5203	Computer Supplies	200.00	.00	200.00	.00	.00	.00	200.00	0	90.00
5205	Small Tools/Minor Equipment	3,000.00	.00	3,000.00	.00	.00	11.78	2,988.22	0	1,770.00
5213	Repair and Maintenance Supplies	90,000.00	2,045.18	92,045.18	(907.22)	20,506.06	64,966.18	6,572.94	93	69,510.00
5259	Operating Materials and Supplies	7,500.00	.00	7,500.00	198.06	3,835.70	2,664.30	1,000.00	87	5,590.00
	Supplies Totals	\$100,800.00	\$2,045.18	\$102,845.18	(\$709.16)	\$24,341.76	\$67,642.26	\$10,861.16	89%	\$77,020.00
	Services									
5321	Professional Training	1,000.00	.00	1,000.00	.00	.00	219.00	781.00	22	
5362	Equipment Maintenance	3,000.00	.00	3,000.00	650.00	1,404.05	1,095.95	500.00	83	1,460.00
5363	MV Repair/Maintenance-External	35,000.00	5,291.57	40,291.57	4,207.26	15,735.41	18,176.16	6,380.00	84	13,250.00
5397	Uniform Rental	1,350.00	48.42	1,398.42	93.40	301.87	946.55	150.00	89	920.00
5399	Other Miscellaneous Services	1,500.00	.00	1,500.00	134.00	789.07	410.93	300.00	80	810.00
	Services Totals	\$41,850.00	\$5,339.99	\$47,189.99	\$5,084.66	\$18,230.40	\$20,848.59	\$8,111.00	83%	\$16,450.00
	Capital Purchases									
5632	Motor Vehicles	50,000.00	.00	50,000.00	4,190.00	.00	48,658.39	1,341.61	97	
5633	Machinery and Equipment	4,000.00	.00	4,000.00	.00	.00	3,743.99	256.01	94	
5639	Other Equipment	.00	.00	.00	.00	.00	.00	.00	+++	4,150.00
	Capital Purchases Totals	\$54,000.00	\$0.00	\$54,000.00	\$4,190.00	\$0.00	\$52,402.38	\$1,597.62	97%	\$4,150.00
	EXPENSE TOTALS	\$350,929.00	\$7,385.17	\$358,314.17	\$19,986.92	\$48,291.73	\$272,279.23	\$37,743.21	89%	\$240,640.00
Department 290 - Mechanic Totals		(\$350,929.00)	(\$7,385.17)	(\$358,314.17)	(\$19,986.92)	(\$48,291.73)	(\$272,279.23)	(\$37,743.21)	89%	(\$240,640.00)

Attachment: Departmental Budget-October, 2018 12 14 2018 12 22 55 PM Joni Crawford 4610380F



Departmental Budget-October, 2018

6.a.b

Fiscal Year to Date 10/31/18

Include Rollup Account and Rollup to Account

Account	Account Description	Adopted Budget	Budget Amendments	Amended Budget	Current Month Transactions	YTD Encumbrances	YTD Transactions	Budget - YTD Transactions	% Used/ Rec'd	Prior Year Total
Fund 110 - General Fund										
Department 340 - Parks and Recreation										
	EXPENSE									
	Personal Services									
5101	Salary-Elected Officials/Director	86,914.00	.00	86,914.00	6,685.60	.00	73,364.85	13,549.15	84	81,109.00
5102	Wages-Staff	366,097.00	.00	366,097.00	28,023.01	.00	288,616.12	77,480.88	79	305,530.00
5105	Overtime	15,700.00	.00	15,700.00	262.59	.00	12,591.08	3,108.92	80	12,410.00
5106	Longevity	500.00	.00	500.00	.00	.00	.00	500.00	0	500.00
5109	HSA Employer Funding	32,000.00	.00	32,000.00	.00	.00	31,833.33	166.67	99	28,000.00
5141	Wages-Seasonal Labor	100,000.00	.00	100,000.00	3,578.48	.00	54,013.07	45,986.93	54	78,100.00
5151	PERS Contribution	79,689.00	.00	79,689.00	5,739.34	.00	58,978.86	20,710.14	74	66,670.00
5161	Group Insurance	126,202.00	.00	126,202.00	9,601.63	19,631.06	89,762.90	16,808.04	87	110,990.00
5166	Medicare	8,254.00	.00	8,254.00	540.37	.00	6,027.26	2,226.74	73	6,700.00
	Personal Services Totals	\$815,356.00	\$0.00	\$815,356.00	\$54,431.02	\$19,631.06	\$615,187.47	\$180,537.47	78%	\$690,020.00
	Supplies									
5201	Office Supplies	2,000.00	.00	2,000.00	21.38	2,120.02	370.06	(490.08)	125	1,430.00
5203	Computer Supplies	1,500.00	.00	1,500.00	.00	.00	406.51	1,093.49	27	880.00
5205	Small Tools/Minor Equipment	4,000.00	.00	4,000.00	395.55	166.13	4,651.40	(817.53)	120	4,500.00
5209	Chemicals	28,000.00	.00	28,000.00	10,887.80	833.00	36,589.84	(9,422.84)	134	29,340.00
5213	Repair and Maintenance Supplies	53,000.00	15,222.26	68,222.26	3,607.23	9,546.91	50,024.46	8,650.89	87	59,130.00
5215	Recreational Supplies	52,000.00	6,823.70	58,823.70	(21.84)	8,327.34	39,533.92	10,962.44	81	54,010.00
5241	Uniforms-Purchased	1,500.00	.00	1,500.00	.00	1,375.10	1,098.47	(973.57)	165	1,000.00
5251	MV Gas and Oil	20,000.00	108.22	20,108.22	1,415.87	5,265.65	12,500.88	2,341.69	88	10,390.00
5252	Aggregates	17,000.00	.00	17,000.00	773.62	1,126.38	3,367.60	12,506.02	26	7,710.00
5259	Operating Materials and Supplies	58,000.00	.00	58,000.00	.00	3,000.00	43,000.00	12,000.00	79	2,820.00
	Supplies Totals	\$237,000.00	\$22,154.18	\$259,154.18	\$17,079.61	\$31,760.53	\$191,543.14	\$35,850.51	86%	\$171,250.00
	Services									
5303	Community Events	24,300.00	52,511.37	76,811.37	3,947.13	6,572.64	23,539.49	46,699.24	39	12,430.00
5311	Utilities	29,000.00	2,938.28	31,938.28	2,367.42	8,687.55	22,851.30	399.43	99	22,060.00
5321	Professional Training	6,000.00	550.00	6,550.00	.00	35.00	3,335.00	3,180.00	51	3,820.00
5322	Conference/Reimb	8,500.00	575.00	9,075.00	214.50	749.69	3,431.68	4,893.63	46	4,120.00
5324	Professional Association Dues	2,200.00	330.00	2,530.00	.00	.00	1,540.00	990.00	61	1,550.00
5338	Personal Service Contracts	72,000.00	1,226.00	73,226.00	7,898.00	10,992.75	44,632.25	17,601.00	76	49,690.00
5339	Misc Contract Services	120,000.00	16,764.52	136,764.52	20,048.70	15,412.25	103,255.84	18,096.43	87	110,240.00
5361	Building Repair/Maintenance	63,500.00	27,521.03	91,021.03	.00	27,944.50	34,896.99	28,179.54	69	79,360.00
5362	Equipment Maintenance	3,500.00	.00	3,500.00	.00	240.57	.00	3,259.43	7	1,700.00
5391	Postage	1,000.00	.00	1,000.00	18.07	.00	417.30	582.70	42	320.00
5395	Printing/Advertising	23,000.00	3,218.00	26,218.00	1,077.15	2,368.43	15,743.90	8,105.67	69	19,620.00
5397	Uniform Rental	.00	.00	.00	.00	.00	.00	.00	+++	1,960.00
5399	Other Miscellaneous Services	5,000.00	.00	5,000.00	.00	184.00	1,600.00	3,216.00	36	3,040.00
	Services Totals	\$358,000.00	\$105,634.20	\$463,634.20	\$35,570.97	\$73,187.38	\$255,243.75	\$135,203.07	71%	\$309,960.00



Departmental Budget-October, 2018

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Fiscal Year to Date 10/31/18

Include Rollup Account and Rollup to Account

Account	Account Description	Adopted Budget	Budget Amendments	Amended Budget	Current Month Transactions	YTD Encumbrances	YTD Transactions	Budget - YTD Transactions	% Used/ Rec'd	Prior Year Total
Fund 110 - General Fund										
Department 340 - Parks and Recreation										
EXPENSE										
<i>Transfers/Other</i>										
5515	Refunds-Fees	.00	.00	.00	2,558.00	.00	16,534.00	(16,534.00)	+++	
<i>Transfers/Other Totals</i>		\$0.00	\$0.00	\$0.00	\$2,558.00	\$0.00	\$16,534.00	(\$16,534.00)	+++	\$0.00
<i>Capital Purchases</i>										
5602	Land Improvements	65,000.00	(8,000.00)	57,000.00	.00	.00	.00	57,000.00	0	
5631	Furniture and Fixtures	3,500.00	.00	3,500.00	.00	.00	2,489.00	1,011.00	71	
5632	Motor Vehicles	141,000.00	.00	141,000.00	.00	11,106.02	120,809.73	9,084.25	94	8,800.00
5633	Machinery and Equipment	100,000.00	.00	100,000.00	.00	3,485.84	89,456.27	7,057.89	93	18,770.00
5639	Other Equipment	58,300.00	.00	58,300.00	1,339.00	346.00	68,896.14	(10,942.14)	119	8,730.00
<i>Capital Purchases Totals</i>		\$367,800.00	(\$8,000.00)	\$359,800.00	\$1,339.00	\$14,937.86	\$281,651.14	\$63,211.00	82%	\$36,300.00
EXPENSE TOTALS		\$1,778,156.00	\$119,788.38	\$1,897,944.38	\$110,978.60	\$139,516.83	\$1,360,159.50	\$398,268.05	79%	\$1,207,562.00
Department 340 - Parks and Recreation Totals		(\$1,778,156.00)	(\$119,788.38)	(\$1,897,944.38)	(\$110,978.60)	(\$139,516.83)	(\$1,360,159.50)	(\$398,268.05)	79%	(\$1,207,562.00)

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Departmental Budget-October, 2018

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Fiscal Year to Date 10/31/18

Include Rollup Account and Rollup to Account

Account	Account Description	Adopted Budget	Budget Amendments	Amended Budget	Current Month Transactions	YTD Encumbrances	YTD Transactions	Budget - YTD Transactions	% Used/ Rec'd	Prior Year Total
Fund 110 - General Fund										
Department 343 - Senior Center										
	EXPENSE									
	Personal Services									
5102	Wages-Staff	64,254.00	.00	64,254.00	4,942.60	.00	54,206.93	10,047.07	84	59,491
5104	Wages-Part time	60,216.00	.00	60,216.00	4,742.06	.00	53,165.07	7,050.93	88	61,350
5105	Overtime	3,000.00	.00	3,000.00	.00	.00	.00	3,000.00	0	
5106	Longevity	500.00	.00	500.00	.00	.00	.00	500.00	0	500
5109	HSA Employer Funding	4,000.00	.00	4,000.00	.00	.00	4,000.00	.00	100	4,000
5151	PERS Contribution	17,916.00	.00	17,916.00	1,457.88	.00	14,973.52	2,942.48	84	16,931
5161	Group Insurance	16,203.00	.00	16,203.00	1,356.07	3,108.36	13,618.05	(523.41)	103	16,411
5166	Medicare	1,856.00	.00	1,856.00	138.19	.00	1,532.41	323.59	83	1,731
	Personal Services Totals	\$167,945.00	\$0.00	\$167,945.00	\$12,636.80	\$3,108.36	\$141,495.98	\$23,340.66	86%	\$160,431
	Supplies									
5201	Office Supplies	1,200.00	.00	1,200.00	478.02	116.68	707.85	375.47	69	1,381
5203	Computer Supplies	2,200.00	.00	2,200.00	172.39	.00	617.97	1,582.03	28	521
5213	Repair and Maintenance Supplies	8,500.00	.00	8,500.00	.00	1,970.17	796.76	5,733.07	33	1,741
5215	Recreational Supplies	2,840.00	267.75	3,107.75	53.53	98.02	1,699.73	1,310.00	58	4,941
5216	Contributed Supplies Purchased	.00	19,687.12	19,687.12	(57.56)	312.41	2,157.45	17,217.26	13	3,331
5259	Operating Materials and Supplies	4,300.00	.00	4,300.00	.00	.00	3,248.64	1,051.36	76	1,271
	Supplies Totals	\$19,040.00	\$19,954.87	\$38,994.87	\$646.38	\$2,497.28	\$9,228.40	\$27,269.19	30%	\$13,211
	Services									
5311	Utilities	15,000.00	856.74	15,856.74	447.05	5,516.80	5,903.39	4,436.55	72	6,961
5321	Professional Training	300.00	.00	300.00	.00	.00	.00	300.00	0	
5322	Conference/Reimb	300.00	219.00	519.00	.00	.00	219.00	300.00	42	191
5324	Professional Association Dues	150.00	100.00	250.00	.00	.00	100.00	150.00	40	101
5339	Misc Contract Services	12,300.00	60.00	12,360.00	85.00	1,888.47	10,769.42	(297.89)	102	2,811
5361	Building Repair/Maintenance	206,000.00	.00	206,000.00	14,696.50	47,963.77	21,108.50	136,927.73	34	4,161
5391	Postage	2,500.00	.00	2,500.00	.00	.00	.00	2,500.00	0	1,501
5395	Printing/Advertising	1,200.00	.00	1,200.00	.00	.00	20.00	1,180.00	2	
	Services Totals	\$237,750.00	\$1,235.74	\$238,985.74	\$15,228.55	\$55,369.04	\$38,120.31	\$145,496.39	39%	\$15,731
	EXPENSE TOTALS	\$424,735.00	\$21,190.61	\$445,925.61	\$28,511.73	\$60,974.68	\$188,844.69	\$196,106.24	56%	\$189,391
Department 343 - Senior Center Totals		(\$424,735.00)	(\$21,190.61)	(\$445,925.61)	(\$28,511.73)	(\$60,974.68)	(\$188,844.69)	(\$196,106.24)	56%	(\$189,391)



Departmental Budget-October, 2018

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Fiscal Year to Date 10/31/18

Include Rollup Account and Rollup to Account

Account	Account Description	Adopted Budget	Budget Amendments	Amended Budget	Current Month Transactions	YTD Encumbrances	YTD Transactions	Budget - YTD Transactions	% Used/ Rec'd	Prior Year Total
Fund 110 - General Fund										
Department 448 - Service Department										
EXPENSE										
<i>Personal Services</i>										
5101	Salary-Elected Officials/Director	88,467.00	.00	88,467.00	6,805.20	.00	74,634.60	13,832.40	84	82,551.00
5102	Wages-Staff	276,786.00	.00	276,786.00	21,497.46	.00	232,482.49	44,303.51	84	258,831.00
5105	Overtime	3,000.00	.00	3,000.00	320.42	.00	3,443.29	(443.29)	115	12,841.00
5106	Longevity	1,700.00	.00	1,700.00	.00	.00	.00	1,700.00	0	1,651.00
5109	HSA Employer Funding	28,000.00	.00	28,000.00	.00	.00	23,666.67	4,333.33	85	22,001.00
5151	PERS Contribution	51,793.00	.00	51,793.00	3,963.12	.00	43,687.48	8,105.52	84	49,571.00
5161	Group Insurance	113,116.00	.00	113,116.00	7,926.71	16,066.39	78,291.56	18,758.05	83	88,851.00
5166	Medicare	5,365.00	.00	5,365.00	399.34	.00	4,342.64	1,022.36	81	4,981.00
<i>Personal Services Totals</i>		\$568,227.00	\$0.00	\$568,227.00	\$40,912.25	\$16,066.39	\$460,548.73	\$91,611.88	84%	\$521,301.00
<i>Supplies</i>										
5201	Office Supplies	1,500.00	.00	1,500.00	157.43	346.55	834.88	318.57	79	1,631.00
5203	Computer Supplies	1,000.00	.00	1,000.00	.00	.00	448.03	551.97	45	891.00
5213	Repair and Maintenance Supplies	18,000.00	368.94	18,368.94	910.55	6,380.74	10,269.81	1,718.39	91	11,251.00
5251	MV Gas and Oil	1,500.00	27.75	1,527.75	35.49	997.90	529.85	.00	100	471.00
<i>Supplies Totals</i>		\$22,000.00	\$396.69	\$22,396.69	\$1,103.47	\$7,725.19	\$12,082.57	\$2,588.93	88%	\$14,261.00
<i>Services</i>										
5301	Boards/Commissions	750.00	.00	750.00	.00	.00	.00	750.00	0	
5302	Street Lighting	240,000.00	17,370.02	257,370.02	17,614.16	48,534.15	174,835.87	34,000.00	87	201,751.00
5303	Community Events	28,000.00	.00	28,000.00	.00	.00	29,250.00	(1,250.00)	104	27,851.00
5311	Utilities	.00	.00	.00	.00	.00	.00	.00	+++	(117.00)
5321	Professional Training	1,000.00	.00	1,000.00	149.00	110.00	274.00	616.00	38	171.00
5322	Conference/Reimb	250.00	.00	250.00	.00	.00	.00	250.00	0	31.00
5325	Educational Assistance	3,000.00	.00	3,000.00	.00	.00	.00	3,000.00	0	
5331	Engineering/Architecture	125,000.00	8,454.57	133,454.57	.00	26,829.57	14,532.63	92,092.37	31	42,921.00
5339	Misc Contract Services	65,000.00	1,681.43	66,681.43	5,124.41	16,670.99	32,483.43	17,527.01	74	36,581.00
5362	Equipment Maintenance	4,000.00	99.00	4,099.00	.00	637.75	2,856.25	605.00	85	2,701.00
5366	Computer Maintenance	500.00	.00	500.00	.00	.00	.00	500.00	0	
5367	Streetscape Maintenance	108,000.00	.00	108,000.00	7,475.00	200.00	72,320.00	35,480.00	67	118,421.00
5374	Emergency Management Services	40,000.00	.00	40,000.00	.00	2,643.00	35,857.00	1,500.00	96	37,051.00
5391	Postage	500.00	.00	500.00	17.72	.00	127.75	372.25	26	321.00
5395	Printing/Advertising	1,000.00	255.36	1,255.36	.00	.00	255.36	1,000.00	20	651.00
5397	Uniform Rental	2,500.00	.00	2,500.00	.00	729.07	603.56	1,167.37	53	1,681.00
5398	Tree/Grass Service	30,000.00	330.00	30,330.00	4,250.00	9,770.00	20,430.00	130.00	100	21,311.00
5399	Other Miscellaneous Services	1,000.00	.00	1,000.00	50.00	1,500.00	50.00	(550.00)	155	3,511.00
<i>Services Totals</i>		\$650,500.00	\$28,190.38	\$678,690.38	\$34,680.29	\$107,624.53	\$383,875.85	\$187,190.00	72%	\$494,881.00
<i>Transfers/Other</i>										



Departmental Budget-October, 2018

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Fiscal Year to Date 10/31/18

Include Rollup Account and Rollup to Account

Account	Account Description	Adopted Budget	Budget Amendments	Amended Budget	Current Month Transactions	YTD Encumbrances	YTD Transactions	Budget - YTD Transactions	% Used/ Rec'd	Prior Year T
Fund 110 - General Fund										
Department 448 - Service Department										
	EXPENSE									
	Transfers/Other									
5514	Refunds-Miscellaneous	.00	.00	.00	.00	.00	89.40	(89.40)	+++	
	Transfers/Other Totals	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$89.40	(\$89.40)	+++	\$0.00
	EXPENSE TOTALS	\$1,240,727.00	\$28,587.07	\$1,269,314.07	\$76,696.01	\$131,416.11	\$856,596.55	\$281,301.41	78%	\$1,030,451.00
	Department 448 - Service Department Totals	(\$1,240,727.00)	(\$28,587.07)	(\$1,269,314.07)	(\$76,696.01)	(\$131,416.11)	(\$856,596.55)	(\$281,301.41)	78%	(\$1,030,451.00)

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Departmental Budget-October, 2018

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Fiscal Year to Date 10/31/18

Include Rollup Account and Rollup to Account

Account	Account Description	Adopted Budget	Budget Amendments	Amended Budget	Current Month Transactions	YTD Encumbrances	YTD Transactions	Budget - YTD Transactions	% Used/ Rec'd	Prior Year Total
Fund 110 - General Fund										
Department 479 - Building Department										
EXPENSE										
<i>Personal Services</i>										
5101	Salary-Elected Officials/Director	75,300.00	.00	75,300.00	5,792.20	.00	63,207.19	12,092.81	84	70,320.00
5102	Wages-Staff	184,449.00	.00	184,449.00	13,996.20	.00	154,813.66	29,635.34	84	166,460.00
5105	Overtime	.00	.00	.00	.00	.00	.00	.00	+++	260.00
5106	Longevity	500.00	.00	500.00	.00	.00	.00	500.00	0	500.00
5109	HSA Employer Funding	14,000.00	.00	14,000.00	.00	.00	14,000.00	.00	100	16,500.00
5151	PERS Contribution	36,085.00	.00	36,085.00	2,729.82	.00	30,188.21	5,896.79	84	32,890.00
5161	Group Insurance	55,766.00	.00	55,766.00	4,671.85	10,568.09	46,949.55	(1,751.64)	103	52,070.00
5166	Medicare	3,774.00	.00	3,774.00	277.07	.00	3,053.12	720.88	81	3,320.00
<i>Personal Services Totals</i>		\$369,874.00	\$0.00	\$369,874.00	\$27,467.14	\$10,568.09	\$312,211.73	\$47,094.18	87%	\$342,350.00
<i>Supplies</i>										
5201	Office Supplies	2,000.00	.00	2,000.00	.00	638.51	461.49	900.00	55	1,270.00
5203	Computer Supplies	6,000.00	.00	6,000.00	.00	.00	.00	6,000.00	0	6,000.00
5241	Uniforms-Purchased	3,000.00	.00	3,000.00	184.00	1,609.00	391.00	1,000.00	67	200.00
5251	MV Gas and Oil	5,000.00	239.39	5,239.39	291.92	1,278.66	2,960.73	1,000.00	81	3,090.00
<i>Supplies Totals</i>		\$16,000.00	\$239.39	\$16,239.39	\$475.92	\$3,526.17	\$3,813.22	\$8,900.00	45%	\$4,560.00
<i>Services</i>										
5311	Utilities	2,000.00	372.96	2,372.96	.00	1,007.84	1,865.12	(500.00)	121	1,470.00
5321	Professional Training	5,000.00	.00	5,000.00	.00	.00	1,265.00	3,735.00	25	1,720.00
5322	Conference/Reimb	1,500.00	.00	1,500.00	.00	.00	.00	1,500.00	0	1,500.00
5323	Publications	1,500.00	.00	1,500.00	.00	689.45	310.55	500.00	67	240.00
5324	Professional Association Dues	800.00	.00	800.00	135.00	.00	295.00	505.00	37	210.00
5331	Engineering/Architecture	1,500.00	.00	1,500.00	.00	.00	.00	1,500.00	0	1,500.00
5339	Misc Contract Services	20,000.00	2,063.75	22,063.75	3,545.00	7,680.00	16,496.25	(2,112.50)	110	23,820.00
5362	Equipment Maintenance	5,000.00	353.95	5,353.95	693.07	1,537.09	3,816.86	.00	100	3,350.00
5366	Computer Maintenance	2,000.00	.00	2,000.00	.00	.00	.00	2,000.00	0	2,000.00
5376	County Health Services	35,000.00	5,595.00	40,595.00	1,740.00	3,402.00	22,191.00	15,002.00	63	31,590.00
5391	Postage	1,000.00	.00	1,000.00	308.54	.00	545.21	454.79	55	690.00
5395	Printing/Advertising	3,500.00	.00	3,500.00	57.00	1,500.00	968.57	1,031.43	71	1,730.00
5399	Other Miscellaneous Services	500.00	.00	500.00	.00	.00	.00	500.00	0	500.00
<i>Services Totals</i>		\$79,300.00	\$8,385.66	\$87,685.66	\$6,478.61	\$15,816.38	\$47,753.56	\$24,115.72	72%	\$64,920.00
<i>Transfers/Other</i>										
5513	Refunds-Permit	.00	.00	.00	81.17	.00	81.17	(81.17)	+++	\$0.00
<i>Transfers/Other Totals</i>		\$0.00	\$0.00	\$0.00	\$81.17	\$0.00	\$81.17	\$(81.17)	+++	\$0.00
<i>Capital Purchases</i>										
5631	Furniture and Fixtures	2,000.00	.00	2,000.00	.00	.00	299.99	1,700.01	15	510.00
5632	Motor Vehicles	.00	.00	.00	.00	.00	.00	.00	+++	24,130.00



Departmental Budget-October, 2018

6.a.b

Fiscal Year to Date 10/31/18

Include Rollup Account and Rollup to Account

Account	Account Description	Adopted Budget	Budget Amendments	Amended Budget	Current Month Transactions	YTD Encumbrances	YTD Transactions	Budget - YTD Transactions	% Used/ Rec'd	Prior Year T
Fund	110 - General Fund									
Department	479 - Building Department									
	EXPENSE									
	<i>Capital Purchases Totals</i>	\$2,000.00	\$0.00	\$2,000.00	\$0.00	\$0.00	\$299.99	\$1,700.01	15%	\$24,65.
	EXPENSE TOTALS	\$467,174.00	\$8,625.05	\$475,799.05	\$34,502.84	\$29,910.64	\$364,159.67	\$81,728.74	83%	\$436,49.
Department	479 - Building Department Totals	(\$467,174.00)	(\$8,625.05)	(\$475,799.05)	(\$34,502.84)	(\$29,910.64)	(\$364,159.67)	(\$81,728.74)	83%	(\$436,492

Attachment: Departmental Budget-October, 2018 12_14_2018 12_22_55 PM Joni Crawford 4610380F



Departmental Budget-October, 2018

6.a.b

Fiscal Year to Date 10/31/18

Include Rollup Account and Rollup to Account

Account	Account Description	Adopted Budget	Budget Amendments	Amended Budget	Current Month Transactions	YTD Encumbrances	YTD Transactions	Budget - YTD Transactions	% Used/ Rec'd	Prior Year Total
Fund 110 - General Fund										
Department 522 - Mayor										
	EXPENSE									
	Personal Services									
5101	Salary-Elected Officials/Director	97,803.00	.00	97,803.00	7,523.24	.00	82,755.64	15,047.36	85	97,803.00
5102	Wages-Staff	58,000.00	.00	58,000.00	4,461.54	.00	35,692.52	22,307.48	62	58,000.00
5105	Overtime	.00	.00	.00	.00	.00	752.88	(752.88)	+++	.00
5109	HSA Employer Funding	8,000.00	.00	8,000.00	.00	.00	4,000.00	4,000.00	50	4,000.00
5151	PERS Contribution	21,812.00	.00	21,812.00	1,783.28	.00	16,063.60	5,748.40	74	13,760.00
5161	Group Insurance	32,085.00	.00	32,085.00	2,654.55	5,480.62	22,774.66	3,829.72	88	16,150.00
5166	Medicare	2,259.00	.00	2,259.00	169.43	.00	1,687.57	571.43	75	1,390.00
	Personal Services Totals	\$219,959.00	\$0.00	\$219,959.00	\$16,592.04	\$5,480.62	\$163,726.87	\$50,751.51	77%	\$133,110.00
	Supplies									
5201	Office Supplies	600.00	.00	600.00	.00	65.28	585.59	(50.87)	108	400.00
5203	Computer Supplies	200.00	.00	200.00	.00	.00	.00	200.00	0	200.00
	Supplies Totals	\$800.00	\$0.00	\$800.00	\$0.00	\$65.28	\$585.59	\$149.13	81%	\$400.00
	Services									
5311	Utilities	850.00	132.14	982.14	.00	271.19	660.95	50.00	95	650.00
5322	Conference/Reimb	5,000.00	.00	5,000.00	.00	499.05	3,397.99	1,102.96	78	5,000.00
5324	Professional Association Dues	.00	.00	.00	.00	11.39	650.00	(661.39)	+++	1,610.00
5332	Legal Services	30,000.00	1,108.75	31,108.75	95.00	6,043.31	13,722.94	11,342.50	64	20,760.00
5339	Misc Contract Services	5,000.00	.00	5,000.00	.00	.00	330.00	4,670.00	7	5,000.00
5391	Postage	250.00	.00	250.00	5.17	.00	70.40	179.60	28	80.00
5399	Other Miscellaneous Services	1,000.00	.00	1,000.00	.00	1,000.00	700.00	(700.00)	170	430.00
	Services Totals	\$42,100.00	\$1,240.89	\$43,340.89	\$100.17	\$7,824.94	\$19,532.28	\$15,983.67	63%	\$23,550.00
	EXPENSE TOTALS	\$262,859.00	\$1,240.89	\$264,099.89	\$16,692.21	\$13,370.84	\$183,844.74	\$66,884.31	75%	\$157,070.00
Department 522 - Mayor Totals		(\$262,859.00)	(\$1,240.89)	(\$264,099.89)	(\$16,692.21)	(\$13,370.84)	(\$183,844.74)	(\$66,884.31)	75%	(\$157,070.00)

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Departmental Budget-October, 2018

6.a.b

Fiscal Year to Date 10/31/18

Include Rollup Account and Rollup to Account

Account	Account Description	Adopted Budget	Budget Amendments	Amended Budget	Current Month Transactions	YTD Encumbrances	YTD Transactions	Budget - YTD Transactions	% Used/ Rec'd	Prior Year Total
Fund 110 - General Fund										
Department 534 - Civil Service Commission										
EXPENSE										
<i>Personal Services</i>										
5104	Wages-Part time	75,536.00	.00	75,536.00	4,689.83	.00	55,020.18	20,515.82	73	50,901
5151	PERS Contribution	10,575.00	.00	10,575.00	716.39	.00	7,609.71	2,965.29	72	7,081
5166	Medicare	1,095.00	.00	1,095.00	68.00	.00	797.79	297.21	73	731
<i>Personal Services Totals</i>		\$87,206.00	\$0.00	\$87,206.00	\$5,474.22	\$0.00	\$63,427.68	\$23,778.32	73%	\$58,721
<i>Supplies</i>										
5201	Office Supplies	600.00	.00	600.00	.00	350.00	38.75	211.25	65	461
5203	Computer Supplies	400.00	.00	400.00	.00	.00	.00	400.00	0	241
5259	Operating Materials and Supplies	350.00	.00	350.00	.00	.00	207.32	142.68	59	
<i>Supplies Totals</i>		\$1,350.00	\$0.00	\$1,350.00	\$0.00	\$350.00	\$246.07	\$753.93	44%	\$711
<i>Services</i>										
5321	Professional Training	600.00	.00	600.00	.00	.00	.00	600.00	0	
5322	Conference/Reimb	700.00	.00	700.00	.00	.00	.00	700.00	0	
5332	Legal Services	1,000.00	.00	1,000.00	1,188.00	812.00	1,188.00	(1,000.00)	200	191
5336	Medical Services/Physical Exams	8,700.00	9,174.00	17,874.00	1,662.00	1,348.00	12,190.00	4,336.00	76	10,341
5339	Misc Contract Services	11,000.00	.00	11,000.00	1,660.00	40.00	14,221.49	(3,261.49)	130	2,101
5391	Postage	200.00	.00	200.00	.00	.00	.94	199.06	0	51
5395	Printing/Advertising	7,000.00	.00	7,000.00	500.00	.00	1,886.97	5,113.03	27	3,541
5399	Other Miscellaneous Services	500.00	.00	500.00	.00	.00	.00	500.00	0	
<i>Services Totals</i>		\$29,700.00	\$9,174.00	\$38,874.00	\$5,010.00	\$2,200.00	\$29,487.40	\$7,186.60	82%	\$16,231
<i>Capital Purchases</i>										
5631	Furniture and Fixtures	500.00	.00	500.00	.00	.00	.00	500.00	0	
<i>Capital Purchases Totals</i>		\$500.00	\$0.00	\$500.00	\$0.00	\$0.00	\$0.00	\$500.00	0%	\$11
EXPENSE TOTALS		\$118,756.00	\$9,174.00	\$127,930.00	\$10,484.22	\$2,550.00	\$93,161.15	\$32,218.85	75%	\$75,671
Department 534 - Civil Service Commission Totals		(\$118,756.00)	(\$9,174.00)	(\$127,930.00)	(\$10,484.22)	(\$2,550.00)	(\$93,161.15)	(\$32,218.85)	75%	(\$75,674)

Attachment: Departmental Budget-October, 2018 12 14 2018 12 22 55 PM Joni Crawford 4610380F



Departmental Budget-October, 2018

6.a.b

Fiscal Year to Date 10/31/18

Include Rollup Account and Rollup to Account

Account	Account Description	Adopted Budget	Budget Amendments	Amended Budget	Current Month Transactions	YTD Encumbrances	YTD Transactions	Budget - YTD Transactions	% Used/ Rec'd	Prior Year Total
Fund 110 - General Fund										
Department 545 - City Auditor										
	EXPENSE									
	Personal Services									
5101	Salary-Elected Officials/Director	81,548.00	.00	81,548.00	6,398.32	.00	71,578.52	9,969.48	88	81,481.00
5102	Wages-Staff	138,742.00	.00	138,742.00	11,566.58	.00	112,878.25	25,863.75	81	130,371.00
5104	Wages-Part time	35,947.00	.00	35,947.00	2,622.71	.00	34,456.88	1,490.12	96	32,781.00
5105	Overtime	2,000.00	.00	2,000.00	.00	.00	224.66	1,775.34	11	3,431.00
5106	Longevity	1,100.00	.00	1,100.00	.00	.00	.00	1,100.00	0	1,051.00
5109	HSA Employer Funding	16,000.00	.00	16,000.00	.00	.00	8,000.00	8,000.00	50	15,661.00
5151	PERS Contribution	36,307.00	.00	36,307.00	2,805.72	.00	28,792.05	7,514.95	79	34,291.00
5161	Group Insurance	64,552.00	.00	64,552.00	1,434.34	3,194.36	18,382.38	42,975.26	33	64,081.00
5166	Medicare	3,759.00	.00	3,759.00	275.67	.00	3,064.08	694.92	82	3,431.00
	Personal Services Totals	\$379,955.00	\$0.00	\$379,955.00	\$25,103.34	\$3,194.36	\$277,376.82	\$99,383.82	74%	\$363,201.00
	Supplies									
5201	Office Supplies	3,000.00	.00	3,000.00	95.82	908.19	291.81	1,800.00	40	1,311.00
5203	Computer Supplies	3,500.00	224.09	3,724.09	.00	900.18	823.91	2,000.00	46	3,911.00
	Supplies Totals	\$6,500.00	\$224.09	\$6,724.09	\$95.82	\$1,808.37	\$1,115.72	\$3,800.00	43%	\$1,711.00
	Services									
5321	Professional Training	2,450.00	.00	2,450.00	325.00	575.00	873.00	1,002.00	59	401.00
5322	Conference/Reimb	3,800.00	.00	3,800.00	1,443.85	1,219.09	2,881.78	(300.87)	108	2,181.00
5324	Professional Association Dues	1,000.00	.00	1,000.00	.00	262.00	635.00	103.00	90	591.00
5333	Outside Professional Services	38,000.00	.00	38,000.00	.00	2,429.00	35,571.00	.00	100	38,331.00
5339	Misc Contract Services	23,300.00	.00	23,300.00	.00	22,224.50	3,175.50	(2,100.00)	109	13,611.00
5362	Equipment Maintenance	1,200.00	.00	1,200.00	49.50	251.98	943.02	5.00	100	1,451.00
5391	Postage	1,800.00	.00	1,800.00	163.30	.00	1,441.38	358.62	80	1,491.00
5395	Printing/Advertising	3,000.00	.00	3,000.00	.00	377.53	1,678.66	943.81	69	1,221.00
5399	Other Miscellaneous Services	11,000.00	.00	11,000.00	464.10	23.75	6,022.86	4,953.39	55	11,411.00
	Services Totals	\$85,550.00	\$0.00	\$85,550.00	\$2,445.75	\$27,362.85	\$53,222.20	\$4,964.95	94%	\$70,721.00
	EXPENSE TOTALS	\$472,005.00	\$224.09	\$472,229.09	\$27,644.91	\$32,365.58	\$331,714.74	\$108,148.77	77%	\$435,641.00
Department 545 - City Auditor Totals		(\$472,005.00)	(\$224.09)	(\$472,229.09)	(\$27,644.91)	(\$32,365.58)	(\$331,714.74)	(\$108,148.77)	77%	(\$435,641.00)

Attachment: Departmental Budget-October, 2018 12 14 2018 12 22 55 PM Joni Crawford 4610380F



Departmental Budget-October, 2018

6.a.b

Fiscal Year to Date 10/31/18

Include Rollup Account and Rollup to Account

Account	Account Description	Adopted Budget	Budget Amendments	Amended Budget	Current Month Transactions	YTD Encumbrances	YTD Transactions	Budget - YTD Transactions	% Used/ Rec'd	Prior Year Total
Fund 110 - General Fund										
Department 554 - City Attorney										
	EXPENSE									
	Personal Services									
5101	Salary-Elected Officials/Director	97,803.00	.00	97,803.00	7,523.24	.00	82,755.64	15,047.36	85	97,803.00
5102	Wages-Staff	186,445.00	.00	186,445.00	14,342.02	.00	157,081.32	29,363.68	84	182,500.00
5104	Wages-Part time	84,624.00	.00	84,624.00	6,509.60	.00	71,510.70	13,113.30	85	82,910.00
5106	Longevity	500.00	.00	500.00	.00	.00	.00	500.00	0	500.00
5109	HSA Employer Funding	18,000.00	.00	18,000.00	.00	.00	18,000.00	.00	100	18,000.00
5151	PERS Contribution	51,712.00	.00	51,712.00	3,972.52	.00	43,503.94	8,208.06	84	50,880.00
5161	Group Insurance	71,874.00	.00	71,874.00	5,977.50	12,211.11	60,036.16	(373.27)	101	72,530.00
5166	Medicare	5,356.00	.00	5,356.00	397.83	.00	4,372.01	983.99	82	5,100.00
	Personal Services Totals	\$516,314.00	\$0.00	\$516,314.00	\$38,722.71	\$12,211.11	\$437,259.77	\$66,843.12	87%	\$510,240.00
	Supplies									
5201	Office Supplies	1,500.00	.00	1,500.00	.00	597.97	1,061.03	(159.00)	111	1,620.00
5203	Computer Supplies	400.00	.00	400.00	.00	.00	.00	400.00	0	400.00
5205	Small Tools/Minor Equipment	500.00	.00	500.00	.00	.00	430.00	70.00	86	500.00
	Supplies Totals	\$2,400.00	\$0.00	\$2,400.00	\$0.00	\$597.97	\$1,491.03	\$311.00	87%	\$1,620.00
	Services									
5321	Professional Training	2,500.00	.00	2,500.00	.00	.00	750.00	1,750.00	30	1,490.00
5322	Conference/Reimb	250.00	.00	250.00	.00	.00	.00	250.00	0	250.00
5323	Publications	6,500.00	380.80	6,880.80	399.84	1,795.52	4,753.18	332.10	95	6,030.00
5324	Professional Association Dues	1,500.00	.00	1,500.00	.00	50.00	1,232.00	218.00	85	1,920.00
5332	Legal Services	40,000.00	.00	40,000.00	.00	1,056.00	3,344.00	35,600.00	11	17,990.00
5333	Outside Professional Services	14,500.00	.00	14,500.00	416.67	1,883.97	13,250.03	(634.00)	104	15,280.00
5337	Public Defender	5,000.00	514.20	5,514.20	459.90	991.30	2,822.90	1,700.00	69	3,150.00
5339	Misc Contract Services	14,100.00	.00	14,100.00	.00	5.00	2,910.00	11,185.00	21	2,660.00
5341	Court Costs and Fees	300.00	.00	300.00	.00	.00	.00	300.00	0	300.00
5366	Computer Maintenance	250.00	.00	250.00	.00	.00	.00	250.00	0	250.00
5391	Postage	500.00	.00	500.00	44.03	.00	366.57	133.43	73	490.00
5399	Other Miscellaneous Services	2,500.00	.00	2,500.00	544.46	866.63	1,633.37	.00	100	2,000.00
	Services Totals	\$87,900.00	\$895.00	\$88,795.00	\$1,864.90	\$6,648.42	\$31,062.05	\$51,084.53	42%	\$51,040.00
	EXPENSE TOTALS	\$606,614.00	\$895.00	\$607,509.00	\$40,587.61	\$19,457.50	\$469,812.85	\$118,238.65	81%	\$562,910.00
Department 554 - City Attorney Totals		(\$606,614.00)	(\$895.00)	(\$607,509.00)	(\$40,587.61)	(\$19,457.50)	(\$469,812.85)	(\$118,238.65)	81%	(\$562,910.00)

Attachment: Departmental Budget-October, 2018 12 14 2018 12 22 55 PM Joni Crawford 4610380F



Departmental Budget-October, 2018

6.a.b

Fiscal Year to Date 10/31/18

Include Rollup Account and Rollup to Account

Account	Account Description	Adopted Budget	Budget Amendments	Amended Budget	Current Month Transactions	YTD Encumbrances	YTD Transactions	Budget - YTD Transactions	% Used/ Rec'd	Prior Year Total
Fund 110 - General Fund										
Department 571 - City Council										
EXPENSE										
<i>Personal Services</i>										
5101	Salary-Elected Officials/Director	60,902.00	.00	60,902.00	5,179.83	.00	51,798.30	9,103.70	85	60,891.00
5102	Wages-Staff	87,950.00	.00	87,950.00	4,886.60	.00	59,894.89	28,055.11	68	76,460.00
5104	Wages-Part time	.00	.00	.00	1,680.00	.00	5,880.00	(5,880.00)	+++	6,490.00
5109	HSA Employer Funding	4,000.00	.00	4,000.00	.00	.00	4,000.00	.00	100	6,000.00
5151	PERS Contribution	20,664.00	.00	20,664.00	1,644.50	.00	16,432.70	4,231.30	80	19,940.00
5161	Group Insurance	16,398.00	.00	16,398.00	1,355.55	2,926.71	13,661.42	(190.13)	101	19,210.00
5166	Medicare	2,159.00	.00	2,159.00	165.13	.00	1,647.71	511.29	76	2,010.00
<i>Personal Services Totals</i>		\$192,073.00	\$0.00	\$192,073.00	\$14,911.61	\$2,926.71	\$153,315.02	\$35,831.27	81%	\$191,020.00
<i>Supplies</i>										
5201	Office Supplies	1,200.00	24.00	1,224.00	140.47	57.57	962.82	203.61	83	700.00
5203	Computer Supplies	500.00	.00	500.00	.00	.00	.00	500.00	0	700.00
<i>Supplies Totals</i>		\$1,700.00	\$24.00	\$1,724.00	\$140.47	\$57.57	\$962.82	\$703.61	59%	\$700.00
<i>Services</i>										
5321	Professional Training	1,000.00	.00	1,000.00	.00	.00	1,065.00	(65.00)	106	390.00
5322	Conference/Reimb	1,800.00	.00	1,800.00	161.32	110.00	635.11	1,054.89	41	1,220.00
5323	Publications	100.00	.00	100.00	.00	.00	.00	100.00	0	460.00
5324	Professional Association Dues	500.00	.00	500.00	.00	.00	110.00	390.00	22	460.00
5325	Educational Assistance	5,500.00	.00	5,500.00	.00	.00	2,779.51	2,720.49	51	2,750.00
5339	Misc Contract Services	40,000.00	40.95	40,040.95	.00	1,825.05	34,502.72	3,713.18	91	15,360.00
5391	Postage	300.00	.00	300.00	4.70	.00	103.71	196.29	35	110.00
5395	Printing/Advertising	8,500.00	111.93	8,611.93	160.86	1,333.16	1,278.77	6,000.00	30	4,030.00
5399	Other Miscellaneous Services	6,000.00	.00	6,000.00	.00	.00	108.00	5,892.00	2	130.00
<i>Services Totals</i>		\$63,700.00	\$152.88	\$63,852.88	\$326.88	\$3,268.21	\$40,582.82	\$20,001.85	69%	\$24,490.00
<i>Capital Purchases</i>										
5631	Furniture and Fixtures	.00	.00	.00	.00	.00	250.00	(250.00)	+++	\$0.00
5639	Other Equipment	3,000.00	.00	3,000.00	.00	.00	.00	3,000.00	0	\$0.00
<i>Capital Purchases Totals</i>		\$3,000.00	\$0.00	\$3,000.00	\$0.00	\$0.00	\$250.00	\$2,750.00	8%	\$0.00
EXPENSE TOTALS		\$260,473.00	\$176.88	\$260,649.88	\$15,378.96	\$6,252.49	\$195,110.66	\$59,286.73	77%	\$216,220.00
Department 571 - City Council Totals		(\$260,473.00)	(\$176.88)	(\$260,649.88)	(\$15,378.96)	(\$6,252.49)	(\$195,110.66)	(\$59,286.73)	77%	(\$216,220.00)



Departmental Budget-October, 2018

6.a.b

Fiscal Year to Date 10/31/18

Include Rollup Account and Rollup to Account

Account	Account Description	Adopted Budget	Budget Amendments	Amended Budget	Current Month Transactions	YTD Encumbrances	YTD Transactions	Budget - YTD Transactions	% Used/ Rec'd	Prior Year Total
Fund 110 - General Fund										
Department 580 - Development Department										
EXPENSE										
<i>Personal Services</i>										
5101	Salary-Elected Officials/Director	85,399.00	.00	85,399.00	6,538.40	.00	62,103.00	23,296.00	73	77,270.00
5102	Wages-Staff	89,906.00	.00	89,906.00	8,615.40	.00	69,914.56	19,991.44	78	80,700.00
5109	HSA Employer Funding	6,000.00	.00	6,000.00	.00	.00	8,333.34	(2,333.34)	139	8,000.00
5151	PERS Contribution	24,368.00	.00	24,368.00	2,121.54	.00	17,317.92	7,050.08	71	22,500.00
5161	Group Insurance	23,642.00	.00	23,642.00	3,253.23	6,524.07	24,772.11	(7,654.18)	132	26,790.00
5166	Medicare	2,542.00	.00	2,542.00	212.54	.00	1,854.46	687.54	73	2,240.00
<i>Personal Services Totals</i>		\$231,857.00	\$0.00	\$231,857.00	\$20,741.11	\$6,524.07	\$184,295.39	\$41,037.54	82%	\$217,530.00
<i>Supplies</i>										
5201	Office Supplies	3,500.00	.00	3,500.00	1,114.79	401.00	2,644.02	454.98	87	920.00
5203	Computer Supplies	250.00	.00	250.00	.00	250.00	.00	.00	100	110.00
<i>Supplies Totals</i>		\$3,750.00	\$0.00	\$3,750.00	\$1,114.79	\$651.00	\$2,644.02	\$454.98	88%	\$1,040.00
<i>Services</i>										
5301	Boards/Commissions	3,500.00	.00	3,500.00	192.49	735.41	814.59	1,950.00	44	410.00
5311	Utilities	1,750.00	202.22	1,952.22	.00	598.08	1,011.31	342.83	82	1,000.00
5321	Professional Training	2,500.00	.00	2,500.00	.00	.00	.00	2,500.00	0	410.00
5322	Conference/Reimb	10,000.00	25.00	10,025.00	.00	3,248.76	2,652.11	4,124.13	59	2,590.00
5323	Publications	150.00	.00	150.00	.00	.00	.00	150.00	0	520.00
5324	Professional Association Dues	2,500.00	.00	2,500.00	.00	.00	1,135.00	1,365.00	45	2,170.00
5325	Educational Assistance	.00	.00	.00	.00	2,750.00	.00	(2,750.00)	+++	
5331	Engineering/Architecture	.00	.00	.00	587.48	1,000.02	1,999.98	(3,000.00)	+++	
5332	Legal Services	5,000.00	.00	5,000.00	.00	14,900.00	.00	(9,900.00)	298	
5339	Misc Contract Services	160,000.00	124,237.89	284,237.89	25,462.50	38,339.71	165,133.43	80,764.75	72	13,560.00
5391	Postage	750.00	.00	750.00	13.95	.00	216.03	533.97	29	790.00
5399	Other Miscellaneous Services	1,000.00	.00	1,000.00	.00	.00	972.50	27.50	97	300.00
<i>Services Totals</i>		\$187,150.00	\$124,465.11	\$311,615.11	\$26,256.42	\$61,571.98	\$173,934.95	\$76,108.18	76%	\$21,520.00
EXPENSE TOTALS		\$422,757.00	\$124,465.11	\$547,222.11	\$48,112.32	\$68,747.05	\$360,874.36	\$117,600.70	79%	\$240,090.00
Department 580 - Development Department Totals		(\$422,757.00)	(\$124,465.11)	(\$547,222.11)	(\$48,112.32)	(\$68,747.05)	(\$360,874.36)	(\$117,600.70)	79%	(\$240,090.00)

Attachment: Departmental Budget-October, 2018 12 14 2018 12 22 55 PM Joni Crawford 4610380F



Departmental Budget-October, 2018

6.a.b

Fiscal Year to Date 10/31/18

Include Rollup Account and Rollup to Account

Account	Account Description	Adopted Budget	Budget Amendments	Amended Budget	Current Month Transactions	YTD Encumbrances	YTD Transactions	Budget - YTD Transactions	% Used/ Rec'd	Prior Year Total
Fund 110 - General Fund										
Department 582 - Human Resources Department										
	EXPENSE									
	Personal Services									
5101	Salary-Elected Officials/Director	83,350.00	.00	83,350.00	6,411.60	.00	70,317.77	13,032.23	84	77,780.00
5106	Longevity	450.00	.00	450.00	.00	.00	450.00	.00	100	450.00
5109	HSA Employer Funding	2,000.00	.00	2,000.00	.00	.00	2,000.00	.00	100	2,000.00
5151	PERS Contribution	11,732.00	.00	11,732.00	897.62	.00	9,848.71	1,883.29	84	10,840.00
5161	Group Insurance	6,752.00	.00	6,752.00	612.08	1,297.98	6,188.79	(734.77)	111	7,370.00
5166	Medicare	1,215.00	.00	1,215.00	91.61	.00	1,011.18	203.82	83	1,110.00
	Personal Services Totals	\$105,499.00	\$0.00	\$105,499.00	\$8,012.91	\$1,297.98	\$89,816.45	\$14,384.57	86%	\$99,560.00
	Supplies									
5201	Office Supplies	800.00	.00	800.00	239.92	197.15	454.85	148.00	82	440.00
5203	Computer Supplies	200.00	74.99	274.99	.00	.00	74.99	200.00	27	220.00
5208	OSHA Supplies	12,000.00	1,176.08	13,176.08	1,167.45	1,288.88	10,722.11	1,165.09	91	9,520.00
	Supplies Totals	\$13,000.00	\$1,251.07	\$14,251.07	\$1,407.37	\$1,486.03	\$11,251.95	\$1,513.09	89%	\$10,190.00
	Services									
5321	Professional Training	1,000.00	.00	1,000.00	.00	.00	590.00	410.00	59	980.00
5322	Conference/Reimb	500.00	.00	500.00	.00	.00	175.00	325.00	35	120.00
5323	Publications	400.00	.00	400.00	.00	.00	279.80	120.20	70	330.00
5324	Professional Association Dues	450.00	.00	450.00	.00	.00	794.00	(344.00)	176	390.00
5336	Medical Services/Physical Exams	3,000.00	116.00	3,116.00	.00	540.36	2,033.34	542.30	83	1,910.00
5339	Misc Contract Services	5,000.00	.00	5,000.00	106.90	159.65	2,381.85	2,458.50	51	1,540.00
5391	Postage	200.00	.00	200.00	15.35	.00	121.77	78.23	61	70.00
5399	Other Miscellaneous Services	18,000.00	2,250.29	20,250.29	1,008.00	3,548.43	19,602.51	(2,900.65)	114	18,550.00
	Services Totals	\$28,550.00	\$2,366.29	\$30,916.29	\$1,130.25	\$4,248.44	\$25,978.27	\$689.58	98%	\$23,920.00
	EXPENSE TOTALS	\$147,049.00	\$3,617.36	\$150,666.36	\$10,550.53	\$7,032.45	\$127,046.67	\$16,587.24	89%	\$133,680.00
Department 582 - Human Resources Department Totals		(\$147,049.00)	(\$3,617.36)	(\$150,666.36)	(\$10,550.53)	(\$7,032.45)	(\$127,046.67)	(\$16,587.24)	89%	(\$133,680.00)

Attachment: Departmental Budget-October, 2018 12 14 2018 12 22 55 PM Joni Crawford 4610380F



Departmental Budget-October, 2018

6.a.b

Fiscal Year to Date 10/31/18

Include Rollup Account and Rollup to Account

Account	Account Description	Adopted Budget	Budget Amendments	Amended Budget	Current Month Transactions	YTD Encumbrances	YTD Transactions	Budget - YTD Transactions	% Used/ Rec'd	Prior Year Total
Fund 110 - General Fund										
Department 584 - Computer Department										
EXPENSE										
<i>Personal Services</i>										
5102	Wages-Staff	.00	.00	.00	.00	.00	.00	.00	+++	55,531.00
5105	Overtime	.00	.00	.00	.00	.00	.00	.00	+++	2,169.00
5109	HSA Employer Funding	.00	.00	.00	.00	.00	.00	.00	+++	5,030.00
5151	PERS Contribution	.00	.00	.00	.00	.00	.00	.00	+++	8,771.00
5161	Group Insurance	.00	.00	.00	.00	.00	.00	.00	+++	13,690.00
5166	Medicare	.00	.00	.00	.00	.00	.00	.00	+++	81.00
<i>Personal Services Totals</i>		\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	+++	\$86,011.00
<i>Supplies</i>										
5201	Office Supplies	500.00	.00	500.00	99.00	500.00	99.00	(99.00)	120	
5203	Computer Supplies	12,500.00	3,247.77	15,747.77	2,146.33	730.47	13,921.24	1,096.06	93	1,640.00
<i>Supplies Totals</i>		\$13,000.00	\$3,247.77	\$16,247.77	\$2,245.33	\$1,230.47	\$14,020.24	\$997.06	94%	\$1,640.00
<i>Services</i>										
5311	Utilities	800.00	.00	800.00	.00	.00	.00	800.00	0	97.00
5339	Misc Contract Services	159,500.00	15.00	159,515.00	39,200.00	5,105.00	154,090.00	320.00	100	121,080.00
5366	Computer Maintenance	204,100.00	300.00	204,400.00	6,679.82	25,466.79	143,777.52	35,155.69	83	154,170.00
5391	Postage	.00	.00	.00	.00	.00	.00	.00	+++	3.00
<i>Services Totals</i>		\$364,400.00	\$315.00	\$364,715.00	\$45,879.82	\$30,571.79	\$297,867.52	\$36,275.69	90%	\$276,260.00
<i>Capital Purchases</i>										
5631	Furniture and Fixtures	2,500.00	.00	2,500.00	.00	.00	19,587.49	(17,087.49)	783	
5639	Other Equipment	121,500.00	.00	121,500.00	2,232.26	11,324.34	88,474.19	21,701.47	82	69,630.00
<i>Capital Purchases Totals</i>		\$124,000.00	\$0.00	\$124,000.00	\$2,232.26	\$11,324.34	\$108,061.68	\$4,613.98	96%	\$69,630.00
EXPENSE TOTALS		\$501,400.00	\$3,562.77	\$504,962.77	\$50,357.41	\$43,126.60	\$419,949.44	\$41,886.73	92%	\$433,560.00
Department 584 - Computer Department Totals		(\$501,400.00)	(\$3,562.77)	(\$504,962.77)	(\$50,357.41)	(\$43,126.60)	(\$419,949.44)	(\$41,886.73)	92%	(\$433,560.00)



Departmental Budget-October, 2018

6.a.b

Fiscal Year to Date 10/31/18

Include Rollup Account and Rollup to Account

Account	Account Description	Adopted Budget	Budget Amendments	Amended Budget	Current Month Transactions	YTD Encumbrances	YTD Transactions	Budget - YTD Transactions	% Used/ Rec'd	Prior Year Total
Fund 110 - General Fund										
Department 593 - Clerk of Courts										
	EXPENSE									
	Personal Services									
5101	Salary-Elected Officials/Director	69,369.00	.00	69,369.00	5,143.80	.00	57,756.89	11,612.11	83	67,371.00
5102	Wages-Staff	82,158.00	.00	82,158.00	6,127.80	.00	68,455.25	13,702.75	83	76,771.00
5104	Wages-Part time	25,113.00	.00	25,113.00	1,931.80	.00	17,563.13	7,549.87	70	23,451.00
5106	Longevity	950.00	.00	950.00	.00	.00	450.00	500.00	47	450.00
5109	HSA Employer Funding	8,000.00	.00	8,000.00	.00	.00	8,000.00	.00	100	8,000.00
5151	PERS Contribution	24,163.00	.00	24,163.00	1,844.00	.00	20,025.05	4,137.95	83	22,761.00
5161	Group Insurance	32,723.00	.00	32,723.00	2,854.61	6,081.06	28,717.25	(2,075.31)	106	34,211.00
5166	Medicare	2,575.00	.00	2,575.00	186.03	.00	2,049.62	525.38	80	2,361.00
	Personal Services Totals	\$245,051.00	\$0.00	\$245,051.00	\$18,088.04	\$6,081.06	\$203,017.19	\$35,952.75	85%	\$235,391.00
	Supplies									
5201	Office Supplies	4,500.00	485.62	4,985.62	136.95	1,950.63	1,767.82	1,267.17	75	2,091.00
	Supplies Totals	\$4,500.00	\$485.62	\$4,985.62	\$136.95	\$1,950.63	\$1,767.82	\$1,267.17	75%	\$2,091.00
	Services									
5321	Professional Training	500.00	.00	500.00	.00	.00	.00	500.00	0	
5322	Conference/Reimb	250.00	.00	250.00	.00	.00	.00	250.00	0	
5323	Publications	450.00	.00	450.00	14.00	382.00	68.00	.00	100	440.00
5324	Professional Association Dues	350.00	.00	350.00	.00	.00	.00	350.00	0	221.00
5332	Legal Services	56,000.00	5,000.00	61,000.00	5,000.00	18,000.00	44,000.00	(1,000.00)	102	55,000.00
5339	Misc Contract Services	1,000.00	.00	1,000.00	40.00	1,068.00	432.00	(500.00)	150	1,030.00
5344	Witness Fees	250.00	.00	250.00	.00	.00	162.00	88.00	65	120.00
5362	Equipment Maintenance	1,000.00	.00	1,000.00	.00	.00	.00	1,000.00	0	
5377	Municipal Court	20,000.00	.00	20,000.00	.00	8,468.00	6,532.00	5,000.00	75	4,811.00
5391	Postage	1,800.00	.00	1,800.00	87.84	.00	844.21	955.79	47	1,171.00
5393	L.E.A.D.S Terminal	600.00	.00	600.00	.00	.00	600.00	.00	100	
5399	Other Miscellaneous Services	2,400.00	45.00	2,445.00	45.00	1,995.00	450.00	.00	100	640.00
	Services Totals	\$84,600.00	\$5,045.00	\$89,645.00	\$5,186.84	\$29,913.00	\$53,088.21	\$6,643.79	93%	\$63,451.00
	EXPENSE TOTALS	\$334,151.00	\$5,530.62	\$339,681.62	\$23,411.83	\$37,944.69	\$257,873.22	\$43,863.71	87%	\$300,941.00
Department 593 - Clerk of Courts Totals		(\$334,151.00)	(\$5,530.62)	(\$339,681.62)	(\$23,411.83)	(\$37,944.69)	(\$257,873.22)	(\$43,863.71)	87%	(\$300,942.00)

Attachment: Departmental Budget-October, 2018 12 14 2018 12 22 55 PM Joni Crawford 4610380F



Departmental Budget-October, 2018

6.a.b

Fiscal Year to Date 10/31/18

Include Rollup Account and Rollup to Account

Account	Account Description	Adopted Budget	Budget Amendments	Amended Budget	Current Month Transactions	YTD Encumbrances	YTD Transactions	Budget - YTD Transactions	% Used/ Rec'd	Prior Year Total
Fund 110 - General Fund										
Department 595 - General and Administrative										
EXPENSE										
<i>Personal Services</i>										
5164	Workers Compensation	253,786.00	.00	253,786.00	.00	.00	237,394.10	16,391.90	94	205,671.00
5165	Unemployment Compensation	25,000.00	.00	25,000.00	.00	6,408.00	8,592.00	10,000.00	60	15,000.00
<i>Personal Services Totals</i>		\$278,786.00	\$0.00	\$278,786.00	\$0.00	\$6,408.00	\$245,986.10	\$26,391.90	91%	\$220,671.00
<i>Supplies</i>										
5202	Photo Copy Supplies	3,500.00	.00	3,500.00	346.40	545.30	2,154.70	800.00	77	2,991.00
<i>Supplies Totals</i>		\$3,500.00	\$0.00	\$3,500.00	\$346.40	\$545.30	\$2,154.70	\$800.00	77%	\$2,991.00
<i>Services</i>										
5301	Boards/Commissions	14,000.00	1,221.84	15,221.84	1,272.40	2,408.75	11,313.09	1,500.00	90	6,831.00
5311	Utilities	175,000.00	16,078.01	191,078.01	7,877.35	57,170.20	123,159.67	10,748.14	94	122,151.00
5324	Professional Association Dues	24,000.00	.00	24,000.00	.00	.00	24,951.24	(951.24)	104	23,781.00
5351	Liability Insurance Deductible	185,000.00	.00	185,000.00	.00	.00	113,736.96	71,263.04	61	117,501.00
5352	Motor Vehicle Insurance	50,000.00	.00	50,000.00	.00	.00	28,699.00	21,301.00	57	28,061.00
5353	Employee Fidelity Bond	2,000.00	.00	2,000.00	.00	.00	1,172.00	828.00	59	1,172.00
5361	Building Repair/Maintenance	65,000.00	15,849.00	80,849.00	187.00	12,227.95	32,374.05	36,247.00	55	82,151.00
5362	Equipment Maintenance	2,500.00	.00	2,500.00	.00	1,994.31	5.69	500.00	80	6.00
5371	Election Expense	60,000.00	.00	60,000.00	.00	.00	35,082.53	24,917.47	58	1,701.00
5372	Delinquent Tax Advertising	1,000.00	.00	1,000.00	.00	.00	2.20	997.80	0	5.00
5373	Auditor/Treasurer Fees	8,000.00	.00	8,000.00	.00	.00	4,364.47	3,635.53	55	4,321.00
5391	Postage	8,500.00	.00	8,500.00	(1,349.35)	3,923.02	958.68	3,618.30	57	2,441.00
5394	Taxes/Assessments-City Property	45,000.00	.00	45,000.00	.00	14,793.97	30,206.03	.00	100	11,251.00
5399	Other Miscellaneous Services	10,000.00	.00	10,000.00	.00	.00	1,200.00	8,800.00	12	361.00
<i>Services Totals</i>		\$650,000.00	\$33,148.85	\$683,148.85	\$7,987.40	\$92,518.20	\$407,225.61	\$183,405.04	73%	\$401,881.00
<i>Capital Purchases</i>										
5611	Buildings	278,000.00	9,000.00	287,000.00	992.00	235,580.00	47,410.95	4,009.05	99	12,091.00
5639	Other Equipment	13,000.00	.00	13,000.00	1,029.71	2,768.38	10,231.62	.00	100	12,091.00
<i>Capital Purchases Totals</i>		\$291,000.00	\$9,000.00	\$300,000.00	\$2,021.71	\$238,348.38	\$57,642.57	\$4,009.05	99%	\$12,091.00
EXPENSE TOTALS		\$1,223,286.00	\$42,148.85	\$1,265,434.85	\$10,355.51	\$337,819.88	\$713,008.98	\$214,605.99	83%	\$637,651.00
Department 595 - General and Administrative Totals		(\$1,223,286.00)	(\$42,148.85)	(\$1,265,434.85)	(\$10,355.51)	(\$337,819.88)	(\$713,008.98)	(\$214,605.99)	83%	(\$637,651.00)

Attachment: Departmental Budget-October, 2018 12_14_2018 12_22_55 PM Joni Crawford 4610380F



Departmental Budget-October, 2018

6.a.b

Fiscal Year to Date 10/31/18

Include Rollup Account and Rollup to Account

Account	Account Description	Adopted Budget	Budget Amendments	Amended Budget	Current Month Transactions	YTD Encumbrances	YTD Transactions	Budget - YTD Transactions	% Used/ Rec'd	Prior Year T
Fund	110 - General Fund									
Department	810 - Public Health and Welfare									
	EXPENSE									
	Services									
5376	County Health Services	302,552.00	.00	302,552.00	.00	.00	302,551.20	.80	100	285,499
	Services Totals	\$302,552.00	\$0.00	\$302,552.00	\$0.00	\$0.00	\$302,551.20	\$0.80	100%	\$285,499
	EXPENSE TOTALS	\$302,552.00	\$0.00	\$302,552.00	\$0.00	\$0.00	\$302,551.20	\$0.80	100%	\$285,499
Department	810 - Public Health and Welfare Totals	(\$302,552.00)	\$0.00	(\$302,552.00)	\$0.00	\$0.00	(\$302,551.20)	(\$0.80)	100%	(\$285,499)
Fund	110 - General Fund Totals	\$20,047,511.00	\$697,242.39	\$20,744,753.39	\$1,123,875.49	\$1,643,422.20	\$15,109,363.63	\$3,991,967.56		\$15,901,488

Attachment: Departmental Budget-October, 2018 12_14_2018 12_22_55 PM Joni Crawford 4610380F



Departmental Budget-October, 2018

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Fiscal Year to Date 10/31/18

Include Rollup Account and Rollup to Account

Account	Account Description	Adopted Budget	Budget Amendments	Amended Budget	Current Month Transactions	YTD Encumbrances	YTD Transactions	Budget - YTD Transactions	% Used/ Rec'd	Prior Year T
Fund 220 - Income Tax Fund										
Department 000 - General										
	EXPENSE									
	Transfers/Other									
5000	Contingency Reserve	.00	.00	.00	.00	2,776,772.89	.00	(2,776,772.89)	+++	
	Transfers/Other Totals	\$0.00	\$0.00	\$0.00	\$0.00	\$2,776,772.89	\$0.00	(\$2,776,772.89)	+++	\$0.00
	EXPENSE TOTALS	\$0.00	\$0.00	\$0.00	\$0.00	\$2,776,772.89	\$0.00	(\$2,776,772.89)	+++	\$0.00
Department 000 - General	Totals	\$0.00	\$0.00	\$0.00	\$0.00	(\$2,776,772.89)	\$0.00	\$2,776,772.89	+++	\$0.00

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Departmental Budget-October, 2018

6.a.b

Fiscal Year to Date 10/31/18

Include Rollup Account and Rollup to Account

Account	Account Description	Adopted Budget	Budget Amendments	Amended Budget	Current Month Transactions	YTD Encumbrances	YTD Transactions	Budget - YTD Transactions	% Used/ Rec'd	Prior Year Total
Fund 220 - Income Tax Fund										
Department 564 - Income Tax Division										
	EXPENSE									
	Personal Services									
5101	Salary-Elected Officials/Director	65,647.00	.00	65,647.00	4,007.42	.00	51,734.24	13,912.76	79	61,261.00
5106	Longevity	600.00	.00	600.00	.00	.00	.00	600.00	0	600.00
5109	HSA Employer Funding	2,000.00	.00	2,000.00	.00	.00	2,000.00	.00	100	2,000.00
5151	PERS Contribution	9,275.00	.00	9,275.00	614.46	.00	7,342.52	1,932.48	79	8,631.00
5161	Group Insurance	7,118.00	.00	7,118.00	600.32	1,370.22	6,061.21	(313.43)	104	7,241.00
5164	Workers Compensation	2,222.00	.00	2,222.00	.00	.00	2,222.00	.00	100	2,071.00
	Personal Services Totals	\$86,862.00	\$0.00	\$86,862.00	\$5,222.20	\$1,370.22	\$69,359.97	\$16,131.81	81%	\$81,821.00
	Supplies									
5201	Office Supplies	250.00	.00	250.00	.00	221.96	28.04	.00	100	331.00
5203	Computer Supplies	350.00	.00	350.00	.00	248.26	101.74	.00	100	241.00
	Supplies Totals	\$600.00	\$0.00	\$600.00	\$0.00	\$470.22	\$129.78	\$0.00	100%	\$572.00
	Services									
5322	Conference/Reimb	700.00	.00	700.00	.00	203.75	478.03	18.22	97	491.00
5323	Publications	200.00	.00	200.00	.00	200.00	.00	.00	100	141.00
5324	Professional Association Dues	25.00	.00	25.00	.00	.00	.00	25.00	0	21.00
5339	Misc Contract Services	75,000.00	.00	75,000.00	.00	.00	.00	75,000.00	0	75,000.00
5353	Employee Fidelity Bond	75.00	.00	75.00	.00	.00	75.00	.00	100	71.00
5362	Equipment Maintenance	300.00	.00	300.00	16.50	83.99	166.01	50.00	83	191.00
5373	Auditor/Treasurer Fees	1,500.00	.00	1,500.00	.09	.00	613.27	886.73	41	591.00
5379	Other Governmental Billings	7,500.00	.00	7,500.00	488.07	.00	5,515.54	1,984.46	74	5,091.00
5391	Postage	1,000.00	.00	1,000.00	14.80	.00	132.94	867.06	13	801.00
	Services Totals	\$86,300.00	\$0.00	\$86,300.00	\$519.46	\$487.74	\$6,980.79	\$78,831.47	9%	\$6,711.00
	Transfers/Other									
5519	Miscellaneous Costs	6,000.00	.00	6,000.00	(1,299.39)	.00	139.41	5,860.59	2	6,661.00
5529	Miscellaneous Distributions	750,000.00	.00	750,000.00	65,060.04	.00	311,404.32	438,595.68	42	366,661.00
5530	Enterprise Zone Payment	1,000,000.00	.00	1,000,000.00	19.17	350,000.00	233,560.30	416,439.70	58	()
	Transfers/Other Totals	\$1,756,000.00	\$0.00	\$1,756,000.00	\$63,779.82	\$350,000.00	\$545,104.03	\$860,895.97	51%	\$373,321.00
	Capital Purchases									
5639	Other Equipment	3,000.00	.00	3,000.00	.00	3,000.00	.00	.00	100	3,000.00
	Capital Purchases Totals	\$3,000.00	\$0.00	\$3,000.00	\$0.00	\$3,000.00	\$0.00	\$0.00	100%	\$3,000.00
	EXPENSE TOTALS	\$1,932,762.00	\$0.00	\$1,932,762.00	\$69,521.48	\$355,328.18	\$621,574.57	\$955,859.25	51%	\$462,441.00
Department 564 - Income Tax Division Totals		(\$1,932,762.00)	\$0.00	(\$1,932,762.00)	(\$69,521.48)	(\$355,328.18)	(\$621,574.57)	(\$955,859.25)	51%	(\$462,441.00)
Fund 220 - Income Tax Fund Totals		\$1,932,762.00	\$0.00	\$1,932,762.00	\$69,521.48	\$3,132,101.07	\$621,574.57	(\$1,820,913.64)		\$462,441.00



Departmental Budget-October, 2018

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Fiscal Year to Date 10/31/18

Include Rollup Account and Rollup to Account

Account	Account Description	Adopted Budget	Budget Amendments	Amended Budget	Current Month Transactions	YTD Encumbrances	YTD Transactions	Budget - YTD Transactions	% Used/ Rec'd	Prior Year Total
Fund 260 - Street Fund										
Department 268 - Street Department										
	EXPENSE									
	Personal Services									
5101	Salary-Elected Officials/Director	70,827.00	.00	70,827.00	5,448.21	.00	59,752.06	11,074.94	84	66,091
5102	Wages-Staff	332,774.00	.00	332,774.00	23,392.50	.00	270,640.79	62,133.21	81	290,021
5105	Overtime	28,000.00	.00	28,000.00	90.38	.00	23,076.41	4,923.59	82	5,041
5106	Longevity	2,500.00	.00	2,500.00	.00	.00	.00	2,500.00	0	2,500
5109	HSA Employer Funding	28,000.00	.00	28,000.00	.00	.00	22,916.67	5,083.33	82	26,000
5151	PERS Contribution	60,774.00	.00	60,774.00	4,164.17	.00	47,664.06	13,109.94	78	50,641
5161	Group Insurance	110,908.00	.00	110,908.00	7,546.35	15,526.65	75,699.82	19,681.53	82	104,100
5164	Workers Compensation	14,559.00	.00	14,559.00	.00	.00	14,559.00	.00	100	12,980
5166	Medicare	6,294.00	.00	6,294.00	406.62	.00	4,969.23	1,324.77	79	5,060
	Personal Services Totals	\$654,636.00	\$0.00	\$654,636.00	\$41,048.23	\$15,526.65	\$519,278.04	\$119,831.31	82%	\$562,451
	Supplies									
5201	Office Supplies	2,000.00	.00	2,000.00	105.80	1,043.92	1,753.18	(797.10)	140	760
5203	Computer Supplies	2,500.00	97.98	2,597.98	.00	1,200.00	97.98	1,300.00	50	1,610
5205	Small Tools/Minor Equipment	1,500.00	.00	1,500.00	.00	600.00	.00	900.00	40	1,600
5213	Repair and Maintenance Supplies	500.00	85.30	585.30	.00	163.59	171.71	250.00	57	900
5241	Uniforms-Purchased	2,000.00	.00	2,000.00	.00	480.97	1,319.03	200.00	90	450
5251	MV Gas and Oil	40,000.00	2,606.95	42,606.95	903.62	11,154.58	22,452.37	9,000.00	79	17,660
5252	Aggregates	15,000.00	.00	15,000.00	.00	6,310.54	12,189.46	(3,500.00)	123	2,700
5253	Ice Control	140,000.00	.00	140,000.00	.00	78,150.75	11,849.25	50,000.00	64	68,410
5259	Operating Materials and Supplies	90,000.00	2,719.99	92,719.99	1,078.86	35,537.00	39,403.22	17,779.77	81	66,010
	Supplies Totals	\$293,500.00	\$5,510.22	\$299,010.22	\$2,088.28	\$134,641.35	\$89,236.20	\$75,132.67	75%	\$157,890
	Services									
5311	Utilities	19,000.00	1,707.84	20,707.84	91.94	6,966.56	10,048.65	3,692.63	82	10,770
5313	Traffic Light Current	12,000.00	446.73	12,446.73	394.41	2,322.07	4,409.97	5,714.69	54	4,710
5321	Professional Training	500.00	.00	500.00	.00	.00	79.00	421.00	16	150
5322	Conference/Reimb	200.00	.00	200.00	.00	.00	.00	200.00	0	0
5324	Professional Association Dues	130.00	.00	130.00	.00	.00	60.00	70.00	46	90
5331	Engineering/Architecture	14,000.00	.00	14,000.00	.00	8,444.83	555.17	5,000.00	64	5,210
5339	Misc Contract Services	36,500.00	9,442.01	45,942.01	152.25	14,322.50	27,604.71	4,014.80	91	18,170
5351	Liability Insurance Deductible	9,600.00	.00	9,600.00	.00	.00	9,561.21	38.79	100	8,600
5352	Motor Vehicle Insurance	10,600.00	.00	10,600.00	.00	.00	10,600.00	.00	100	9,600
5361	Building Repair/Maintenance	10,000.00	403.00	10,403.00	.00	14,850.00	806.00	(5,253.00)	150	6,580
5365	Utility Line Repair/Maintenance	30,000.00	.00	30,000.00	.00	14,730.23	8,269.77	7,000.00	77	26,710
5391	Postage	100.00	.00	100.00	1.41	.00	7.45	92.55	7	0
5397	Uniform Rental	2,000.00	88.11	2,088.11	165.04	288.05	1,600.06	200.00	90	1,300
5399	Other Miscellaneous Services	1,000.00	.00	1,000.00	.00	239.00	761.00	.00	100	240
	Services Totals	\$145,630.00	\$12,087.69	\$157,717.69	\$805.05	\$62,163.24	\$74,362.99	\$21,191.46	87%	\$92,160



Departmental Budget-October, 2018

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Fiscal Year to Date 10/31/18

Include Rollup Account and Rollup to Account

Account	Account Description	Adopted Budget	Budget Amendments	Amended Budget	Current Month Transactions	YTD Encumbrances	YTD Transactions	Budget - YTD Transactions	% Used/ Rec'd	Prior Year T
Fund	260 - Street Fund									
Department	268 - Street Department									
	EXPENSE									
	<i>Capital Purchases</i>									
5611	Buildings	240,000.00	.00	240,000.00	29,030.00	.00	156,177.21	83,822.79	65	
5632	Motor Vehicles	365,000.00	.00	365,000.00	36,878.00	.00	350,155.00	14,845.00	96	
5633	Machinery and Equipment	.00	.00	.00	.00	20,144.00	1,695.00	(21,839.00)	+++	
5639	Other Equipment	4,600.00	10,505.77	15,105.77	.00	.00	10,505.77	4,600.00	70	
	<i>Capital Purchases Totals</i>	\$609,600.00	\$10,505.77	\$620,105.77	\$65,908.00	\$20,144.00	\$518,532.98	\$81,428.79	87%	\$1,703,366.00
	EXPENSE TOTALS	\$1,703,366.00	\$28,103.68	\$1,731,469.68	\$109,849.56	\$232,475.24	\$1,201,410.21	\$297,584.23	83%	\$812,521.00
Department	268 - Street Department Totals	(\$1,703,366.00)	(\$28,103.68)	(\$1,731,469.68)	(\$109,849.56)	(\$232,475.24)	(\$1,201,410.21)	(\$297,584.23)	83%	(\$812,521.00)
Fund	260 - Street Fund Totals	\$1,703,366.00	\$28,103.68	\$1,731,469.68	\$109,849.56	\$232,475.24	\$1,201,410.21	\$297,584.23		\$812,521.00

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Departmental Budget-October, 2018

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Fiscal Year to Date 10/31/18

Include Rollup Account and Rollup to Account

Account	Account Description	Adopted Budget	Budget Amendments	Amended Budget	Current Month Transactions	YTD Encumbrances	YTD Transactions	Budget - YTD Transactions	% Used/ Rec'd	Prior Year Total
Fund 270 - State Highway Fund										
Department 268 - Street Department										
	EXPENSE									
	Supplies									
5253	Ice Control	60,000.00	15,006.27	75,006.27	.00	10,000.00	65,006.27	.00	100	17,330.00
5259	Operating Materials and Supplies	10,000.00	.00	10,000.00	.00	3,119.12	6,880.88	.00	100	8,510.00
	Supplies Totals	\$70,000.00	\$15,006.27	\$85,006.27	\$0.00	\$13,119.12	\$71,887.15	\$0.00	100%	\$25,840.00
	Services									
5313	Traffic Light Current	12,000.00	497.96	12,497.96	446.62	1,999.08	5,148.06	5,350.82	57	5,460.00
5339	Misc Contract Services	3,000.00	.00	3,000.00	.00	1,500.00	.00	1,500.00	50	1,500.00
5365	Utility Line Repair/Maintenance	9,000.00	.00	9,000.00	.00	5,665.99	3,334.01	.00	100	9,790.00
	Services Totals	\$24,000.00	\$497.96	\$24,497.96	\$446.62	\$9,165.07	\$8,482.07	\$6,850.82	72%	\$15,250.00
	EXPENSE TOTALS	\$94,000.00	\$15,504.23	\$109,504.23	\$446.62	\$22,284.19	\$80,369.22	\$6,850.82	94%	\$41,100.00
Department 268 - Street Department Totals		(\$94,000.00)	(\$15,504.23)	(\$109,504.23)	(\$446.62)	(\$22,284.19)	(\$80,369.22)	(\$6,850.82)	94%	(\$41,100.00)
Fund 270 - State Highway Fund Totals		\$94,000.00	\$15,504.23	\$109,504.23	\$446.62	\$22,284.19	\$80,369.22	\$6,850.82		\$41,100.00

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Fiscal Year to Date 10/31/18

Include Rollup Account and Rollup to Account

Account	Account Description	Adopted Budget	Budget Amendments	Amended Budget	Current Month Transactions	YTD Encumbrances	YTD Transactions	Budget - YTD Transactions	% Used/ Rec'd	Prior Year T
Fund	290 - Law Enforcement Fund									
Department	111 - Police Division									
	EXPENSE									
	<i>Transfers/Other</i>									
5529	Miscellaneous Distributions	.00	119,823.69	119,823.69	397.76	25,411.73	43,641.77	50,770.19	58	191,121
5921	Immobilization Expenses	.00	14,501.54	14,501.54	.00	.00	.00	14,501.54	0	
	<i>Transfers/Other Totals</i>	\$0.00	\$134,325.23	\$134,325.23	\$397.76	\$25,411.73	\$43,641.77	\$65,271.73	51%	\$191,121
	EXPENSE TOTALS	\$0.00	\$134,325.23	\$134,325.23	\$397.76	\$25,411.73	\$43,641.77	\$65,271.73	51%	\$191,121
	Department 111 - Police Division Totals	\$0.00	(\$134,325.23)	(\$134,325.23)	(\$397.76)	(\$25,411.73)	(\$43,641.77)	(\$65,271.73)	51%	(\$191,125)
	Fund 290 - Law Enforcement Fund Totals	\$0.00	\$134,325.23	\$134,325.23	\$397.76	\$25,411.73	\$43,641.77	\$65,271.73		\$191,121

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Fiscal Year to Date 10/31/18

Include Rollup Account and Rollup to Account

Account	Account Description	Adopted Budget	Budget Amendments	Amended Budget	Current Month Transactions	YTD Encumbrances	YTD Transactions	Budget - YTD Transactions	% Used/ Rec'd	Prior Year T
Fund 291 - Drug Enforcement Fund										
Department 111 - Police Division										
	EXPENSE									
	Transfers/Other									
5529	Miscellaneous Distributions	.00	46,325.74	46,325.74	.00	.00	.00	46,325.74	0	
	Transfers/Other Totals	\$0.00	\$46,325.74	\$46,325.74	\$0.00	\$0.00	\$0.00	\$46,325.74	0%	\$0.00
	EXPENSE TOTALS	\$0.00	\$46,325.74	\$46,325.74	\$0.00	\$0.00	\$0.00	\$46,325.74	0%	\$0.00
	Department 111 - Police Division Totals	\$0.00	(\$46,325.74)	(\$46,325.74)	\$0.00	\$0.00	\$0.00	(\$46,325.74)	0%	\$0.00
	Fund 291 - Drug Enforcement Fund Totals	\$0.00	\$46,325.74	\$46,325.74	\$0.00	\$0.00	\$0.00	\$46,325.74		\$0.00

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Fiscal Year to Date 10/31/18

Include Rollup Account and Rollup to Account

Account	Account Description	Adopted Budget	Budget Amendments	Amended Budget	Current Month Transactions	YTD Encumbrances	YTD Transactions	Budget - YTD Transactions	% Used/ Rec'd	Prior Year T
Fund 292 - Safety Belt Program Fund										
Department 111 - Police Division										
	EXPENSE									
	Transfers/Other									
5529	Miscellaneous Distributions	.00	4,376.00	4,376.00	.00	.00	.00	4,376.00	0	
	Transfers/Other Totals	\$0.00	\$4,376.00	\$4,376.00	\$0.00	\$0.00	\$0.00	\$4,376.00	0%	\$0.00
	EXPENSE TOTALS	\$0.00	\$4,376.00	\$4,376.00	\$0.00	\$0.00	\$0.00	\$4,376.00	0%	\$0.00
	Department 111 - Police Division Totals	\$0.00	(\$4,376.00)	(\$4,376.00)	\$0.00	\$0.00	\$0.00	(\$4,376.00)	0%	\$0.00
Fund 292 - Safety Belt Program Fund Totals		\$0.00	\$4,376.00	\$4,376.00	\$0.00	\$0.00	\$0.00	\$4,376.00		\$0.00

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Departmental Budget-October, 2018

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Fiscal Year to Date 10/31/18

Include Rollup Account and Rollup to Account

Account	Account Description	Adopted Budget	Budget Amendments	Amended Budget	Current Month Transactions	YTD Encumbrances	YTD Transactions	Budget - YTD Transactions	% Used/ Rec'd	Prior Year T
Fund 293 - DUI/Education/Enforcement Fund										
Department 111 - Police Division										
	EXPENSE									
	Transfers/Other									
5529	Miscellaneous Distributions	.00	12,078.94	12,078.94	.00	.00	.00	12,078.94	0	
	Transfers/Other Totals	\$0.00	\$12,078.94	\$12,078.94	\$0.00	\$0.00	\$0.00	\$12,078.94	0%	\$0.00
	EXPENSE TOTALS	\$0.00	\$12,078.94	\$12,078.94	\$0.00	\$0.00	\$0.00	\$12,078.94	0%	\$0.00
	Department 111 - Police Division Totals	\$0.00	(\$12,078.94)	(\$12,078.94)	\$0.00	\$0.00	\$0.00	(\$12,078.94)	0%	\$0.00
Fund 293 - DUI/Education/Enforcement Fund Totals		\$0.00	\$12,078.94	\$12,078.94	\$0.00	\$0.00	\$0.00	\$12,078.94		\$0.00

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Fiscal Year to Date 10/31/18

Include Rollup Account and Rollup to Account

Account	Account Description	Adopted Budget	Budget Amendments	Amended Budget	Current Month Transactions	YTD Encumbrances	YTD Transactions	Budget - YTD Transactions	% Used/ Rec'd	Prior Year T
Fund	294 - Federal Forfeiture Fund									
Department	111 - Police Division									
	EXPENSE									
	<i>Transfers/Other</i>									
5529	Miscellaneous Distributions	.00	84,333.00	84,333.00	.00	.00	.00	84,333.00	0	27,681
	<i>Transfers/Other Totals</i>	\$0.00	\$84,333.00	\$84,333.00	\$0.00	\$0.00	\$0.00	\$84,333.00	0%	\$27,681
	EXPENSE TOTALS	\$0.00	\$84,333.00	\$84,333.00	\$0.00	\$0.00	\$0.00	\$84,333.00	0%	\$27,681
	Department 111 - Police Division Totals	\$0.00	(\$84,333.00)	(\$84,333.00)	\$0.00	\$0.00	\$0.00	(\$84,333.00)	0%	(\$27,681)
	Fund 294 - Federal Forfeiture Fund Totals	\$0.00	\$84,333.00	\$84,333.00	\$0.00	\$0.00	\$0.00	\$84,333.00		\$27,681

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Departmental Budget-October, 2018

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Fiscal Year to Date 10/31/18

Include Rollup Account and Rollup to Account

Account	Account Description	Adopted Budget	Budget Amendments	Amended Budget	Current Month Transactions	YTD Encumbrances	YTD Transactions	Budget - YTD Transactions	% Used/ Rec'd	Prior Year T
Fund 295 - Law Enforcement Asst Fund										
Department 111 - Police Division										
	EXPENSE									
	Transfers/Other									
5529	Miscellaneous Distributions	.00	33,389.50	33,389.50	.00	.00	.00	33,389.50	0	
	Transfers/Other Totals	\$0.00	\$33,389.50	\$33,389.50	\$0.00	\$0.00	\$0.00	\$33,389.50	0%	\$0.00
	EXPENSE TOTALS	\$0.00	\$33,389.50	\$33,389.50	\$0.00	\$0.00	\$0.00	\$33,389.50	0%	\$0.00
	Department 111 - Police Division Totals	\$0.00	(\$33,389.50)	(\$33,389.50)	\$0.00	\$0.00	\$0.00	(\$33,389.50)	0%	\$0.00
Fund 295 - Law Enforcement Asst Fund	Totals	\$0.00	\$33,389.50	\$33,389.50	\$0.00	\$0.00	\$0.00	\$33,389.50		\$0.00

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Departmental Budget-October, 2018

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Fiscal Year to Date 10/31/18

Include Rollup Account and Rollup to Account

Account	Account Description	Adopted Budget	Budget Amendments	Amended Budget	Current Month Transactions	YTD Encumbrances	YTD Transactions	Budget - YTD Transactions	% Used/ Rec'd	Prior Year Total
Fund 710 - Water Fund										
Department 735 - Water Division										
	EXPENSE									
	Personal Services									
5101	Salary-Elected Officials/Director	36,575.00	.00	36,575.00	2,813.47	.00	30,860.60	5,714.40	84	41,610.00
5102	Wages-Staff	224,540.00	.00	224,540.00	17,080.05	.00	187,004.86	37,535.14	83	205,750.00
5105	Overtime	15,400.00	.00	15,400.00	1,521.06	.00	19,966.65	(4,566.65)	130	16,220.00
5106	Longevity	500.00	.00	500.00	.00	.00	.00	500.00	0	500.00
5109	HSA Employer Funding	15,000.00	.00	15,000.00	.00	.00	15,000.00	.00	100	15,080.00
5151	PERS Contribution	38,432.00	.00	38,432.00	2,672.84	.00	30,641.86	7,790.14	80	34,420.00
5161	Group Insurance	59,193.00	.00	59,193.00	4,950.40	10,357.58	49,748.85	(913.43)	102	53,730.00
5164	Workers Compensation	9,291.00	.00	9,291.00	.00	.00	9,291.00	.00	100	9,740.00
5166	Medicare	3,213.00	.00	3,213.00	298.87	.00	3,309.66	(96.66)	103	3,690.00
	Personal Services Totals	\$402,144.00	\$0.00	\$402,144.00	\$29,336.69	\$10,357.58	\$345,823.48	\$45,962.94	89%	\$380,770.00
	Supplies									
5201	Office Supplies	5,500.00	.00	5,500.00	301.93	1,112.09	3,359.74	1,028.17	81	2,770.00
5203	Computer Supplies	800.00	.00	800.00	.00	457.96	124.19	217.85	73	230.00
5213	Repair and Maintenance Supplies	10,000.00	234.11	10,234.11	800.00	1,200.00	2,756.94	6,277.17	39	2,910.00
5241	Uniforms-Purchased	2,500.00	22.50	2,522.50	.00	1,242.49	780.01	500.00	80	2,060.00
5251	MV Gas and Oil	12,000.00	861.69	12,861.69	496.64	1,913.21	5,948.48	5,000.00	61	5,780.00
5252	Aggregates	37,500.00	2,522.42	40,022.42	3,727.81	5,592.84	27,838.42	6,591.16	84	23,280.00
5259	Operating Materials and Supplies	60,000.00	634.31	60,634.31	8,844.95	6,610.97	53,550.66	472.68	99	69,040.00
5263	Meters-Resale	20,000.00	.00	20,000.00	.00	.00	.00	20,000.00	0	0.00
	Supplies Totals	\$148,300.00	\$4,275.03	\$152,575.03	\$14,171.33	\$18,129.56	\$94,358.44	\$40,087.03	74%	\$106,100.00
	Services									
5311	Utilities	10,000.00	519.10	10,519.10	783.47	5,110.03	6,459.07	(1,050.00)	110	5,340.00
5321	Professional Training	2,000.00	20.00	2,020.00	.00	.00	1,420.00	600.00	70	1,260.00
5322	Conference/Reimb	500.00	.00	500.00	.00	.00	.00	500.00	0	70.00
5323	Publications	200.00	.00	200.00	.00	.00	.00	200.00	0	0.00
5324	Professional Association Dues	360.00	.00	360.00	.00	.00	.00	360.00	0	150.00
5325	Educational Assistance	500.00	.00	500.00	.00	.00	.00	500.00	0	0.00
5331	Engineering/Architecture	17,500.00	226.60	17,726.60	.00	3,813.20	1,413.40	12,500.00	29	4,540.00
5339	Misc Contract Services	40,000.00	1,327.84	41,327.84	527.25	6,831.25	33,512.56	984.03	98	27,710.00
5351	Liability Insurance Deductible	4,000.00	.00	4,000.00	.00	.00	3,982.76	17.24	100	4,000.00
5352	Motor Vehicle Insurance	2,500.00	.00	2,500.00	.00	.00	2,500.00	.00	100	2,500.00
5361	Building Repair/Maintenance	8,000.00	.00	8,000.00	.00	.00	292.50	7,707.50	4	1,000.00
5362	Equipment Maintenance	3,900.00	.00	3,900.00	49.51	3,248.59	746.21	(94.80)	102	1,160.00
5363	MV Repair/Maintenance-External	1,000.00	.00	1,000.00	.00	.00	.00	1,000.00	0	0.00
5364	MV Repair/Maintenance-Internal	6,000.00	.00	6,000.00	2,167.43	.00	5,939.40	60.60	99	4,210.00
5365	Utility Line Repair/Maintenance	37,500.00	5,180.00	42,680.00	.00	11,520.00	23,670.25	7,489.75	82	38,180.00
5366	Computer Maintenance	12,500.00	.00	12,500.00	.00	.00	12,506.97	(6.97)	100	13,020.00



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Fiscal Year to Date 10/31/18

Include Rollup Account and Rollup to Account

Account	Account Description	Adopted Budget	Budget Amendments	Amended Budget	Current Month Transactions	YTD Encumbrances	YTD Transactions	Budget - YTD Transactions	% Used/ Rec'd	Prior Year Total
Fund 710 - Water Fund										
Department 735 - Water Division										
	EXPENSE									
	Services									
5378	Columbus Contract	4,888,884.00	523,039.78	5,411,923.78	.00	2,040,764.01	3,382,275.77	(11,116.00)	100	4,335,099.00
5379	Other Governmental Billings	15,000.00	.00	15,000.00	.00	13,460.64	.00	1,539.36	90	13,460.64
5391	Postage	15,500.00	.00	15,500.00	54.52	.00	4,725.27	10,774.73	30	5,610.00
5397	Uniform Rental	.00	.00	.00	.00	.00	.00	.00	+++	1,160.00
5399	Other Miscellaneous Services	75,000.00	205.13	75,205.13	136,078.20	9,795.63	151,284.94	(85,875.44)	214	155,480.00
	Services Totals	\$5,140,844.00	\$530,518.45	\$5,671,362.45	\$139,660.38	\$2,094,543.35	\$3,630,729.10	(\$53,910.00)	101%	\$4,614,010.00
	Debt Service									
5465	Refunds-Consumer Charges	.00	.00	.00	.00	.00	56.46	(56.46)	+++	
	Debt Service Totals	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$56.46	(\$56.46)	+++	\$0.00
	Capital Purchases									
5631	Furniture and Fixtures	1,000.00	.00	1,000.00	.00	.00	494.97	505.03	49	
5632	Motor Vehicles	87,500.00	.00	87,500.00	.00	.00	.00	87,500.00	0	
5633	Machinery and Equipment	40,000.00	.00	40,000.00	.00	106,757.65	48,222.08	(114,979.73)	387	71,000.00
5639	Other Equipment	125,000.00	.00	125,000.00	.00	.00	15,012.50	109,987.50	12	60,000.00
	Capital Purchases Totals	\$253,500.00	\$0.00	\$253,500.00	\$0.00	\$106,757.65	\$63,729.55	\$83,012.80	67%	\$60,710.00
	EXPENSE TOTALS	\$5,944,788.00	\$534,793.48	\$6,479,581.48	\$183,168.40	\$2,229,788.14	\$4,134,697.03	\$115,096.31	98%	\$5,161,610.00
Department 735 - Water Division Totals		(\$5,944,788.00)	(\$534,793.48)	(\$6,479,581.48)	(\$183,168.40)	(\$2,229,788.14)	(\$4,134,697.03)	(\$115,096.31)	98%	(\$5,161,610.00)

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Departmental Budget-October, 2018

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Fiscal Year to Date 10/31/18

Include Rollup Account and Rollup to Account

Account	Account Description	Adopted Budget	Budget Amendments	Amended Budget	Current Month Transactions	YTD Encumbrances	YTD Transactions	Budget - YTD Transactions	% Used/ Rec'd	Prior Year T
Fund	710 - Water Fund									
Department	991 - Debt Service									
	EXPENSE									
	<i>Debt Service</i>									
5401	Registrar/Agent/Bank Fees	.00	.00	.00	.00	.00	.00	.00	+++	16,530
5414	G. O. Bond-Principal	310,827.00	.00	310,827.00	.00	274,337.11	36,489.77	.12	100	316,169
5424	G. O. Bond-Interest	54,930.00	.00	54,930.00	.00	27,190.98	27,738.32	.70	100	49,850
	<i>Debt Service Totals</i>	\$365,757.00	\$0.00	\$365,757.00	\$0.00	\$301,528.09	\$64,228.09	\$0.82	100%	\$382,557
	EXPENSE TOTALS	\$365,757.00	\$0.00	\$365,757.00	\$0.00	\$301,528.09	\$64,228.09	\$0.82	100%	\$382,557
Department	991 - Debt Service Totals	(\$365,757.00)	\$0.00	(\$365,757.00)	\$0.00	(\$301,528.09)	(\$64,228.09)	(\$0.82)	100%	(\$382,553)
Fund	710 - Water Fund Totals	\$6,310,545.00	\$534,793.48	\$6,845,338.48	\$183,168.40	\$2,531,316.23	\$4,198,925.12	\$115,097.13		\$5,544,177

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Account	Account Description	Adopted Budget	Budget Amendments	Amended Budget	Current Month Transactions	YTD Encumbrances	YTD Transactions	Budget - YTD Transactions	% Used/ Rec'd	Prior Year Total
Fund 720 - Wastewater/Sewer Fund										
Department 736 - Wastewater Division										
	EXPENSE									
	Personal Services									
5101	Salary-Elected Officials/Director	36,575.00	.00	36,575.00	2,813.45	.00	30,860.52	5,714.48	84	41,610.00
5102	Wages-Staff	227,418.00	.00	227,418.00	17,304.21	.00	191,538.68	35,879.32	84	196,180.00
5105	Overtime	3,500.00	.00	3,500.00	236.91	.00	1,236.66	2,263.34	35	830.00
5106	Longevity	450.00	.00	450.00	.00	.00	450.00	.00	100	450.00
5109	HSA Employer Funding	15,000.00	.00	15,000.00	.00	.00	15,000.00	.00	100	20,080.00
5151	PERS Contribution	37,162.00	.00	37,162.00	3,015.52	.00	32,924.63	4,237.37	89	33,180.00
5161	Group Insurance	59,259.00	.00	59,259.00	4,503.24	10,780.99	47,962.87	515.14	99	62,520.00
5164	Workers Compensation	8,986.00	.00	8,986.00	.00	.00	8,986.00	.00	100	8,310.00
5166	Medicare	3,257.00	.00	3,257.00	287.00	.00	3,144.48	112.52	97	3,340.00
	Personal Services Totals	\$391,607.00	\$0.00	\$391,607.00	\$28,160.33	\$10,780.99	\$332,103.84	\$48,722.17	88%	\$366,090.00
	Supplies									
5201	Office Supplies	5,500.00	.00	5,500.00	301.93	1,112.03	3,359.79	1,028.18	81	2,920.00
5203	Computer Supplies	800.00	.00	800.00	.00	457.95	124.20	217.85	73	230.00
5213	Repair and Maintenance Supplies	2,000.00	18,391.01	20,391.01	.00	.00	18,391.01	2,000.00	90	400.00
5241	Uniforms-Purchased	2,500.00	22.50	2,522.50	.00	1,242.46	780.04	500.00	80	2,140.00
5251	MV Gas and Oil	12,000.00	861.69	12,861.69	496.64	1,913.16	5,948.53	5,000.00	61	5,750.00
5252	Aggregates	750.00	.00	750.00	.00	.00	.00	750.00	0	750.00
5259	Operating Materials and Supplies	60,000.00	308.11	60,308.11	353.22	3,111.01	3,172.09	54,025.01	10	6,610.00
	Supplies Totals	\$83,550.00	\$19,583.31	\$103,133.31	\$1,151.79	\$7,836.61	\$31,775.66	\$63,521.04	38%	\$17,720.00
	Services									
5311	Utilities	11,000.00	1,085.26	12,085.26	688.10	3,708.29	6,845.32	1,531.65	87	8,320.00
5321	Professional Training	2,000.00	20.00	2,020.00	.00	.00	20.00	2,000.00	1	170.00
5322	Conference/Reimb	500.00	.00	500.00	.00	.00	.00	500.00	0	70.00
5324	Professional Association Dues	160.00	.00	160.00	.00	.00	.00	160.00	0	160.00
5325	Educational Assistance	500.00	.00	500.00	.00	.00	.00	500.00	0	500.00
5331	Engineering/Architecture	15,000.00	.00	15,000.00	.00	3,526.10	1,473.90	10,000.00	33	2,210.00
5339	Misc Contract Services	40,000.00	1,327.83	41,327.83	152.25	331.25	12,203.51	28,793.07	30	20,420.00
5351	Liability Insurance Deductible	1,500.00	.00	1,500.00	.00	.00	1,495.69	4.31	100	1,500.00
5352	Motor Vehicle Insurance	2,900.00	.00	2,900.00	.00	.00	2,900.00	.00	100	2,900.00
5361	Building Repair/Maintenance	9,000.00	.00	9,000.00	.00	.00	292.52	8,707.48	3	670.00
5362	Equipment Maintenance	3,000.00	.00	3,000.00	49.51	3,248.59	746.21	(994.80)	133	1,160.00
5363	MV Repair/Maintenance-External	1,000.00	.00	1,000.00	.00	.00	.00	1,000.00	0	1,000.00
5364	MV Repair/Maintenance-Internal	6,000.00	.00	6,000.00	2,167.43	.00	5,939.40	60.60	99	4,210.00
5365	Utility Line Repair/Maintenance	85,000.00	15,350.35	100,350.35	1,258.63	125,421.42	10,952.60	(36,023.67)	136	84,480.00
5366	Computer Maintenance	13,500.00	.00	13,500.00	.00	.00	11,916.97	1,583.03	88	12,940.00
5378	Columbus Contract	4,740,042.00	135,751.99	4,875,793.99	620,867.56	745,494.81	4,033,318.06	96,981.12	98	4,484,240.00
5391	Postage	15,500.00	.00	15,500.00	54.52	.00	4,725.22	10,774.78	30	5,610.00



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Include Rollup Account and Rollup to Account

Account	Account Description	Adopted Budget	Budget Amendments	Amended Budget	Current Month Transactions	YTD Encumbrances	YTD Transactions	Budget - YTD Transactions	% Used/ Rec'd	Prior Year Total
Fund	720 - Wastewater/Sewer Fund									
Department	736 - Wastewater Division									
	EXPENSE									
	<i>Services</i>									
5397	Uniform Rental	1,600.00	.00	1,600.00	.00	.00	.00	1,600.00	0	48%
5399	Other Miscellaneous Services	75,000.00	205.14	75,205.14	111,642.72	6,143.65	121,515.45	(52,453.96)	170	116,741
	<i>Services Totals</i>	\$5,023,202.00	\$153,740.57	\$5,176,942.57	\$736,880.72	\$887,874.11	\$4,214,344.85	\$74,723.61	99%	\$4,746,361
	<i>Capital Purchases</i>									
5631	Furniture and Fixtures	1,000.00	.00	1,000.00	.00	.00	494.97	505.03	49	
5632	Motor Vehicles	87,500.00	.00	87,500.00	.00	.00	.00	87,500.00	0	
5633	Machinery and Equipment	40,000.00	.00	40,000.00	.00	106,757.63	48,222.11	(114,979.74)	387	2,921
5639	Other Equipment	.00	85,000.00	85,000.00	.00	.00	15,012.50	69,987.50	18	60,000
	<i>Capital Purchases Totals</i>	\$128,500.00	\$85,000.00	\$213,500.00	\$0.00	\$106,757.63	\$63,729.58	\$43,012.79	80%	\$62,921
	EXPENSE TOTALS	\$5,626,859.00	\$258,323.88	\$5,885,182.88	\$766,192.84	\$1,013,249.34	\$4,641,953.93	\$229,979.61	96%	\$5,193,111
Department	736 - Wastewater Division Totals	(\$5,626,859.00)	(\$258,323.88)	(\$5,885,182.88)	(\$766,192.84)	(\$1,013,249.34)	(\$4,641,953.93)	(\$229,979.61)	96%	(\$5,193,117)

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Account	Account Description	Adopted Budget	Budget Amendments	Amended Budget	Current Month Transactions	YTD Encumbrances	YTD Transactions	Budget - YTD Transactions	% Used/ Rec'd	Prior Year T
Fund	720 - Wastewater/Sewer Fund									
Department	991 - Debt Service									
	EXPENSE									
	<i>Debt Service</i>									
5414	G. O. Bond-Principal	35,300.00	.00	35,300.00	.00	35,300.00	.00	.00	100	94,500
5424	G. O. Bond-Interest	4,624.00	.00	4,624.00	.00	2,302.68	2,321.25	.07	100	8,080
	<i>Debt Service Totals</i>	\$39,924.00	\$0.00	\$39,924.00	\$0.00	\$37,602.68	\$2,321.25	\$0.07	100%	\$102,580
	EXPENSE TOTALS	\$39,924.00	\$0.00	\$39,924.00	\$0.00	\$37,602.68	\$2,321.25	\$0.07	100%	\$102,580
	Department 991 - Debt Service Totals	(\$39,924.00)	\$0.00	(\$39,924.00)	\$0.00	(\$37,602.68)	(\$2,321.25)	(\$0.07)	100%	(\$102,580)
Fund	720 - Wastewater/Sewer Fund Totals	\$5,666,783.00	\$258,323.88	\$5,925,106.88	\$766,192.84	\$1,050,852.02	\$4,644,275.18	\$229,979.68		\$5,295,690

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Include Rollup Account and Rollup to Account

Account	Account Description	Adopted Budget	Budget Amendments	Amended Budget	Current Month Transactions	YTD Encumbrances	YTD Transactions	Budget - YTD Transactions	% Used/ Rec'd	Prior Year Total
Fund 740 - Storm Water Drainage Fund										
Department 737 - Storm Water Division										
	EXPENSE									
	Personal Services									
5102	Wages-Staff	186,532.00	.00	186,532.00	14,348.68	.00	157,874.99	28,657.01	85	198,900.00
5105	Overtime	4,900.00	.00	4,900.00	10.32	.00	533.20	4,366.80	11	41,000.00
5106	Longevity	1,350.00	.00	1,350.00	.00	.00	.00	1,350.00	0	1,350.00
5109	HSA Employer Funding	16,000.00	.00	16,000.00	.00	.00	10,916.66	5,083.34	68	12,000.00
5151	PERS Contribution	26,989.00	.00	26,989.00	2,021.97	.00	22,590.13	4,398.87	84	24,160.00
5161	Group Insurance	64,498.00	.00	64,498.00	3,685.93	7,665.31	36,735.30	20,097.39	69	46,260.00
5164	Workers Compensation	6,466.00	.00	6,466.00	.00	.00	6,466.00	.00	100	6,030.00
5166	Medicare	2,795.00	.00	2,795.00	199.53	.00	2,201.23	593.77	79	1,670.00
	Personal Services Totals	\$309,530.00	\$0.00	\$309,530.00	\$20,266.43	\$7,665.31	\$237,317.51	\$64,547.18	79%	\$290,810.00
	Supplies									
5201	Office Supplies	6,500.00	242.35	6,742.35	.00	.00	1,635.40	5,106.95	24	1,620.00
5203	Computer Supplies	750.00	.00	750.00	.00	.00	.00	750.00	0	2,410.00
5205	Small Tools/Minor Equipment	1,000.00	.00	1,000.00	.00	400.00	442.76	157.24	84	630.00
5241	Uniforms-Purchased	750.00	.00	750.00	.00	479.88	20.12	250.00	67	270.00
5251	MV Gas and Oil	6,500.00	266.52	6,766.52	422.00	2,243.50	4,023.02	500.00	93	3,770.00
5252	Aggregates	750.00	.00	750.00	111.20	213.60	286.40	250.00	67	130.00
5259	Operating Materials and Supplies	20,000.00	35.00	20,035.00	611.43	7,687.06	18,339.33	(5,991.39)	130	13,980.00
	Supplies Totals	\$36,250.00	\$543.87	\$36,793.87	\$1,144.63	\$11,024.04	\$24,747.03	\$1,022.80	97%	\$22,840.00
	Services									
5311	Utilities	8,000.00	619.77	8,619.77	138.57	2,755.39	3,542.38	2,322.00	73	3,640.00
5321	Professional Training	400.00	.00	400.00	.00	.00	79.00	321.00	20	230.00
5322	Conference/Reimb	20.00	.00	20.00	.00	.00	.00	20.00	0	10.00
5324	Professional Association Dues	220.00	.00	220.00	.00	120.00	70.00	30.00	86	140.00
5331	Engineering/Architecture	8,000.00	.00	8,000.00	.00	4,999.74	.26	3,000.00	62	130.00
5339	Misc Contract Services	47,250.00	567.01	47,817.01	152.25	11,071.25	23,534.97	13,210.79	72	31,840.00
5351	Liability Insurance Deductible	2,250.00	.00	2,250.00	.00	.00	2,241.38	8.62	100	1,240.00
5352	Motor Vehicle Insurance	2,750.00	.00	2,750.00	.00	.00	2,750.00	.00	100	1,750.00
5361	Building Repair/Maintenance	5,000.00	.00	5,000.00	.00	2,800.00	.00	2,200.00	56	2,490.00
5364	MV Repair/Maintenance-Internal	4,500.00	.00	4,500.00	.00	.00	1,307.73	3,192.27	29	1,550.00
5365	Utility Line Repair/Maintenance	7,500.00	.00	7,500.00	.00	28,005.00	1,395.00	(21,900.00)	392	
5378	Columbus Contract	825,000.00	61,507.68	886,507.68	60,620.55	227,909.43	613,598.25	45,000.00	95	721,820.00
5391	Postage	22,000.00	.00	22,000.00	.00	.00	4,258.67	17,741.33	19	5,000.00
5397	Uniform Rental	2,000.00	45.09	2,045.09	60.12	962.37	682.72	400.00	80	1,230.00
5399	Other Miscellaneous Services	39,000.00	30,205.14	69,205.14	31,803.23	1,558.35	63,984.66	3,662.13	95	32,830.00
	Services Totals	\$973,890.00	\$92,944.69	\$1,066,834.69	\$92,774.72	\$280,181.53	\$717,445.02	\$69,208.14	94%	\$803,950.00
	Capital Purchases									



Departmental Budget-October, 2018

6.a.b

Fiscal Year to Date 10/31/18

Include Rollup Account and Rollup to Account

Account	Account Description	Adopted Budget	Budget Amendments	Amended Budget	Current Month Transactions	YTD Encumbrances	YTD Transactions	Budget - YTD Transactions	% Used/ Rec'd	Prior Year T
Fund	740 - Storm Water Drainage Fund									
Department	737 - Storm Water Division									
	EXPENSE									
	<i>Capital Purchases</i>									
5632	Motor Vehicles	40,000.00	.00	40,000.00	.00	.00	39,282.40	717.60	98	
	<i>Capital Purchases Totals</i>	\$40,000.00	\$0.00	\$40,000.00	\$0.00	\$0.00	\$39,282.40	\$717.60	98%	\$1,117,620.00
	EXPENSE TOTALS	\$1,359,670.00	\$93,488.56	\$1,453,158.56	\$114,185.78	\$298,870.88	\$1,018,791.96	\$135,495.72	91%	\$1,117,620.00
Department	737 - Storm Water Division Totals	(\$1,359,670.00)	(\$93,488.56)	(\$1,453,158.56)	(\$114,185.78)	(\$298,870.88)	(\$1,018,791.96)	(\$135,495.72)	91%	(\$1,117,620.00)

Attachment: Departmental Budget-October, 2018 12_14_2018 12_22_55 PM Joni Crawford 4610380F



Departmental Budget-October, 2018

6.a.b

Fiscal Year to Date 10/31/18

Include Rollup Account and Rollup to Account

Account	Account Description	Adopted Budget	Budget Amendments	Amended Budget	Current Month Transactions	YTD Encumbrances	YTD Transactions	Budget - YTD Transactions	% Used/ Rec'd	Prior Year T
Fund 740 - Storm Water Drainage Fund										
Department 991 - Debt Service										
	EXPENSE									
	Debt Service									
5401	Registrar/Agent/Bank Fees	.00	.00	.00	.00	.00	.00	.00	+++	11,970
5414	G. O. Bond-Principal	100,000.00	.00	100,000.00	.00	100,000.00	.00	.00	100	105,000
5424	G. O. Bond-Interest	22,487.00	.00	22,487.00	.00	11,243.50	11,243.50	.00	100	15,330
	Debt Service Totals	\$122,487.00	\$0.00	\$122,487.00	\$0.00	\$111,243.50	\$11,243.50	\$0.00	100%	\$132,300
	EXPENSE TOTALS	\$122,487.00	\$0.00	\$122,487.00	\$0.00	\$111,243.50	\$11,243.50	\$0.00	100%	\$132,300
	Department 991 - Debt Service Totals	(\$122,487.00)	\$0.00	(\$122,487.00)	\$0.00	(\$111,243.50)	(\$11,243.50)	\$0.00	100%	(\$132,300)
Fund 740 - Storm Water Drainage Fund Totals		\$1,482,157.00	\$93,488.56	\$1,575,645.56	\$114,185.78	\$410,114.38	\$1,030,035.46	\$135,495.72		\$1,249,920

Attachment: Departmental Budget-October, 2018 12 14 2018 12 22 55 PM Joni Crawford 4610380F



Departmental Budget-October, 2018

6.a.b

Fiscal Year to Date 10/31/18

Include Rollup Account and Rollup to Account

Account	Account Description	Adopted Budget	Budget Amendments	Amended Budget	Current Month Transactions	YTD Encumbrances	YTD Transactions	Budget - YTD Transactions	% Used/ Rec'd	Prior Year Total
Fund 750 - Solid Waste Fund										
Department 738 - Refuse Collection										
	EXPENSE									
	Supplies									
5201	Office Supplies	2,000.00	.00	2,000.00	.00	.00	1,089.00	911.00	54	1,127.00
	Supplies Totals	\$2,000.00	\$0.00	\$2,000.00	\$0.00	\$0.00	\$1,089.00	\$911.00	54%	\$1,127.00
	Services									
5315	Private Hauler Contract	2,050,000.00	295,819.40	2,345,819.40	159,047.60	627,117.51	1,568,701.89	150,000.00	94	1,621,870.00
5391	Postage	15,000.00	.00	15,000.00	54.52	.00	4,725.20	10,274.80	32	5,610.00
5399	Other Miscellaneous Services	44,950.00	205.14	45,155.14	31,802.23	1,200.35	33,813.79	10,141.00	78	34,280.00
	Services Totals	\$2,109,950.00	\$296,024.54	\$2,405,974.54	\$190,904.35	\$628,317.86	\$1,607,240.88	\$170,415.80	93%	\$1,661,770.00
	EXPENSE TOTALS	\$2,111,950.00	\$296,024.54	\$2,407,974.54	\$190,904.35	\$628,317.86	\$1,608,329.88	\$171,326.80	93%	\$1,662,900.00
Department 738 - Refuse Collection Totals		(\$2,111,950.00)	(\$296,024.54)	(\$2,407,974.54)	(\$190,904.35)	(\$628,317.86)	(\$1,608,329.88)	(\$171,326.80)	93%	(\$1,662,900.00)
Fund 750 - Solid Waste Fund Totals		\$2,111,950.00	\$296,024.54	\$2,407,974.54	\$190,904.35	\$628,317.86	\$1,608,329.88	\$171,326.80		\$1,662,900.00
Grand Totals		\$39,349,074.00	\$2,238,309.17	\$41,587,383.17	\$2,558,542.28	\$9,676,294.92	\$28,537,925.04	\$3,373,163.21		\$31,189,050.00

Attachment: Departmental Budget-October, 2018 12_14_2018 12_22_55 PM Joni Crawford 4610380F

Clerk of Court**Leslie Clark****7232 E. Main Street****Reynoldsburg OH 43068****614-322-6852 phone****Memo**

DATE: January 14, 2019**TO: City Council****CC:****RE:**

CLERK OF COURT REPORT MONTH ENDING NOVEMBER 2018

I am submitting monies collected from the courts held on 11/1, 11/8, 11/15, 11/21 and 11/29/18.

I am also submitting monies collected during the same period pursuant to City Ordinance No/s. 146-94 and 104-02.

Fines &Waivers/Bond Costs/Bond Forfeitures Order In (#110.4512) \$ 14,089.00

Court Costs & Misc. Costs Assessed (#110.4510) \$ 21,638.02

Sub-Total (To General Revenue Fund) \$ 35,727.02

Computerization Needs Fund (#211.4510) \$ 2,770.00

Enforcement & Education Fund (#293.4616) \$ 0.00

Sub-Total \$ 2,770.00

Clerk of Court**Leslie Clark****7232 E. Main Street****Reynoldsburg OH 43068****614-322-6852 phone****Total Amount Submitted****\$ 38,497.02**

Development Department**Andrew Bowsher****7232 E. Main Street****Reynoldsburg OHIO 43068****614-322-6831 Phone****MOTION REQUEST**

DATE: January 14, 2019**TO: Development, Parks and Recreation Committee****RE:** Motion that publication in a "newspaper of general circulation" shall mean that the Development Director, Planning and Zoning Administrator, and Clerk of Council or their designee(s) is hereby directed to make all Legal Publications in the Columbus Dispatch or the Reynoldsburg This Week Community newspaper.

Approval:

Brad McCloud	Completed Jed Hood	Stephen Cicak
--------------	-----------------------	---------------

Development Department**Andrew Bowsher****7232 E. Main Street****Reynoldsburg OHIO 43068****614-322-6831 Phone****MOTION REQUEST**

DATE: January 14, 2019**TO: Public Service and Transportation Committee****RE: MOTION THAT REYNOLDSBURG CITY COUNCIL DOES HEREBY
CONFIRM MAYORAL APPOINTMENT OF ALEX FURST TO SERVE
ON THE PLANNING COMMISSION WITH A TERM BEGINNING
JANUARY 1, 2019 AND ENDING DECEMBER 31, 2021.**

Approval:

Completed Brad McCloud	Jed Hood	Stephen Cicak
---------------------------	----------	---------------

Development Department**Andrew Bowsher****7232 E. Main Street****Reynoldsburg OHIO 43068****614-322-6831 Phone****MOTION REQUEST**

DATE: **January 14, 2019****TO:** **Public Service and Transportation Committee****RE:** Motion that the Council of the City of Reynoldsburg Does Hereby
Appoint Tony Rettke to Serve on the Board of Zoning & Building Appeals
with a Term Beginning January 1St, 2019 and Ending December 31St,
2021.

Approval:

Completed Brad McCloud	Jed Hood	Stephen Cicak
---------------------------	----------	---------------

Water and Wastewater Department

Paul Hellman

614-322-4500 Phone

ORDINANCE REQUEST

DATE: **January 14, 2019**

TO: **Public Service and Transportation Committee**

RE: Ordinance Authorizing Mayor to Enter into Contract for the 2019 Sewer Rehabilitation Project for Graham/Main and Northfield/Cottingham Areas; and Declaring an Emergency.

Approval:

Completed Brad McCloud	Jed Hood	Stephen Cicak
---------------------------	----------	---------------

Emergency/Suspension: Emergency

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

That the Mayor be and is hereby authorized and directed to enter into contract with EMH&T, 5500 New Albany Road, Columbus, OH, 43054. Engineering and inspection services, and with United Survey, Inc, 25145 Broadway Ave, Cleveland, OH, 44146. for 2019 Sewer Rehabilitation Project for Graham/Main area and Northfield/Cottingham area construction phase.

This project will provide a satisfaction to the Director's Findings and Orders from the Ohio Environmental Protection Agency for the year 2019.

We understand that the project will consist of pipe lining, pipe replacement, and manhole rehabilitation. Please see attachment for further information.

Total cost for this project will be for construction is \$612,057.50 with Untied Survey, and with a contingency of 10% is \$61,205.00 and Inspection cost proposal with EMH&T is \$ 38,459.00.

Water and Wastewater Department

Paul Hellman

614-322-4500 Phone

The Project will be funded by the Sewer CIP Fund from GL account 720.000.0000.5622
Currently has a balance of \$884,909.51 please see attachments for further information.

January 2, 2019

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

Re: Sanitary Sewer Rehabilitation for Graham/Main Area & Northfield/Cottingham Area

Dear Mr. Sampson,

We have completed our analysis of the bids received on December 14, 2018 for the Sanitary Sewer Rehabilitation for Graham/Main Area & Northfield/Cottingham Area. Based on our review of the public bid results, we recommend that the contract be awarded to United Survey, Inc. for the amount of \$612,057.50 for the work included under the Base Bid. They appear to be qualified for this type of work and their prices are competitive when compared to those of recent, similar projects.

Please review the enclosed information. Once City Council authorizes this project for construction, please have the Mayor sign the Notice of Award and forward it to me. Once I receive that, we will prepare conformed copies of the contract documents and forward them to the selected Contractor for execution. Please do not hesitate to contact me if you should have any additional questions.

Sincerely,

EVANS, MECHWART, HAMBLETON & TILTON, INC.



Ryan M. Andrews, PE

Attachments:

Bid Tabulation
Notice of Award of Contract

Attachment: 2019 Sewer Rehabilitation Project Notice of Award (Sewer Rehab Project 2019- Construction)

_____, 2019

Sent by Regular US Mail

Surety:

Evergreen National Indemnity Company

6140 Parkland Blvd., Ste. 321

Mayfield Heights, Ohio 44124

Surety Agent:

Evergreen UNI, LLC

6140 Parkland Blvd., Ste. 320

Mayfield Heights, Ohio 44124

Re: Notice of Award of Contract

To Whom It May Concern:

You are notified that your principal, United Survey, Inc. (contractor) has been awarded a contract for **Sanitary Sewer Rehabilitation for Graham/Main Area & Northfield/Cottingham Area** in the amount of \$612,057.50 by the City of Reynoldsburg.

Thank you,

By _____

Name/Title: Brad McCloud, Mayor

Attachment: 2019 Sewer Rehabilitation Project Notice of Award (Sewer Rehab Project 2019- Construction)

NTS



Engineers, Surveyors, Planners, Scientists

January 2, 2019

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

Subject: Reynoldsburg – Sewer Rehabilitation for Graham/Main Area and Northfield/Cottingham Area
Proposal for Construction Phase Engineering Services

Dear Mr. Sampson,

Evans, Mechwart, Hambleton & Tilton, Inc. (EMH&T) is pleased to submit this proposal for Construction Phase Services to the City of Reynoldsburg for the 2019 Sanitary Rehabilitation project. We understand the project will consist of pipe lining, pipe replacement, and manhole rehabilitation. The scope and fee are presented herein.

SCOPE OF SERVICES

EMH&T will provide construction phase engineering services for the above referenced improvements to include the following tasks:

1. Construction Representation/Contract Administration:
 - a. Conduct a preconstruction coordination meeting with the City, Contractor, Utilities, Police, Fire, and other stakeholders requested by the City.
 - i. EMH&T will provide the following for the meeting:
 - Meeting agenda
 - Sign-in sheet
 - Submittal log
 - Meeting summary for the City and attendees
 - b. Prior to construction, EMH&T will prepare a pre-construction video to document pre-existing conditions.
 - c. Conduct bi-weekly Progress Meetings (or as otherwise directed by the City) with the City, Contractor, and other project stakeholders as requested by the City.
 - i. EMH&T will provide for the meeting the following:
 - Meeting agenda
 - Sign-in sheet
 - Meeting summary for the City and attendees

- d. EMH&T will have weekly meetings with the Contractor onsite to discuss their work plan for the current week and any changes or items which need to be addressed. EMH&T will coordinate with the City's Service Director on the status and content of these discussions.
- e. Review initial and monthly schedule updates with respect to general project parameters and provide a copy of the schedules to the City for review and comment.
 - i. Review order of construction and work progress schedules submitted by the Contractor, determine acceptability in accordance with the contract documents and monitor that all milestones and dates are shown as being met; and confirm acceptance or non-acceptance in writing to the Contractor
 - ii. Make recommendation to the Owner for time extension requests from the Contractor
 - iii. Require the Contractor to submit revised schedules when the proposed work is not anticipated to be performed in accordance with the project requirements
 - iv. Provide guidance to help minimize delays and regain time lost due to delays
- f. EMH&T's project representative will provide a point of contact for residents, businesses, and traveling public. The representative will walk the project corridor prior to construction to introduce themselves and provide contact information to the businesses. EMH&T will coordinate these discussions with the City's Service Director.
- g. EMH&T will maintain logs of quantities and prepare/generate pay documentation for City and contractor.
 - i. Maintain a log of quantities for payment.
 - ii. Generate monthly and final pay estimates.
 - iii. Review Contractor's claims and address whether or not Contractor's requests for additional compensation are justified.
 - iv. Generate change orders and process the change orders for Contractor and City.
 - v. Maintain a record of the work performed to include correspondence and daily observation reports.
- h. EMH&T will conduct final project walk through with the City and generate a punchlist.
 - i. Prepare punchlists for work performed not in accordance with the contract documents.
 - ii. Reassess punchlists until work is completed in accordance with the contract documents
 - iii. Submit a recommendation for acceptance of the project.
- i. Prepare a 1-Year warranty punchlist and coordinate with the Contractor to address required warranty work. EMH&T will coordinate with the City prior to conducting the 1-Year warranty review to allow the City to provide input and participate in warranty review.
- j. Maintain a set of red-line record drawings of the completed work to be used in preparation of final record drawings. EMH&T will prepare and provide record drawings of the completed work.

2. Records/Document Control:

- a. Copies of the correspondence, change orders and pay estimates will be made available for the City to review.
- b. EMH&T will coordinate with the City to provide the following information for the City's review and retention:
 - Observation Reports
 - Submittals
 - Meeting Agendas, Sign In Sheets, and Minutes
 - Material Testing Results
 - Project Schedule

3. Design Consultation During Construction:

- a. EMH&T will prepare a Submittal Log to coordinate, track and document submittals throughout the execution of the construction contract.
 - i. Review submittals and shop drawings for conformance with the plans and specifications
 - ii. Provide to the City those submittals requiring specific comments such as MOT plans and resident/business notifications. EMH&T will meet with the Service Department to discuss these specific submittals and coordinate the comments/approval, as necessary.
 - iii. Copies of the shop drawings and submittals will be made available for the City.
- b. The EMH&T design team will be available to attend meetings and respond to requests for information or clarification from the Contractor.

4. Resident Project Representation:

- a. Provide on-site construction observation during the contract duration as required.
- b. EMH&T will monitor construction activities performed by the Contractor and their subs and note whether the work is in conformance with the plans and specifications and measure project quantities for payment
 - i. The Resident Project Representative (RPR) will not stop work from being performed for non-conformance, but will notify the project's Senior Construction Representative immediately. The Senior Construction Representative will notify the City Service Director of non-conforming work items. The City will be responsible for providing notice of work stoppage to the Contractor
- c. The RPR will record their observations in a daily observation report and record the quantity of items performed and completed in conformance with the contract on a daily basis in a quantity log.
- d. Copies of the daily observation reports will be made available for the City to review.
- e. Monitor completed work and provide the City a recommendation for acceptance.
- f. Prepare a punchlist(s) for work performed not in accordance with the contract documents for the Engineer to review.
- g. Reassess punchlist items until the work is completed in accordance with the contract documents.
- h. Perform a 1-year warranty review.

City of Reynoldsburg
Sewer Rehabilitation for Graham/Main Area and Northfield/Cottingham Area

January 2, 2018

EXCLUSIONS:

EMH&T shall not be responsible for:

- a. Contractor's means, methods, procedure, or safety precautions.
- b. Construction layout staking will be performed by the Contractor.
- c. GIS website updates and mapping services.

SCHEDULE

We are prepared to begin work identified in this proposal immediately upon receipt of Authorization to Proceed from the City of Reynoldsburg. The construction duration is 150 days.

FEE

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

Reynoldsburg 2019 Sanitary Sewer Rehabilitation
- Construction Phase Engineering

Description of Service/Task	Fee
Construction Representation	\$9,885.00
Resident/Standby Representation	\$25,960.00
Reimbursable Expenses (printing, mileage, etc.)	\$2,614.00
PROPOSAL TOTAL FEE	\$38,459.00

City of Reynoldsburg
Sewer Rehabilitation for Graham/Main Area and Northfield/Cottingham Area

January 2, 2018

We appreciate the opportunity to submit this proposal to you and look forward to working with you on this project. If this description and estimated fee meet with your approval please authorize with your signature below. Should you have any questions regarding this proposal please do not hesitate to contact me at (614) 775-4555.

Respectfully submitted,

EVANS, MECHWART, HAMBLETON, & TILTON, INC.



Ryan M. Andrews, PE

Acceptance and Authorization to Proceed:

APPROVED – CITY OF REYNOLDSBURG, OHIO

Authorized Signature

PO Number

Print Name/Date

Copies: Paul Hellman, City of Reynoldsburg
Mark Spears, EMH&T Inc.

Attachment: 2019 Sewer Rehab Project Scope of Services (Sewer Rehab Project 2019- Construction)

CITY OF REYNOLDSBURG, OHIO
Sanitary Sewer Rehabilitation for Graham/Main Area & Northfield/Cottingham Area

EMH&T JN: 2018-0941

Bids Received: December 14, 2018

	Ref. No.	Item No.	Description	Quantity	Units	Engineer's Estimate			United Survey, Inc.			Inland Waters Pollution Control, Inc			Granite Inliner, LLC.			InstiForm Technologies, Inc.		

* Correct Bidder's Calculated Unit Price Issue - amount was incorrectly calculated by Bidder

* Correct Bidder's Total price - quantity was incorrectly calculated by Bidder

* Correct Bidder's Base Bid Total Item - amounts were incorrectly submitted by the Bidder

BY:

Ryan M. Andrews

Ryan M. Andrews, PE

Evans, Mechwart, Hamblen & Tilton, Inc.
 5500 New Albany Road
 Columbus, OH 43054

OFFICIAL BID TABULATION

CIP BALANCES

Water:			
Balance as of Dec. 31, 2017	1,489,320.52	Sewer:	594,418.93
Receipts Jan-Sept, 2018	579,089.68	Balance as of Dec. 31, 2017	
Ord 49-18 Baldwin Rd Construction	-787,371.75	Receipts Jan-Sept, 2018	282,897.51
Ord 50-18 Baldwin Rd Engineer	-57,082.00	Ord 83-18 CCTV Bid Docs	-39,510.00
Debt Payment-2018 reduction	-165,623.00		
Balance September 30, 2018	1,058,333.45	Balance September 30, 2018	837,806.44
Receipts October, 2018	59,099.14	Receipts October, 2018	28,739.07
Receipts November, 2018	36,953.04	Receipts November, 2018	18,364.00
Balance November 30, 2018	1,154,385.63	Balance November 30, 2018	884,909.51

Water and Wastewater Department

Paul Hellman

614-322-4500 Phone

ORDINANCE REQUEST

DATE: **January 14, 2019**

TO: **City Council**

RE: Ordinance Authorizing Mayor to Enter into Contract with Emh&T for Inspection Services for the 2019 Sewer Rehabilitation Project: Graham/Main and Northfield/Cottingham Areas; and Declaring an Emergency.

Approval:

Completed Brad McCloud	Completed Jed Hood	Completed Stephen Cicak
---------------------------	-----------------------	----------------------------

Emergency/Suspension: Emergency

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

That the Mayor be and is hereby authorized and directed to enter into contract with EMH&T, 5500 New Albany Road, Columbus, OH, 43054. Engineering and inspection services, and with United Survey, Inc, 25145 Broadway Ave, Cleveland, OH, 44146. for 2019 Sewer Rehabilitation Project for Graham/Main area and Northfield/Cottingham area construction phase.

This project will provide a satisfaction to the Director's Findings and Orders from the Ohio Environmental Protection Agency for the year 2019.

We understand that the project will consist of pipe lining, pipe replacement, and manhole rehabilitation. Please see attachment for further information.

Total cost for this project will be for construction is \$612,057.50 with Untied Survey, and with a contingency of 10% is \$61,205.00 and Inspection cost proposal with EMH&T is \$ 38,459.00.

Water and Wastewater Department

Paul Hellman

614-322-4500 Phone

The Project will be funded by the Sewer CIP Fund from GL account 720.000.0000.5622
Currently has a balance of \$884,909.51 please see attachments for further information.

January 2, 2019

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

Re: Sanitary Sewer Rehabilitation for Graham/Main Area & Northfield/Cottingham Area

Dear Mr. Sampson,

We have completed our analysis of the bids received on December 14, 2018 for the Sanitary Sewer Rehabilitation for Graham/Main Area & Northfield/Cottingham Area. Based on our review of the public bid results, we recommend that the contract be awarded to United Survey, Inc. for the amount of \$612,057.50 for the work included under the Base Bid. They appear to be qualified for this type of work and their prices are competitive when compared to those of recent, similar projects.

Please review the enclosed information. Once City Council authorizes this project for construction, please have the Mayor sign the Notice of Award and forward it to me. Once I receive that, we will prepare conformed copies of the contract documents and forward them to the selected Contractor for execution. Please do not hesitate to contact me if you should have any additional questions.

Sincerely,

EVANS, MECHWART, HAMBLETON & TILTON, INC.



Ryan M. Andrews, PE

Attachments:

Bid Tabulation
Notice of Award of Contract

Attachment: 2019 Sewer Rehabilitation Project Notice of Award (Sewer Rehab Project 2019- Inspection Services)

_____, 2019

Sent by Regular US Mail

Surety:

Evergreen National Indemnity Company

6140 Parkland Blvd., Ste. 321

Mayfield Heights, Ohio 44124

Surety Agent:

Evergreen UNI, LLC

6140 Parkland Blvd., Ste. 320

Mayfield Heights, Ohio 44124

Re: Notice of Award of Contract

To Whom It May Concern:

You are notified that your principal, United Survey, Inc. (contractor) has been awarded a contract for **Sanitary Sewer Rehabilitation for Graham/Main Area & Northfield/Cottingham Area** in the amount of \$612,057.50 by the City of Reynoldsburg.

Thank you,

By _____

Name/Title: Brad McCloud, Mayor

NTS



Engineers, Surveyors, Planners, Scientists

January 2, 2019

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

Subject: Reynoldsburg – Sewer Rehabilitation for Graham/Main Area and Northfield/Cottingham Area
 Proposal for Construction Phase Engineering Services

Dear Mr. Sampson,

Evans, Mechwart, Hambleton & Tilton, Inc. (EMH&T) is pleased to submit this proposal for Construction Phase Services to the City of Reynoldsburg for the 2019 Sanitary Rehabilitation project. We understand the project will consist of pipe lining, pipe replacement, and manhole rehabilitation. The scope and fee are presented herein.

SCOPE OF SERVICES

EMH&T will provide construction phase engineering services for the above referenced improvements to include the following tasks:

1. Construction Representation/Contract Administration:
 - a. Conduct a preconstruction coordination meeting with the City, Contractor, Utilities, Police, Fire, and other stakeholders requested by the City.
 - i. EMH&T will provide the following for the meeting:
 - Meeting agenda
 - Sign-in sheet
 - Submittal log
 - Meeting summary for the City and attendees
 - b. Prior to construction, EMH&T will prepare a pre-construction video to document pre-existing conditions.
 - c. Conduct bi-weekly Progress Meetings (or as otherwise directed by the City) with the City, Contractor, and other project stakeholders as requested by the City.
 - i. EMH&T will provide for the meeting the following:
 - Meeting agenda
 - Sign-in sheet
 - Meeting summary for the City and attendees

- d. EMH&T will have weekly meetings with the Contractor onsite to discuss their work plan for the current week and any changes or items which need to be addressed. EMH&T will coordinate with the City's Service Director on the status and content of these discussions.
- e. Review initial and monthly schedule updates with respect to general project parameters and provide a copy of the schedules to the City for review and comment.
 - i. Review order of construction and work progress schedules submitted by the Contractor, determine acceptability in accordance with the contract documents and monitor that all milestones and dates are shown as being met; and confirm acceptance or non-acceptance in writing to the Contractor
 - ii. Make recommendation to the Owner for time extension requests from the Contractor
 - iii. Require the Contractor to submit revised schedules when the proposed work is not anticipated to be performed in accordance with the project requirements
 - iv. Provide guidance to help minimize delays and regain time lost due to delays
- f. EMH&T's project representative will provide a point of contact for residents, businesses, and traveling public. The representative will walk the project corridor prior to construction to introduce themselves and provide contact information to the businesses. EMH&T will coordinate these discussions with the City's Service Director.
- g. EMH&T will maintain logs of quantities and prepare/generate pay documentation for City and contractor.
 - i. Maintain a log of quantities for payment.
 - ii. Generate monthly and final pay estimates.
 - iii. Review Contractor's claims and address whether or not Contractor's requests for additional compensation are justified.
 - iv. Generate change orders and process the change orders for Contractor and City.
 - v. Maintain a record of the work performed to include correspondence and daily observation reports.
- h. EMH&T will conduct final project walk through with the City and generate a punchlist.
 - i. Prepare punchlists for work performed not in accordance with the contract documents.
 - ii. Reassess punchlists until work is completed in accordance with the contract documents
 - iii. Submit a recommendation for acceptance of the project.
- i. Prepare a 1-Year warranty punchlist and coordinate with the Contractor to address required warranty work. EMH&T will coordinate with the City prior to conducting the 1-Year warranty review to allow the City to provide input and participate in warranty review.
- j. Maintain a set of red-line record drawings of the completed work to be used in preparation of final record drawings. EMH&T will prepare and provide record drawings of the completed work.

2. Records/Document Control:

- a. Copies of the correspondence, change orders and pay estimates will be made available for the City to review.
- b. EMH&T will coordinate with the City to provide the following information for the City's review and retention:
 - Observation Reports
 - Submittals
 - Meeting Agendas, Sign In Sheets, and Minutes
 - Material Testing Results
 - Project Schedule

3. Design Consultation During Construction:

- a. EMH&T will prepare a Submittal Log to coordinate, track and document submittals throughout the execution of the construction contract.
 - i. Review submittals and shop drawings for conformance with the plans and specifications
 - ii. Provide to the City those submittals requiring specific comments such as MOT plans and resident/business notifications. EMH&T will meet with the Service Department to discuss these specific submittals and coordinate the comments/approval, as necessary.
 - iii. Copies of the shop drawings and submittals will be made available for the City.
- b. The EMH&T design team will be available to attend meetings and respond to requests for information or clarification from the Contractor.

4. Resident Project Representation:

- a. Provide on-site construction observation during the contract duration as required.
- b. EMH&T will monitor construction activities performed by the Contractor and their subs and note whether the work is in conformance with the plans and specifications and measure project quantities for payment
 - i. The Resident Project Representative (RPR) will not stop work from being performed for non-conformance, but will notify the project's Senior Construction Representative immediately. The Senior Construction Representative will notify the City Service Director of non-conforming work items. The City will be responsible for providing notice of work stoppage to the Contractor
- c. The RPR will record their observations in a daily observation report and record the quantity of items performed and completed in conformance with the contract on a daily basis in a quantity log.
- d. Copies of the daily observation reports will be made available for the City to review.
- e. Monitor completed work and provide the City a recommendation for acceptance.
- f. Prepare a punchlist(s) for work performed not in accordance with the contract documents for the Engineer to review.
- g. Reassess punchlist items until the work is completed in accordance with the contract documents.
- h. Perform a 1-year warranty review.

City of Reynoldsburg
Sewer Rehabilitation for Graham/Main Area and Northfield/Cottingham Area

January 2, 2018

EXCLUSIONS:

EMH&T shall not be responsible for:

- a. Contractor's means, methods, procedure, or safety precautions.
- b. Construction layout staking will be performed by the Contractor.
- c. GIS website updates and mapping services.

SCHEDULE

We are prepared to begin work identified in this proposal immediately upon receipt of Authorization to Proceed from the City of Reynoldsburg. The construction duration is 150 days.

FEE

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

Reynoldsburg 2019 Sanitary Sewer Rehabilitation
- Construction Phase Engineering

Description of Service/Task	Fee
Construction Representation	\$9,885.00
Resident/Standby Representation	\$25,960.00
Reimbursable Expenses (printing, mileage, etc.)	\$2,614.00
PROPOSAL TOTAL FEE	\$38,459.00

City of Reynoldsburg
Sewer Rehabilitation for Graham/Main Area and Northfield/Cottingham Area

January 2, 2018

We appreciate the opportunity to submit this proposal to you and look forward to working with you on this project. If this description and estimated fee meet with your approval please authorize with your signature below. Should you have any questions regarding this proposal please do not hesitate to contact me at (614) 775-4555.

Respectfully submitted,

EVANS, MECHWART, HAMBLETON, & TILTON, INC.



Ryan M. Andrews, PE

Acceptance and Authorization to Proceed:

APPROVED – CITY OF REYNOLDSBURG, OHIO

Authorized Signature

PO Number

Print Name/Date

Copies: Paul Hellman, City of Reynoldsburg
Mark Spears, EMH&T Inc.

Attachment: 2019 Sewer Rehab Project Scope of Services (Sewer Rehab Project 2019- Inspection Services)

CITY OF REYNOLDSBURG, OHIO
Sanitary Sewer Rehabilitation for Graham/Main Area & Northfield/Cottingham Area

EMH&T JN: 2018-0941

Bids Received: December 14, 2018

Ref. No.	Item No.	Description	Quantity	Units	Engineer's Estimate			United Survey, Inc. 25145 Broadway Avenue Cleveland, OH 44146			Inland Waters Pollution Control, Inc 4086 Michigan Ave Detroit, MI 48210			Granite Inliner, LLC. 4143 Weaver Court Hilliard, OH 43026			InstiForm Technologies, Inc. 17988 Edison Avenue Chesterfield, MO 63005		
					Price		Extension	Price	Extension	Price	Extension	Price	Extension	Price	Extension	Price	Extension		
BASE BID																			
1	201	Clearing and Grading	11	L.S.	\$1,000.00	\$1,000.00	\$2,000.00	\$2,000.00	\$5,000.00	\$5,000.00	\$296.00	\$296.00	\$56,000.00	\$56,000.00					
2	202	Prepared Removal Pipe Removal	244	S.V.	\$10.00	\$2,440.00	\$20.00	\$4,880.00	\$22.50	\$5,490.00	\$23.00	\$5,612.00	\$21.00	\$5,124.00					
3	202		488	L.F.	\$14.00	\$6,832.00	\$15.00	\$7,320.00	\$17.50	\$8,540.00	\$18.00	\$8,784.00	\$17.00	\$8,296.00					
4	207	Sediment and Erosion Control	1	L.S.	\$1,500.00	\$1,500.00	\$1,000.00	\$1,000.00	\$2,500.00	\$2,500.00	\$1,168.00	\$1,168.00	\$1,120.00	\$1,120.00					
5	239	Reinforced Precast Pipe Installation, Type 1B, Per P.2	244	S.V.	\$95.00	\$23,180.00	\$65.00	\$15,860.00	\$70.00	\$17,080.00	\$76.00	\$18,544.00	\$75.00	\$18,240.00					
6	604	Manhole Frame & Lid Replacement to Grade, As Directed by Engineer, in Gravel	4	E.A.	\$450.00	\$1,800.00	\$1,050.00	\$4,200.00	\$1,250.00	\$5,000.00	\$1,226.00	\$4,904.00	\$1,200.00	\$4,800.00					
7	604	Manhole Frame & Lid Replacement to Grade, As Directed by Engineer, in Precast	4	E.A.	\$800.00	\$3,200.00	\$1,550.00	\$6,200.00	\$1,850.00	\$7,400.00	\$1,810.00	\$7,240.00	\$1,800.00	\$7,200.00					
8	607*	Frame, Remove and Replace	410	L.F.	\$65.00	\$26,650.00	\$1.00	\$410.00	\$12.00	\$4,920.00	\$3.00	\$1,230.00	\$60.00	\$24,400.00					
9	614	Reinforced Precast Pipe Installation	1	L.S.	\$5,000.00	\$5,000.00	\$10,500.00	\$10,500.00	\$10,000.00	\$10,000.00	\$6,800.00	\$6,800.00	\$74,000.00	\$74,000.00					
10	901	Bit-Synthetic Sealer with Type 912 Bitfill	488	L.F.	\$80.00	\$39,040.00	\$250.00	\$122,800.00	\$273.00	\$133,224.00	\$292.00	\$142,496.00	\$280.00	\$136,640.00					
11	915	8 inches x 8 inches Diameter Wye Fitting	19	E.A.	\$300.00	\$5,700.00	\$500.00	\$9,500.00	\$550.00	\$10,450.00	\$584.00	\$11,096.00	\$560.00	\$10,640.00					
12	918	8" Double Pipe, Synthetic Fiber, Conventional Sewer, Reinforced, in Per Pipe	19	E.A.	\$500.00	\$9,500.00	\$500.00	\$9,500.00	\$585.00	\$11,115.00	\$584.00	\$11,096.00	\$560.00	\$10,640.00					
13	SS-3	Business Pumping	1	L.S.	\$5,000.00	\$5,000.00	\$9,500.00	\$9,500.00	\$5,000.00	\$5,000.00	\$5,200.00	\$5,200.00	\$9,200.00	\$9,200.00					
14	SS-6*	Chemical Grouting	10	GAL	\$150.00	\$1,500.00	\$1.00	\$10.00	\$60.00	\$600.00	\$50.00	\$500.00	\$60.00	\$600.00					
15	SS-7*	Chemical Grouting	15	CF	\$150.00	\$2,250.00	\$1.00	\$15.00	\$90.00	\$900.00	\$50.00	\$500.00	\$60.00	\$600.00					
16	SS-10	Manhole Rehabilitation	484	V.F.	\$235.00	\$113,740.00	\$235.00	\$113,740.00	\$259.00	\$125,356.00	\$274.00	\$132,816.00	\$270.00	\$130,680.00					
17	SS-11	Grout Seals, Dewatering and Repair	1	L.S.	\$1,500.00	\$1,500.00	\$22,900.00	\$22,900.00	\$1,000.00	\$1,000.00	\$20,000.00	\$20,000.00	\$2,500.00	\$2,500.00					
18	SS-12	8" Corrugated-Pipe Pipe (Thickness = 6.0mm)	6,048	L.F.	\$36.00	\$218,448.00	\$25.00	\$151,700.00	\$37.50	\$227,550.00	\$38.00	\$230,584.00	\$40.00	\$242,080.00					
19	SS-12	10" Corrugated-Pipe Pipe (Thickness = 6.0mm)	350	L.F.	\$42.00	\$14,700.00	\$47.00	\$16,450.00	\$38.00	\$13,300.00	\$42.00	\$14,700.00	\$41.00	\$14,350.00					
20	SS-12	12" Corrugated-Pipe Pipe (Thickness = 9.0mm)	1,456	L.F.	\$50.00	\$72,800.00	\$69.00	\$100,464.00	\$50.00	\$72,800.00	\$58.00	\$84,480.00	\$75.00	\$109,200.00					
21	SS-12*	Form Protecting Trip	12	E.A.	\$300.00	\$3,600.00	\$1,000.00	\$1,000.00	\$95.00	\$1,140.00	\$500.00	\$500.00	\$75.00	\$750.00					
22	SS-12*	1.5 mm Incremental Wall Thickness Increase (8-in)	560	L.F.	\$3.50	\$1,960.00	\$0.01	\$5.60	\$2.00	\$1,000.00	\$1.80	\$900.00	\$7.00	\$3,920.00					
23	SS-12*	1.5 mm Incremental Wall Thickness Increase (10-in)	100	L.F.	\$3.50	\$350.00	\$0.01	\$0.35	\$2.50	\$250.00	\$2.10	\$210.00	\$2.25	\$225.00					
24	SS-12*	1.5 mm Incremental Wall Thickness Increase (12-in)	250	L.F.	\$3.50	\$875.00	\$0.01	\$0.35	\$2.50	\$625.00	\$2.10	\$525.00	\$2.25	\$562.50					
*Contingency Items																			
					BIDDER'S TOTAL FOR BASE BID =			\$562,405.00			\$672,740.00			\$718,201.00			\$955,408.00		
					CORRECTED BIDDER'S TOTAL FOR BASE BID =			\$562,405.00			\$672,740.00			\$718,201.00			\$955,408.00		

* Correct Bidder's Calculated Unit Price Issue - amount was incorrectly calculated by Bidder

* Correct Bidder's Total price - amount was incorrectly calculated by Bidder

* Correct Bidder's Base Bid Total - amount was incorrectly calculated by Bidder

BY:

Ryan M. Andrews

Ryan M. Andrews, PE

Evans, Mechwart, Hamblen & Tilton, Inc.
 5500 New Albany Road
 Columbus, OH 43054

OFFICIAL BID TABULATION

Service Department**Bill Sampson****7232 E. Main Street****Reynoldsburg OH 43068****614-322-6884 Phone****ORDINANCE REQUEST****DATE: January 14, 2019****TO: Public Service and Transportation Committee**

RE: ORDINANCE AUTHORIZING MAYOR TO ENTER INTO CONTRACT WITH EMH&T FOR THE ENGINEERING, PLANS, AND PREPARE BID DOCUMENTS FOR THE 2019 STREET PROGRAM, APPROPRIATING FUNDS THEREFORE, AND DECLARING AN EMERGENCY.

Approval:

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

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

Statement of necessity: WOULD LIKE PASSAGE AFTER THE SECOND READING. THIS WILL ALLOW ENGINEERING TO BE DONE AND GO OUT TO BID AT THE SAME TIME AS THE MAIN STREET/TAYLOR ROAD TURN LANE AND PALMER ROAD PROJECTS.

EMH&T will provide survey, engineering design and assistance with bidding for the 2019 Street Maintenance Program. The proposal and estimated probable construction cost is attached.

Requesting \$53,851.00 from unappropriated Capital Improvements Fund (410) and appropriated to

is 410.000.0167.5651 Street Resurfacing.

December 13, 2018

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

**Subject: 2019 Reynoldsburg Street Maintenance Program
Proposal for Engineering and Bidding Services**

Dear Mr. Sampson:

EMH&T is pleased to submit our proposal for engineering and bidding services for the City's upcoming Street Maintenance Program. The 2019 Street Maintenance Program will include detailed evaluation, cost estimates, program exhibits, specifications, and bidding services for the street segments that have been identified by the City.

Based on our previous discussions with the Service Department Staff, we anticipate including the following items in the 2019 Program:

- Resurfacing and Curb Replacement Projects – Base Bid: Kingsley Drive, Rocky Den Road, Birchview Road, Elmbrook Lane, Oak Valley Road, Leighton Drive, and Briarcliff Drive
- Resurfacing and Curb Replacement Projects – Additional Bids: Pinion Place, Brent Court, Feather Court, Lauretta Court, Anne Court, and Lancaster Avenue (Main to Broad Alley)
- JFK Park Asphalt Trail Resurfacing
- Signal Modification Design for the Intersection of East Main Street and Jackson Street

The anticipated total cost for the base improvements is \$1,515,000 and the total anticipated cost with the additional (optional) bid items is \$1,825,000.

SCOPE OF SERVICES

The Scope of Services for this improvement will be broken up into the following two parts:

1. Street Resurfacing Program
 - a. Conduct kick-off and progress meetings with the City throughout the design phase.
 - b. Gather necessary field data and measurements to create an estimate of quantities and cost estimate for each street.
 - c. Assess the curb ramps on candidate streets for ADA compliance and evaluate the costs associated with curb ramp replacement.
 - d. Perform pavement cores on candidate streets to assess their current thickness and condition (subconsultant service, DHDC, Inc.).
 - e. Prepare engineering quantity and cost estimates for the City's review and approval.
 - f. Develop street program exhibits for bidding purposes.
 - g. Prepare detailed construction specifications.

2. Park Improvements

- a. Conduct field assessments on the asphalt leisure path in JFK Park to include evaluation of surface cracking, full depth repair areas, tree root damage, etc.
- b. Prepare preliminary cost estimates and exhibits for the proposed trail rehabilitation project.
- c. Submit preliminary exhibits, resurfacing plan, and cost estimate to the City for review and feedback.
- d. Prepare final exhibits and bid specifications and incorporate City feedback into final design.

3. Traffic Signal Modification

- a. Detailed design services for the modification of the existing signal at E. Main St. and Jackson St. to include a left hand turn phase from
- b. Design modifications to existing traffic control cabinet to accommodate the additional left-turn signal.
- c. Prepare a plan showing the location of the left-turn signal head on the existing span wire, with wiring details.
- d. Prepare signal timing modification to incorporate the left turn signal phase.
- e. Prepare traffic control plans for the intersection modification.

4. Bidding Services

- a. Prepare 15 sets of bidding documents and publish the notice to contractors
- b. Respond to any requests for information from bidders during the bidding process
- c. Attend bid opening
- d. Prepare bid tab, award recommendation and conformed copies of the contract documents

EXCLUSIONS:

1. Topographic survey. The street program will be characterized and bid using GIS exhibits with an aerial photo background.
2. Subsurface evaluations besides the pavement thickness cores.
3. Construction phase services. A follow-on proposal for construction administration and on-site representation will be prepared and submitted to the City following bidding.

SCHEDULE

We are prepared to begin work identified in this proposal immediately upon receipt of Authorization to Proceed from the City of Reynoldsburg. Assuming authorization is granted in January of 2019, we anticipate that the project can be bid in April or May of 2019.

FEE

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

EMH&T SERVICES FEE SUMMARY

Description of Service/Task	Fee
Part 1 (Engineering Services)	
1. Resurfacing Program	\$36,788.00
2. Park Improvements	\$8,648.00
3. Traffic Signal Modification	\$4,500.00
4. Bidding Services	\$3,915.00
PROJECT TOTAL FEE	\$53,851.00

If this description and estimated fee meet with your approval, please authorize with your signature below.
If you should have any questions regarding this proposal, please do not hesitate to contact me at (614) 775-4555.

Respectfully submitted,



Ryan M. Andrews, PE

cc: Keith Kundtz, Street Superintendent

Acceptance and Authorization to Proceed:

Authorized Signature/Date

PO Number/Date

Print Name

Attachment: Proposal-2019 Street Maintenance Program 12.13.18 (2019 Street Program)

City Auditor's Office

Stephen Cicak

7232 E. Main Street

Reynoldsburg OHIO 43068

614/322-6858 Phone

ORDINANCE REQUEST

DATE: January 14, 2019

TO: Finance and Administration Committee

RE: Request Council amends Section 190 of the Reynoldsburg Code to change the distribution of the Income Tax Revenue in order to provide for a **Balanced Budget, Fund Bond Debt Service** and **Comply with Ordinance 6-18 Cash Reserve Policy.**

Approval:

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

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

Statement of Necessity: To Allow the Changes to Become Law for the 1/1/ 2019 Receipts

ORDINANCE TO AMEND THE CODE OF ORDINANCES OF THE CITY OF REYNOLDSBURG, OHIO: Amending Section 190.01 AUTHORITY TO LEVY TAX; PURPOSE OF TAX of Chapter 190 INCOME TAX EFFECTIVE JANUARY 1, 2019; AND DECLARING AN EMERGENCY.

After providing for the requirements in division (a) monies shall be deposited and disbursed for the following purposes and in the following order:

(ii) (b)(i) ~~Sixty-six percent (66%)~~ **Seventy-Three percent (73%)** of the monies collected shall be deposited into the General Fund of the City to be reappropriated by Council for any lawful purpose.

City Auditor's Office

Stephen Cicak

7232 E. Main Street

Reynoldsburg OHIO 43068

614/322-6858 Phone

(iii) ~~Nine percent (9%)~~ **Twelve percent (12%)** of the monies collected shall be deposited into the General Debt Retirement Fund to be used for general debt retirement.

(iv) ~~Twenty five percent (25%)~~ **Fifteen percent (15%)** of the monies collected shall be deposited into the Capital Improvement Fund which shall be used to defray all or part of the costs of legal improvements as determined by Council.

SECTION 190.01 AUTHORITY TO LEVY TAX; PURPOSE OF TAX.

(A) To provide funds for the purposes of general Municipal operations, maintenance, new equipment and capital improvements, including, but not limited to, the payment of debt service charges on related securities and the costs related to a Municipal recreation complex, the City of Reynoldsburg ("City") hereby levies an annual municipal income tax on income, qualifying wages, commissions and other compensation, and on net profits as hereinafter provided.

(B)(1) The annual tax is levied at a rate of two and one-half percent (2.5%) on and after July 1, 2017; prior to July 1, 2017, the annual tax is levied at a rate of one and one-half percent (1.5%). The tax is levied at a uniform rate on all persons residing in or earning or receiving income in the City. The tax is levied on income, qualifying wages, commissions and other compensation, and on net profits as hereinafter provided in Section 190.03 of this chapter and other sections as they may apply.

(2) The monies collected under the provisions of this chapter shall be deposited into the following Funds in the following order and such Funds shall be disbursed for the following purposes and in the following order:

(a) Such part thereof as shall be necessary to defray all costs of collecting and administering the taxes levied by this chapter, including any amounts to be paid to any person or governmental agency under any contract for the administration of such taxes, and the cost of administering the Department of Taxation and enforcing the provisions thereof shall be deposited into the Income Tax Revenue Fund. Zero and seventy-five hundredths percent (0%) (0.75%) of the monies collected shall remain in the Income Tax Revenue Fund of the City to be put into the City's Contingency Reserve.

After providing for the requirements in division (a) monies shall be deposited and disbursed for the following purposes and in the following order:

(ii) (b)(i) ~~Sixty-six percent (66%)~~ **Seventy-Three percent (73%)** of the monies collected shall be deposited into the General Fund of the City to be reappropriated by Council for any lawful purpose.

(iii) ~~Nine percent (9%)~~ **Twelve percent (12%)** of the monies collected shall be deposited into the General Debt Retirement Fund to be used for general debt retirement.

(iv) ~~Twenty-five percent (25%)~~ **Fifteen percent (15%)** of the monies collected shall be deposited into the Capital Improvement Fund which shall be used to defray all or part of the costs of legal improvements as determined by Council.

All monies already deposited into the City's Contingency Reserve residing in the Income Tax Fund shall be expended only upon a legislative transfer to the General Fund. Such transfers shall be solely for the purpose of making revenue available for expenditures necessary to continue basic City services due to a natural disaster or other catastrophic occurrence.

(C) The tax on income and the withholding tax established by Chapter 190 are authorized by Article XVIII, Section 3 of the Ohio Constitution. The tax is levied in accordance with, and is intended to be consistent with, the provisions and limitations of Ohio Revised Code 718 (ORC 718). This Chapter 190 is effective for tax years beginning on or after January 1, 2016. Municipal taxable years beginning on or before December 31, 2015 are subject to Chapter 191, and any amendments thereto, and rules and regulations, and any amendments thereto, as they existed before January 1, 2016."

Development Department

Andrew Bowsher
7232 E. Main Street
Reynoldsburg OHIO 43068
614-322-6831 Phone

ORDINANCE REQUEST

DATE: **January 14, 2019**

TO: **Development, Parks and Recreation Committee**

RE: **Contract for Project M Plus to coordinate a marketing and branding strategy and include deliverables. The overall cost will be 50k, and has been budgeted for 2019.**

Approval:

Completed Brad McCloud	Completed Jed Hood	Completed Stephen Cicak
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Through a future creative branding strategy, the development department plans to re-imagine and reinvigorate the perception of Reynoldsburg. The development department plays a vital role in the built aspect of the city, but we also feel it is our responsibility to project an image of diversity, history, economic vitality, and small town charm. Through this branding strategy, we hope to outline a process by which our team will create a compelling, relevant brand identity and key messaging that differentiates Reynoldsburg from other communities. We intend to effectively communicate our vision, values, and aspirations for the future and provide a consistent, cohesive representation of the city across all communication platforms. Deliverables will include changes to the website, Logo Design, signage, and other uses where applicable. Overall cost \$50,000 USD (Conservative Estimate/Budgeted) Waive of competitive bidding, for professional services.



Estimate

From

Project M Plus Corp- Design

2898 Rowena Ave., Suite 102
Los Angeles, CA 90039

Tax ID: 27-1806979

Estimate For

City of Reynoldsburg

Estimate Id

717

Issue Date

12/10/2018

Subject

City of Reynoldsburg || Phases 2: Branding & Identity

Description	Quantity	Unit Price	Amount
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Attachment: Estimate_717_Project_M_Plus_Corp-_Design_(Marketing/Branding Contract)

PHASE 2 // BRANDING & IDENTITY (approx. 3 weeks) M Plus will develop an elevated, memorable identity for the City of Reynoldsburg. Consider our deep agrarian roots, endearing claims to fame, and unique community feel. Embody our shared values and common ground. Push the envelope enough that we breathe new life into our identity with a fresh look. Balance our small town appeal with our invigorating development plans. Communicate our intent to become one of Central Ohio's most desirable family-friendly communities, appealing to all current Reynoldsburg residents, as well as those looking for the perfect place to call home. Initially the components below will be given in presentation decks. Once approved, all assets will be presented in a simple Brand Book that includes Brand Assets, Standards, Use & Guidelines. Brand Book – Logo – Wordmark – Lockups (logo + wordmark) – Color Palette – Typography Research & Discovery / 6 hours Creative Direction / 4 hours Brand Identity, Round 1 (3 options, client chooses 1 for refinement) / 24 hours Brand Identity, R2 (edits) / 12 hours Brand Identity, R3 (final edits) / 6 hours Presentation Design / 2 hours Brand Book Design / 4 hours Meetings & Project Management / 6 hours Subtotal / 64 hours Identity System – Stationary System – Social Skins Creative Direction / 2 hours Identity System, Round 1 (3 options, client chooses 1 for refinement) / 14 hours Identity System, R2 (edits) / 6 hours Final Edits & Artwork / 3 hours Meetings & Project Management / 2 hours Subtotal / 27 hours *Additional rounds, copy or design edits, or revisions to be billed hourly as needed *Font cost, if needed and approved by client, to be billed separately *Custom illustration to be billed separately, paid directly	91.00	\$175.00	\$15,925.00
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CLIENT SOFT COSTS //	1.00	\$0.00	\$0.00
Custom photography and/or stock photos Printing			
TBD //	1.00	\$0.00	\$0.00
Park Signage & Wayfinding Positioning, Messaging Strategy, Key Messaging, Website Copy Polish Website Re-Skin / Website Design & Programming, Training & Launch Print Collateral Digital Marketing Video			
PROJECT & DESIGN CONTINGENCY //	1.00	\$0.00	\$0.00
Percentage (20%) of the concept budget for programmatic and design changes which can occur over the course of a design process.			
18 hours @ \$175/hour			
(Not to exceed \$3,150.00)			
Estimate Total			\$15,925.00

Notes

TERMS

A deposit is required to start the job. All invoices are Net 15 days. We add a 3% fee for all online payments.

50% Advance

25% Progress Payment

25% Upon Completion

CHANGE ORDERS

If the scope of project changes, as specified and agreed upon by client and designer, The Client will pay for the exact number of hours commitment to this project, whether it be fewer or greater. In the event that M Plus and the client reach an irreconcilable disagreement regarding the direction of the project, M Plus reserves the right to terminate this agreement.

Once the custom website design is approved and send to the developer, any changes to the layout are subject to additional billing. A quality assurance (QA) phase will be provided upon delivery of the beta website to the client. During this process, clients may request changes related to website bugs (things not working properly), any major discrepancies between approved website comp design and final delivered product, and minor functionality tweaks (to be determined upon the discretion of design team and developers). Please note: because of the responsive nature of your website for all devices, development is not pixel perfect.

Once a website is launched we will fix any website functionality errors for no additional charge for the first 15 days. After 15 days we can not guarantee website functionality. We strongly suggest a maintenance contract. An M Plus contract starts at \$350 per month, and a three-month minimum contract is required.

COST CONTINGENCY

When estimating the cost for a project, there is always uncertainty as to the precise content of all items in the estimate, how work will be performed, what work conditions will be like when the project is executed. Contingency refers to costs that will probably occur based on past experience, but with some uncertainty regarding the amount. A 20% contingency is standard for all design, interiors, architecture and

construction-related contracts.

INVOICES

All invoices are payable within fifteen (15) days of receipt. Invoice payments not received after 15 days will be re-invoiced with an additional 5% late fee. Late fees will be added every 15 days at the designer's discretion. Designer reserves the right to withhold delivery and any transfer of ownership of any current work if accounts are not current or overdue invoices are not paid in full for more than sixty (60) days. All grants of any license to use or transfer of ownership of any intellectual property rights under this Agreement are conditioned upon receipt of payment in full which shall be inclusive of Taxes, Expenses, and Fees, or the costs of Changes (if applicable).

EXPENSE POLICY / REIMBURSABLE POLICY

This estimate includes designer, copywriter, and programmers service fees only. The Client will be notified and given approval before such reimbursable expenses are incurred. All expenses are billed with a 20% markup.

LICENSE

License for exclusive limited one-time usage for final artwork and/or website. Project M Plus retains the right to reproduce, publish and display deliverables on promotional materials and website, including design periodicals and other media for the purposes of recognition of creative excellence and professional advancement. Footer with a link to Project M Plus for 2 years. Design development and sketches are the sole property of Project M Plus.

NATIVE FILES

Project M Plus retains the rights to all native / master files, these files can be transferred to client for an additional fee.

TERMINATION

The term of a project will begin with the acceptance of an estimate and end with The Client's acceptance of M Plus completed services. If cancellation of the project is necessary, the final billing will include a lump-sum cancellation fee, which is the balance of the project fees. M Plus will retain all preliminary art, including any studies and comps. The Client will receive the most recent approved version of the work in process.

The Owner and Project M Plus, Corp. hereby agree to settle disputes by good-faith measures prior to formal arbitration. In the event of unresolvable mediation, all issues are to be settled and administered by the American Arbitration Association.

LIMITATION OF LIABILITY

Client agrees to indemnify and hold harmless M Plus and all its affiliates, officers, directors, agents, employees, successors, licensees, and assigns harmless from and against any losses, lawsuits, claims, liabilities, judgments, damages, or other costs or expenses caused by Client or any of its affiliates, officers, directors, agents, employees, successors, and licensees. Except to the extent arising from the gross negligence or willful misconduct of M Plus or its employees or agents, M Plus's liability, if any, to the client for actions taken under this agreement shall be strictly limited to an amount no greater than the portion of the retainer earned by M Plus at the time such liability arose, and in no event shall M Plus be liable to the client for any indirect, special or consequential damages of any kind or nature.

Thank you.



Estimate

From

Project M Plus Corp- Design

2898 Rowena Ave., Suite 102
Los Angeles, CA 90039

Tax ID: 27-1806979

Estimate For

City of Reynoldsburg

Estimate Id

718

Issue Date

12/10/2018

Subject

City of Reynoldsburg || Phase 1: Research, Discovery & Brand Strategy

Description

Quantity

Unit Price

Amount

Attachment: Estimate_718_Project_M_Plus_Corp-Design_(Marketing/Branding Contract)

PHASE 1 // RESEARCH, DISCOVERY, BRAND STRATEGY & POSITIONING (approx. 3 weeks) Given the long-term potential of this project, M Plus will conduct a thorough phase of R&D. Intended to bring the creative team up to speed on the brief and client landscape, our customary phase of research and discovery will include an initial site visit to officially kick off the project. After conducting the site visit (described below), M Plus will demonstrate our understanding of the project and deliverables, ensuring creative alignment with delivery of a Return on Brief. Return on Brief – The Brief – Challenges & Opportunities – Competitive Review, Findings & Takeaways – Architectural Opportunities – Brand Mood Boards (first thoughts on logo, wordmark, color palette, typography, signage / wayfinding) Through this process, our intent is to get to know one another, understand the project's nuances and needs, and allow us to develop the working rapport and shared common vision that will ensure a successful creative relationship. Research & Discovery / 8 hours Creative Direction / 6 hours Competitive Audit (up to 3 competitors) / 8 hours Copy Direction / 4 hours Brand Mood Boards / 12 hours Presentation Design / 4 hours Project Management / 8 hours Kick Off Meeting (x3 creatives) / 6 hours Subtotal / 56 hours *Client will supply samples of product, all competitive research, brand foundation development, messaging, and reference materials to date prior to project launch *After receiving client feedback and brand mood direction selection, brand identity development will begin in Phase 1, with a new proposal. *Additional copy or design edits, rounds or revisions to be billed hourly as needed	56.00	\$175.00	\$9,800.00
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2-DAY SITE VISIT // Taking a deep dive into Reynoldsburg history, community, and current opportunities, M Plus' senior creative team will travel to Reynoldsburg for a 2-day site visit to experience the community first-hand, meet with and listen to stakeholders, gather useful information, and identify all signage and wayfinding needs. The knowledge gathered will provide us with a foundational understanding of the city, and valuable insight into how to successfully steers stakeholders towards a shared common vision for Reynoldsburg's vibrant future. Principal Architect / \$3,000 Creative Director / \$3,000 Airfare x2 / \$1,000 Subtotal / \$7,000 *Accommodations and \$150.00 per diem for each creative to be provided by M Plus.	1.00	\$7,000.00	\$7,000.00
TBD // Branding & Identity Park Signage & Wayfinding Positioning, Messaging Strategy, Key Messaging & Website Copy Polish Website Re-Skin / Website Design & Programming, Training & Launch Print Collateral, Business Cards & Events Templates Digital Marketing Video	0.00	\$0.00	\$0.00
PROJECT & DESIGN CONTINGENCY // Percentage (20%) of the concept budget for programmatic and design changes which can occur over the course of a design process. 11 hours @ \$175/hour (Not to exceed \$1,925.00)	1.00	\$0.00	\$0.00
Estimate Total			\$16,800.00

Notes**TERMS**

A deposit is required to start the job. All invoices are Net 15 days. We add a 3% fee for all online payments.

50% Advance

50% Upon Completion

CHANGE ORDERS

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Once the custom website design is approved and send to the developer, any changes to the layout are subject to additional billing. A quality assurance (QA) phase will be provided upon delivery of the beta website to the client. During this process, clients may request changes related to website bugs (things not working properly), any major discrepancies between approved website comp design and final delivered product, and minor functionality tweaks (to be determined upon the discretion of design team and developers). Please note: because of the responsive nature of your website for all devices, development is not pixel perfect.

Once a website is launched we will fix any website functionality errors for no additional charge for the first 15 days. After 15 days we can not guarantee website functionality. We strongly suggest a maintenance contract. An M Plus contract starts at \$350 per month, and a three-month minimum contract is required.

COST CONTINGENCY

When estimating the cost for a project, there is always uncertainty as to the precise content of all items in the estimate, how work will be performed, what work conditions will be like when the project is executed. Contingency refers to costs that will probably occur based on past experience, but with some uncertainty regarding the amount. A 20% contingency is standard for all design, interiors, architecture and construction-related contracts.

INVOICES

All invoices are payable within fifteen (15) days of receipt. Invoice payments not received after 15 days will be re-invoiced with an additional 5% late fee. Late fees will be added every 15 days at the designer's discretion. Designer reserves the right to withhold delivery and any transfer of ownership of any current work if accounts are not current or overdue invoices are not paid in full for more than sixty (60) days. All grants of any license to use or transfer of ownership of any intellectual property rights under this Agreement are conditioned upon receipt of payment in full which shall be inclusive of Taxes, Expenses, and Fees, or the costs of Changes (if applicable).

EXPENSE POLICY / REIMBURSABLE POLICY

This estimate includes designer, copywriter, and programmers service fees only. The Client will be notified and given approval before such reimbursable expenses are incurred. All expenses are billed with a 20% markup.

LICENSE

License for exclusive limited one-time usage for final artwork and/or website. Project M Plus retains the right to reproduce, publish and display deliverables on promotional materials and website, including design periodicals and other media for the purposes of recognition of creative excellence and professional advancement. Footer with a link to Project M Plus for 2 years. Design development and sketches are the sole property of Project M Plus.

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The Owner and Project M Plus, Corp. hereby agree to settle disputes by good-faith measures prior to formal arbitration. In the event of unresolvable mediation, all issues are to be settled and administered by the American Arbitration Association.

LIMITATION OF LIABILITY

Client agrees to indemnify and hold harmless M Plus and all its affiliates, officers, directors, agents, employees, successors, licensees, and assigns harmless from and against any losses, lawsuits, claims, liabilities, judgments, damages, or other costs or expenses caused by Client or any of its affiliates, officers, directors, agents, employees, successors, and licensees. Except to the extent arising from the gross negligence or willful misconduct of M Plus or its employees or agents, M Plus's liability, if any, to the client for actions taken under this agreement shall be strictly limited to an amount no greater than the portion of the retainer earned by M Plus at the time such liability arose, and in no event shall M Plus be liable to the client for any indirect, special or consequential damages of any kind or nature.

Thank you.

Development Department

**Andrew Bowsher
7232 E. Main Street
Reynoldsburg OHIO 43068
614-322-6831 Phone**

ORDINANCE REQUEST

DATE: January 14, 2019

TO: Development, Parks and Recreation Committee

RE: ORDINANCE AUTHORIZING THE MAYOR TO ENTER INTO CONTRACT WITH CALFEE ZONING FOR PROFESSIONAL ZONING CODE REWRITE SERVICES AND APPROPRIATING FUNDS THEREFORE.

Approval:

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

Reason For Emergency: Immediate preservation of the public peace, health, or safety

The City of Reynoldsburg does not have an up-to-date Zoning Code. The last Code was created in 1969. A new zoning code will provide both a short- and a long-range framework for the built environment in the City. It will guide the appropriate use of lands within the City in order to protect the public health and safety and to promote general welfare. Among other issues, the zoning code will assist City Officials track log, and coordinate our future comprehensive plan for commercial, housing and mixed-use development; locations where the City should increase density, use redevelopment, or intervene in other ways; opportunities to extend and/or improve open space, recreational areas, and civic facilities; strategies for increasing economic development; environmental, historic and cultural resources that need conservation; and strategies for improving infrastructure issues.

As a result, the new zoning code has a direct relationship to the citizens of Reynoldsburg, whether they live, work, or own a business in the community. A copy of the Calfee Zoning's contract is attached. Work will commence once approved, and payments will start January of 2019

Development Department**Andrew Bowsher****7232 E. Main Street****Reynoldsburg OHIO 43068****614-322-6831 Phone**

Request Appropriation of \$135,000 from the unappropriated General Fund to account number 110.580.5339 Misc. Contract Services.

PROFESSIONAL SERVICES AGREEMENT

This PROFESSIONAL SERVICES AGREEMENT ("Agreement") is made and entered into as of this ____ day of _____, 201__, by and between the CITY OF REYNOLDSBURG, OHIO, an Ohio municipal corporation with an address of 7232 E. Main Street, Reynoldsburg, Ohio 43068, Attn: Andrew Bowsher, Development Director (the "City"), and CALFEE STRATEGIC SOLUTIONS, LLC, an Ohio limited liability company D/B/A CALFEE ZONING, with an address of 2800 First Financial Center, 255 E. Fifth Street, Cincinnati, Ohio 45202, Attn: Sean S. Suder, Principal (the "Consultant"), on the following terms and conditions:

RECITALS

- A. The City is seeking professional consulting services to update the City's Planning and Zoning Code (the "Project").
- B. Consultant provides municipal consulting services to local governments and has demonstrated the qualifications necessary and desired to complete the Project.
- C. The City desires to retain Consultant to provide consulting services related to the Project, and Consultant desires to render such consulting services to the City, upon the terms and conditions set forth herein.

NOW, THEREFORE, the parties intending to be legally bound hereby agree as follows:

AGREEMENT

1. Consulting Period; Termination. Consultant will commence work on the Services within fifteen (15) days of the Effective Date of this Agreement ("Project Commencement"), and this Agreement shall be in effect for a term commencing on the Effective Date hereof and ending on the date of Completion (defined below) of the Services (defined below) (the "Consulting Period"). The Consulting Period may be extended upon the mutual written agreement of the City and Consultant. Notwithstanding anything contained herein to the contrary, this Agreement shall terminate automatically upon thirty (30) days' advance written notice of either the City or Consultant. If this Agreement is terminated by the City, Consultant shall be paid for services it has performed to the date of termination. The City shall not be entitled to the recovery of any damages arising out of or related to the termination of this Agreement unless such termination is the direct result of any negligence or willful misconduct of Consultant.
2. Consulting Services. During the Consulting Period, Consultant agrees to provide the scope of consulting services set forth on Exhibit A attached hereto and made a part hereof (the "Services") related the re-write of the City of Reynoldsburg Planning and Zoning Code (the "Reynoldsburg Code").
3. Consulting Fee. During the Consulting Period, the City shall pay Consultant a total consulting fee of One Hundred Thirty-Five Thousand and 00/100 Dollars (\$135,000.00) (the "Consulting Fee"), as more fully set forth on Exhibit A attached hereto and made a part hereof,

payable to Consultant on a monthly basis for any Services completed during the prior month. The City shall pay Consultant the Consulting Fee not later than thirty (30) days following the date of Consultant's written invoice therefor. The Consulting Fee shall include all of Consultant's expenses, including, but not limited to, Consultant's travel expenses, and Consultant shall not receive reimbursement for any business or travel expenses unless separately pre-approved by the City in writing.

4. **Independent Contractor.** Consultant acknowledges and agrees that its status at all times shall be that of an independent contractor, and that it may not, at any time, act as a representative for or on behalf of the City, for any purpose or transaction, and may not bind or otherwise obligate the City in any manner whatsoever without first obtaining the written approval of the City. In recognition of its status as an independent contractor, Consultant hereby waives any rights as an employee or deemed employee of the City. Consultant shall pay directly all taxes associated with the compensation it receives under this Agreement

5. **Understanding of Relationship.** ALTHOUGH SOME OF OUR PROFESSIONALS ARE ATTORNEYS WHO MAY BE SEPARATELY ENGAGED TO PROVIDE LEGAL REPRESENTATION AND SERVICES IN JURISDICTIONS WHERE THEY ARE LICENSED TO PRACTICE LAW, CALFEE STRATEGIC SOLUTIONS, LLC D/B/A CALFEE ZONING ("CZ") (AN AFFILIATE OF THE LAW FIRM OF CALFEE, HALTER & GRISWOLD LLP WITH ITS PRINCIPAL PLACE OF BUSINESS AT 1405 EAST SIXTH STREET, CLEVELAND, OHIO 44114) IS NOT A LAW FIRM AND DOES NOT PROVIDE ANY LEGAL REPRESENTATION OR LEGAL SERVICES, AND THE FEES COLLECTED BY CZ IN PERFORMING CONSULTING SERVICES ARE, THEREFORE, NOT LEGAL FEES. ENGAGING OR OTHERWISE CONTRACTING WITH CZ OR ITS PRINCIPALS OR EMPLOYEES DOES NOT FORM AN ATTORNEY-CLIENT RELATIONSHIP AND, THEREFORE, THE PROTECTIONS OF THE ATTORNEY-CLIENT RELATIONSHIP DO NOT APPLY. IF YOU ARE SEEKING TO CREATE AN ATTORNEY-CLIENT RELATIONSHIP, YOU ARE ENCOURAGED TO ENGAGE AN ATTORNEY OF YOUR CHOOSING. ENGAGING OR OTHERWISE CONTRACTING WITH CZ OR ITS PRINCIPALS OR EMPLOYEES DOES NOT REQUIRE YOU TO ENGAGE, HIRE, OR RETAIN ANY ATTORNEY IN PARTNERSHIP WITH OR EMPLOYED BY CZ'S AFFILIATE LAW FIRM, CALFEE, HALTER & GRISWOLD LLP, OR IN ANY WAY LIMIT, AFFECT, OR IMPACT YOUR ABILITY TO ENGAGE, HIRE, OR RETAIN AN ATTORNEY OF YOUR CHOOSING.

6. **Miscellaneous.** This Agreement shall be governed by the laws of the State of Ohio. This Agreement contains the parties' entire understanding and supersedes all prior negotiations, proposals, or agreements concerning the services described herein. This Agreement may only be modified by written instrument duly executed by both parties. The rights and interests under this Agreement shall not be assigned without the prior written consent of the other party. To the extent that any provision of this Agreement is finally adjudged invalid by a court of competent jurisdiction, that provision shall be deleted or modified, as necessary, to make it enforceable, and the remaining provisions of the Agreement shall remain in full force and effect and be binding upon the parties hereto. All communications required by this Agreement may be personally delivered or mailed to the other party at the address set forth above. The address and party may be changed by written notice given as provided in this paragraph.

[Signature Page Follows.]

IN WITNESS WHEREOF, the parties have caused this Agreement to be duly executed as of the day and year first written above.

CONSULTANT:

CALFEE STRATEGIC SOLUTIONS, LLC,
an Ohio limited liability company,
D/B/A CALFEE ZONING

By: _____
Name: _____
Title: _____

CITY:

CITY OF REYNOLDSBURG, OHIO,
an Ohio municipal corporation

By: _____
Name: _____
Title: _____

CERTIFICATION OF FUNDING AVAILABILITY:

Certified Date: _____

Fund/Code: _____

Amount: _____

By: _____
_____, City Finance Director

EXHIBIT A

SCOPE OF SERVICES

Zoning Code Re-Write Project	
TASK GROUP A - Zoning and Permitting Operations Review/Analysis	
1.1 Gather Information and Review Existing Procedures and Permit Flow	\$ 7,700
1.2 Draft and Deliver Diagnostic Report	\$ 9,620
1.3 Teleconference - Review Draft Report	\$ 900
1.4 Report Presentation	\$ 6,040
Subtotal	\$ 24,260
TASK GROUP B - Code Calibration and Administrative Draft	
2.1 Create Administrative Review Draft CDO	\$ 28,120
2.2 Draft Map and Zoning Districts	\$ 3,460
2.3 Teleconference - Review Administrative Draft	\$ 1,180
2.4 Stakeholder Meeting - Trip	\$ 6,880
2.5 Finalize Administrative Draft	\$ 3,240
Subtotal	\$ 42,880
TASK GROUP C - Public Review Draft and Adoption	
3.1 Create Public Review Draft	\$ 14,700
3.2 Teleconference - Public Review Draft	\$ 1,180
3.3 Public Communications - Open House - Trip #4	\$ 13,360
3.4 Teleconference - Open House Follow Up	\$ 1,180
3.5 Finalize Public Review Draft	\$ 10,400
3.6 Public Hearing - Planning Commission Presentation	\$ 7,400
3.7 Teleconference - Public Hearing Follow Up	\$ 1,180
3.8 Create Adoption Draft	\$ 7,940
3.9 Public Hearing - City Council Presentation	\$ 7,400
3.10 Teleconference - Project Wrap Up	\$ 1,120
3.11 Final Delivery	\$ 2,000
Subtotal	\$ 67,860
PROJECT SCOPE TOTAL	\$135,000

Development Department

Andrew Bowsher
7232 E. Main Street
Reynoldsburg OHIO 43068
614-322-6831 Phone

ORDINANCE REQUEST

DATE: January 14, 2019

TO: Development, Parks and Recreation Committee

RE: ORDINANCE AUTHORIZING THE MAYOR TO ENTER INTO CONTRACT WITH OHM ADVISORS FOR PROFESSIONAL DESIGN SERVICES FOR KROGER STREET LIGHT, AND MAIN STREET IMPROVEMENTS AND APPROPRIATING FUNDS.

Approval:

Completed Brad McCloud	Completed Jed Hood	Completed Stephen Cicak
---------------------------	-----------------------	----------------------------

Emergency/Suspension: Emergency

Reason For Emergency: Immediate preservation of the public peace, health, or safety

Statement of necessity: to have the project designed and completed by the end of the summer. All costs, and hereafter construction will be reimbursed by the Franklin County Economic Development Loan, which was approved in 2018.

The OHM Advisors' proposal and contract are attached.

Request Appropriation of \$72,000.00 from the unappropriated Capital Improvement Fund to account number 110.580.5331, Engineering/Architecture. (Development Department)



ARCHITECTS. ENGINEERS. PLANNERS.

December 17th, 2018

Brad McCloud
Mayor
City of Reynoldsburg
7232 E. Main Street
Reynoldsburg, OH 43068

Re: Main St. Streetscape – Preliminary Engineering Study

Dear Mr. McCloud,

Thank you for the opportunity to continue to work with you and the Reynoldsburg community. We are pleased to submit this proposal to provide professional design services for the referenced project. This proposal outlines our proposed scope of services, schedule, fees, and “Standard Terms and Conditions”. OHM will work closely with the City to perform the following scope of work.

PROJECT UNDERSTANDING & ASSUMPTIONS

- The project involves the preparation of a Preliminary Engineering document to recommend streetscape improvements on Main Street from Lancaster Avenue to Waggoner Road in downtown Reynoldsburg. Considerations will include, but not be limited to, improving street lighting, curb extensions, on-street parking, potential drainage improvements, travel lane widths, sidewalks, bike facilities, ADA compliance, landscaping, and walkability improvements.
- The OHM Team will be led by Aaron Domini (Principal/Senior Planner) with assistance from Justin Meranda (Project Manager/Landscape Architect) and Aaron Call (Principal/Engineer).
- The Client, The City of Reynoldsburg, will be led by Andrew Bowsher or an appointed staff member or representative.
- Design team meetings will be held at client’s office or at OHM.

SCOPE OF WORK

OHM Advisors will work with the City to complete the following scope of work. The final deliverable will be a Preliminary Engineering document containing the selected roadway and streetscape concept with detailed cost estimate. This document will then be used as the ‘basis of design’ for construction documentation and ultimately construction of the project.

Phase 1 – Project Kickoff

- The OHM Team will hold a project kickoff meeting to review and determine final project scope and schedule.



Phase 1 Deliverables:

- ▼ Meeting #1: Kickoff
- ▼ Final Scope and Schedule Document

Phase 2 – Data Gathering

- The OHM Team will analyze the existing conditions and identify any problems or missed opportunities.
- Prepare base maps utilizing latest Franklin County GIS data.
- Field verify existing pavement condition.
- Field verify existing curb condition and design at intersections.
- Field measure curb to curb roadway width and compare to GIS data.
- Field verify existing sidewalk material and condition.
- Determine traffic counts to justify travel lane recommendations.
- Field survey and inventory of existing tree species, including visual condition analysis to justify landscape renovation.
- Look for evidence of potential drainage issues.
- Prepare an exhibit illustrating existing conditions.

Phase 2 Deliverables:

- ▼ Traffic counts
- ▼ Base Map with Existing Conditions Exhibit (includes field measurements)

Phase 3 – Scenario Development

ROADWAY

- Provide recommendations regarding reducing travel lane widths.
- Provide recommendations regarding the addition of curb extensions. Identify and illustrate impacts associated with these additions.
- Provide recommendations regarding the addition of on-street parking. Identify and illustrate impacts associated with these additions.
- Investigate potential for using the bump out areas for utility box locations, drainage features such as rain gardens, pedestrian amenities, etc.
- Investigate several pavement types for the corridor.
- Develop typical sections showing various options (asphalt, brick, concrete, etc.). Options may include, but not limited to, resurfacing, reconstruction with alternate pavements, or spot repairs.

STREETSCAPE

- Cut cross sections to building edges to verify proposed walks.
- Evaluate how the change in curb height may impact sidewalk elevations and their relationship to storefront door swings/access.
- Detail and verify that ADA grading and design can be met for all walks in the corridor.
- Determine curb ramp locations and verify ADA compliance will be satisfied.



- Investigate crosswalk material options.
- Investigate shared lane, sharrow and bike lane options for the corridor.
- Determine appropriate signing for crosswalks and bike lanes/bikeways.
- Develop typical sections for the various options.
- Recommend and illustrate potential landscaping improvements. Landscaping to incorporate rain gardens/green infrastructure if feasible. Landscape plans will be incorporated into the streetscape/roadway alternatives. Identify landscape (plant material) palette.
- Investigate the landscape alternatives impact on sidewalks, crossings, drainage, sight distance, and utility alternatives, etc.
- Investigation of structural soil application (similar to Nationwide Blvd tree-trench treatment).
- Investigation of grid-technology application to street tree system.
- Application of 'rain-garden' streetscape systems.
- Illustrative graphics to convey quality streetscape finishes and presentation to public.
- Identify streetscape/street furnishings/amenity package(s).
- Develop conceptual layout of new street and pedestrian lighting system for the corridor. Layout will consider the existing utility locations as well as the existing and proposed street tree locations.

The OHM Team will provide recommendations on phasing of improvements within the corridor.

Phase 3 Deliverables:

- Two Roadway/Traffic Alternatives
- Two Streetscape Alternatives
- One meeting with the City to finalize the Scenario Development
- Preliminary Cost Estimate for all Roadway/Streetscape Improvements

Phase 4 – Scenario Evaluation

- A report will be prepared that describes the proposed alternatives including a decision matrix that compares the pros and cons and costs associated with each of the alternatives.
- Meet with City Staff to evaluate improvements and compare costs.

Phase 4 Deliverables:

- Summary Report with Decision Matrix
- One meeting with the City to evaluate the scenarios

Phase 5 – Identify and Refine Preferred Alternative

- After meeting with the City Staff and reviewing the feedback, a preferred alternative will be selected from the preliminary alternatives. The selected preferred alternative will be refined based on any additional comments and the cost estimate for that alternative will be updated.
- Final graphics to illustrate the preferred alternative will be developed.
- Meet with City Staff to present final Preliminary Engineering Study.

Phase 5 Deliverables:

- ▼ Final Roadway/Streetscape Alternative
- ▼ Final Cost Estimate
- ▼ One meeting with the City to present final Preliminary Engineering Study

ANTICIPATED SCHEDULE

Phase 1: Project Kickoff	5 Days
Phase 2: Data Gathering	21 Days
Phase 3: Scenario Development	45 Days
Phase 4: Scenario Evaluation	14 Days
Phase 5: Identify and Refine Preferred Alternative	28 Days

FEE AND REIMBURSABLE EXPENSES

We propose to complete the above scope of services for the fees below plus direct project expenses for printing, mileage, courier, photos, etc. All fees are to be completed as a lump sum not to exceed.

Phase 1: Project Kickoff	\$4,000.00
Phase 2: Data Gathering	\$9,000.00
Phase 3: Scenario Development	\$28,000.00
Phase 4: Scenario Evaluation	\$6,500.00
Phase 5: Identify and Refine Preferred Alternative	\$7,500.00
TOTAL FEE	\$55,000.00

ADDITIONAL SERVICES (if authorized)

OHM will be pleased to provide additional services for this project and will provide a separate proposal for said services if requested. These services may include:

- Merchant Meetings
- Public Meetings
- Additional Staff Meetings
- City Council Meetings



AUTHORIZATION:

If you find this proposal to be acceptable, please provide OHM with authorization to proceed by signing below and returning a copy of the signed proposal. We appreciate the opportunity to serve the City of Reynoldsburg and look forward to continue working with the City on this project. Please do not hesitate to contact me directly at (614) 474-1114 with any questions or for additional information.

Regards,

OHM Advisors
 CONSULTANT

City of Reynoldsburg
 CLIENT

_____ (Signature)

_____ (Signature)

Aaron Domini (Name)

_____ (Date)

Principal (Title)

_____ (Title)

DRAFT

Attachment: 18 1217 - Main St. Streetscape PE Proposal - DRAFT (OHM Advisors FCED Loan Contract)

OHM ADVISORS 2019 HOURLY RATE SCHEDULE

Professional Engineer IV/Architect IV	\$175.00
Professional Engineer III/Architect III	\$158.00
Professional Engineer II/Architect II	\$145.00
Professional Engineer I/Architect I	\$133.00
Graduate Engineer IV	\$138.00
Graduate Engineer III	\$130.00
Graduate Engineer II	\$125.00
Graduate Engineer I	\$115.00
Graduate Architect III/Landscape Architect III	\$125.00
Graduate Architect II/Landscape Architect II	\$105.00
Graduate Architect I/Landscape Architect I	\$95.00
Technician IV	\$132.00
Technician III	\$115.00
Technician II	\$98.00
Technician I	\$78.00
Engineering/Architectural Aide	\$62.00
Professional Surveyor III	\$158.00
Professional Surveyor II	\$145.00
Professional Surveyor I	\$132.00
Graduate Surveyor	\$113.00
Surveyor III	\$110.00
Surveyor II	\$102.00
Surveyor I	\$82.00
Surveyor Aide	\$60.00
Planner IV	\$158.00
Planner III	\$135.00
Planner II	\$115.00
Planner I	\$90.00
Planner Aide	\$62.00
Graphic Designer	\$108.00
Administrative Support	\$68.00
Clerical Aide	\$55.00
Principal	\$200.00
Sr. Associate	\$190.00
Associate	\$178.00

Rates as reflected subject to review and adjustment on an annual basis.

STANDARD TERMS and CONDITIONS

1. THE AGREEMENT – These Standard Terms and Conditions and the attached Proposal or Scope of Services, upon their acceptance by the Owner, shall constitute the entire Agreement between OHM Advisors, registered in the State of Ohio, and the Owner. The Agreement shall supersede all prior negotiations or agreements, whether written or oral, with respect to the subject matter herein. The Agreement may be amended only by mutual agreement between OHM Advisors and the Owner and said amendments must be in written form.

2. SERVICES TO BE PROVIDED – OHM Advisors will perform the services as set forth in the attached proposal or scope of services which is hereby made a part of the Agreement.

3. SERVICES TO BE PROVIDED BY OWNER – The Owner shall at no cost to OHM Advisors:

- a) Provide OHM Advisors' personnel with access to the work site to allow timely performance of the work required under this Agreement.
- b) Provide to OHM Advisors within a reasonable time frame, any and all data and information in the Owners possession as may be required by OHM Advisors to perform the services under this Agreement.
- c) Designate a person to act as Owners representative who shall have the authority to transmit instructions, receive information, and define Owner policies and decisions as they relate to services under this Agreement.

4. PERIOD OF SERVICE – The services called for in this Agreement shall be completed within the time frame stipulated in the Proposal or Scope of Services, or if not stipulated shall be completed within a time frame which may reasonably be required for completion of the work. OHM Advisors shall not be liable for any loss or damage due to failure or delay in rendering any service called for under this agreement resulting from any cause beyond OHM Advisors' reasonable control.

5. COMPENSATION – The Owner shall pay OHM Advisors for services performed in accordance with the method of payment as stated in the Proposal or Scope of Services. Method of

compensation may be lump sum, hourly; based on a rate schedule, percentage of the construction cost, or cost plus a fixed fee. The Owner shall pay OHM Advisors for reimbursable expenses for subconsultant services, equipment rental or other special project related items at a rate of 1.15 times the invoice amount.

6. TERMS OF PAYMENT – Invoices shall be submitted to the Owner not more often than monthly for services performed during the preceding period. Owner shall pay the full amount of the invoice within thirty days of the invoice date. If payment is not made within thirty days, the amount due to OHM Advisors shall include a charge at the rate of one percent per month from said thirtieth day.

7. LIMIT OF LIABILITY – OHM Advisors shall perform professional services under this Agreement in a manner consistent with the degree of care and skill in accordance with applicable professional standards of services of this type of work. To the fullest extent permitted by law, and notwithstanding any other provision of this Agreement, the total liability in the aggregate, of OHM Advisors and its Officers, Directors, Partners, employees, agents, and subconsultants, and any of them, to the Owner and anyone claiming by, through or under the Owner, for any and all claims, losses, costs or damages of any nature whatsoever arises out of, resulting from or in any way related to the project or the Agreement from any cause or causes, including but not limited to the negligence, professional errors or omissions, strict liability, breach of contract or warranty, express or implied, of OHM Advisors or OHM Advisors' Officers, Directors, employees, agents or subconsultants, or any of them shall not exceed the amount of \$25,000 or OHM Advisors' fee, whichever is greater.

8. ASSIGNMENT – Neither party to this Agreement shall transfer, sublet, or assign any duties, rights under or interest in this Agreement without the prior written consent of the other party.

9. NO WAIVER – Failure of either party to enforce, at anytime, the provisions of this Agreement shall not constitute a waiver of such

provisions or the right of either party at any time to avail themselves of such remedies as either may have for any breach or breaches of such provisions.

10. GOVERNING LAW – The laws of the State of Ohio will govern the validity of this Agreement, its interpretation and performance.

11. DOCUMENTS OF SERVICE – The Owner acknowledge OHM Advisors' reports, plans and construction documents as instruments of professional services. Nevertheless, the plans and specifications prepared under this Agreement shall become the property of the Owner upon completion of the work and payment in full of all monies due OHM Advisors, however, OHM Advisors shall have the unlimited right to use such drawings, specifications and reports and the intellectual property therein. The Owner shall not reuse or make any modifications to the plans and specifications without prior written authorization by OHM Advisors. In accepting and utilizing any drawings or other data on any electronic media provided by OHM Advisors, the Owner agrees that they will perform acceptance tests or procedures on the data within 30 days of receipt of the file. Any defects the Owner discovers during this period will be reported to OHM Advisors and will be corrected as part of OHM Advisors' basic Scope of Services.

12. TERMINATION – Either party may at any time terminate this Agreement upon giving the other party 7 calendar days prior written notice. The Owner shall within 45 days of termination, pay OHM Advisors for all services rendered and all costs incurred up to the date of termination in accordance with compensation provisions in this Agreement.

13. OHM ADVISORS' RIGHT TO SUSPEND ITS SERVICES – In the event that the Owner fails to pay OHM Advisors the amount shown on any invoice within 60 days of the date of the invoice, OHM Advisors may, after giving 7 days notice to the Owner, suspend its services until payment in full for all services and expenses is received.

14. OPINIONS OF PROBABLE COST – OHM Advisors' preparation of Opinions of Probable Cost represent OHM Advisors' best judgment as a design professional familiar with the industry. The Owner must recognize that OHM Advisors has no control over costs or the prices of labor, equipment or materials, or over the contractor's method of pricing. OHM Advisors makes no warranty, expressed or implied, as to the accuracy of such opinions as compared to bid or actual cost.

15. JOB SITE SAFETY – Neither the professional activities of OHM Advisors, nor the presence of OHM Advisors or our employees and subconsultants at a construction site shall relieve the General Contractor or any other entity of their obligations, duties, and responsibilities including, but not limited to, construction means, methods, sequences, techniques or procedures necessary for performing, superintending or coordinating all portions of the work of construction in accordance with the contract documents and the health or safety precautions required by any regulatory agency. OHM Advisors has no authority to exercise any control over any construction contractor or any other entity or their employees in connection with their work or any health or safety precautions. The Owner agrees that the General Contractor is solely responsible for jobsite safety, and warrants that this intent shall be made clear in the Owners agreement with the General Contractor. The Owner also agrees that OHM Advisors shall be indemnified and shall be made additional insureds under the General Contractors general liability insurance policy.

16. DISPUTE RESOLUTION – In an effort to resolve any conflicts that arise during the design or construction of the project or following the completion of the project, the Owner and OHM Advisors agree that all disputes between them arising out of or relating to this Agreement shall be submitted to nonbinding mediation, unless the parties mutually agree otherwise.



ARCHITECTS. ENGINEERS. PLANNERS.

November 30, 2018

Andrew Bowsher
Development Director
City of Reynoldsburg
7232 East Main Street
Reynoldsburg, OH 43068

Re: Traffic Signal Design Services for the East Main Street & Site Drive 2
Kroger Development – East Main Street, Reynoldsburg, OH

Dear Mr. Bowsher,

Thank you for the opportunity to submit this proposal for professional services to prepare traffic signal plans for this location. This letter represents our scope of services, and also notes a time schedule, compensation and our standard contract terms and conditions. To indicate your acceptance, please have a copy of this agreement signed by the appropriate officials and returned to us at your earliest convenience.

Project Description

A Traffic Impact Study (TIS) was prepared by Carpenter Marty Transportation regarding the Kroger development in Reynoldsburg, Ohio. As a result of the development, the City of Reynoldsburg is looking for traffic signal design services for the new installation of a traffic signal at the East Main Street and Site Drive 2 for the Kroger development. This will also include traffic control (pavement marking and signing) and curb ramp design services.

Scope of services and proposed work plan:

The work plan is broken down into discrete tasks. Each task is explained below.

- **Initial Field Meeting/Utility Coordination:** OHM will coordinate and attend an on-site field meeting with the City of Reynoldsburg, Kroger representatives, utility representatives, and other interested parties as requested by the City of Reynoldsburg. We will provide the attendees with a concept layout of the proposed traffic signal, traffic control, and curb ramps based on the utility and other information gathered prior to the meeting. The purpose of this meeting will be to discuss the general signal layout as well as any possible utility conflicts.
- **Prepare Preliminary Traffic Signal, Traffic Control, and Curb Ramp Design Plans:** Preliminary plans for signal installation and curb ramps will be developed. The deliverables will be as follows:
 - 1 - Title sheet.
 - 1 - Signal plan sheet depicting the locations of the signal supports, controller, pedestrian facilities (pedestals, pedestrian signal heads, and pushbuttons), and signal heads.
 - 1 - Preliminary pavement marking plan sheet
 - 1- Curb ramp plan sheet depicting proposed curb ramp locations.
- **Review Preliminary Plans:** Our QA/QC process calls for checks after each work activity and formal reviews after each task in the project. After this information is checked in accordance with our QA/QC process, we will submit plans, special provisions and the cost estimate summaries for a Plan Review meeting with the City of Reynoldsburg. We will assist in scheduling, conducting and attending the preliminary plan review meeting.
- **Prepare Final Traffic Signal, Traffic Control, and Curb Ramp Design Plans:** After attending the Plan Review meeting, the comments received will be addressed. Upon completion of this, the detailed plan package will be completed and we will provide the following deliverables:

OHM Advisors*

580 NORTH FOURTH STREET, SUITE 610
COLUMBUS, OHIO 43215

T 614.418.0600
F 614.418.0614

OHM-Advisors.com

Attachment: Reynoldsburg Signal Proposal - Kroger Drive (OHM Advisors FCED Loan Contract)



- 1 – Title sheet
- 1 – Curb ramp plan sheet detailing the locations and proposed elevations.
- 1 – Traffic control plan sheet detailing pavement marking locations and proposed signing.
- 2 – Traffic signal note sheets
- 1 – Traffic signal plan sheet detailing the location of all proposed signal equipment. In addition to this, the plan will also include detailed information pertaining to conduit sizes, cables, detector loops, and power service location.
- 3 – Traffic signal details sheets which will include the phasing diagram, signal timing chart, signal support elevations, wiring diagram, field wiring hook-up chart, detection chart, and pole orientation detail.
- Quantities for all proposed items and a detailed cost estimate.

Please note that OHM will not be preparing a complete bid book for this job as it is our understanding that the plans will be packaged and advertised by the City of Reynoldsburg. We also assume that any related permits will be the responsibility of the City of Reynoldsburg. Should this work become necessary, it will be considered out-of-scope and subject to additional compensation.

Responsibilities of Owner

OHM will utilize electronic survey files provided by the City of Reynoldsburg to prepare the traffic signal and curb ramp design plans. We assume these files will also include all pertinent right-of-way and utility information.

Time Schedule

OHM is prepared to begin conducting the initial field review within 7 days of the notice to proceed. The preliminary design will be available no later than 20 working days after the notice to proceed. The final design will then be available within 15 days after review comments are received from the City of Reynoldsburg.

Compensation

Compensation due will be the lump sum amount of seventeen thousand dollars (\$17,000.00). Any requested work not covered under this scope of work will be an extra compensation due on a time and materials basis utilizing the rate schedule herewith attached as Exhibit 1.

Contract Terms and Conditions

The attached Standard Terms and Conditions, dated March 2010 and shown as Exhibit 2, are incorporated into this proposal by reference.

Acceptance

This document, including any attached Exhibits constitutes the entire Agreement between the Owner and OHM Advisors and shall not be amended, altered or changed, except by written authorization executed by both parties. If this proposal is acceptable to you, please sign both copies and mail one back to us for authorization to proceed

OHM Advisors
CONSULTANT

Aaron Call, P.E.
Principal

November 30th 2018

(Signature)

(Date)

City of Reynoldsburg
CLIENT

Andrew Bowsher
Development Director – City of Reynoldsburg

Attachments: Exhibit 1 – Labor Billing Rate Schedule
Exhibit 2 – Standard Terms and Conditions

Attachment: Reynoldsburg Signal Proposal - Kroger Drive (OHM Advisors FCED Loan Contract)



APPENDIX A

OHM ADVISORS 2019 HOURLY RATE SCHEDULE

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Administrative Support	\$68.00
Clerical Aide	\$55.00
Principal	\$200.00
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Associate	\$178.00

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APPENDIX B

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Police Department**David Plesich****7240 E. Main Street****Reynoldsburg OHIO 43068****614-322-6947 Phone****ORDINANCE REQUEST**

DATE: **January 14, 2019**

TO: **Public Safety, Law and Courts Committee**

RE: **Ordinance Appropriating Funds from General Fund to Law Enforcement Supplies 110.111.5207.**

Approval:

Completed Brad McCloud	Completed Jed Hood	Completed Stephen Cicak
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Requesting an appropriation from the general fund in the amount of \$18,634.08 (see attached) to account 110.111.5207 (Law Enforcement Supplies) for funds donated to the K-9 unit. Money will be used for the care and supplies of Raider and Summit.



Receipts by Payment Code Repc

Payment Date Range 01/01/18 - 12/31/18
Detail Listing

Payment Code		Grant	Default Bank Account		Number of Transactions		Total Amount Collected
Payment Category POL - Police			Heartland Bank-General Account		27		18,634.08
POL 014 - Donation-K-9 Unit							
Payment Date	Receipt Number	Batch Number	Project	Transaction Narrative	Quantity	U/M	Amount
05/15/2018	2018-00020004	2018-05000763		K-9 Unit Contributions			1,210.00
05/30/2018	2018-00021753	2018-05000843		Various K-9 Donation			2,200.00
06/12/2018	2018-00024098	2018-06000917		June 12-18 K-9 Donation			1,170.00
06/21/2018	2018-00025972	2018-06000975		5 Bean Coffee			100.00
06/21/2018	2018-00025972	2018-06000975		Check 17162 Cal's Towing			100.00
06/21/2018	2018-00025972	2018-06000975		Check # 5829 Margaret Luzney			25.00
06/21/2018	2018-00025972	2018-06000975		Check 15515 BW3			402.00
06/21/2018	2018-00025972	2018-06000975		Check 258997 Coughlin			500.00
07/05/2018	2018-00027222	2018-07001043		Donation K-9 Unit			265.00
				July 5th 2018			
07/06/2018	2018-00027736	2018-07001051		WesBanco and Beany's Auto Service			2,100.00
07/12/2018	2018-00028524	2018-07001083		K-9 Unit Discount Drug Mart			100.00
07/27/2018	2018-00031045	2018-07001174		July 26th K-9 Donation			250.00
07/27/2018	2018-00031048	2018-07001174		PFR0 CORP			518.56
08/01/2018	2018-00031322	2018-08001198		cash			15.00
08/01/2018	2018-00031323	2018-08001198			20.00		
08/01/2018	2018-00031324	2018-08001198			40.00		
08/01/2018	2018-00031326	2018-08001198			240.00		
08/01/2018	2018-00031327	2018-08001198					25.00
08/01/2018	2018-00031328	2018-08001198		K-9 Donations			0.06
08/03/2018	2018-00031632	2018-08001215		Vick's Pizza			560.25
08/22/2018	2018-00034767	2018-08001319		Misc Donation			660.00
				Mandi Griffin T-shirt			
08/24/2018	2018-00034948	2018-08001331		Larry Tipton			160.00
09/07/2018	2018-00036537	2018-09001398		Tshirts			75.00
				McCharen			
				Tshirt			
09/18/2018	2018-00038193	2018-09001460		k-9 Donation			225.00
10/22/2018	2018-00043288	2018-10001645		9/12/18 and 10/15/18 Donation			1,500.00
10/29/2018	2018-00044273	2018-10001681		1163-1164 k-9 Go Fund Me			5,281.21
12/10/2018	2018-00049455	2018-12001898		K- 9 CASH Donation			892.00
							\$18,634.08
Payment Category POL - Police Totals					27		\$18,634.08
Grand Totals					27		\$18,634.08

RECEIVED BY RAYMOND LOU REPO

Payment Date Range 01/01/18 - 01/31/

Detail Listi

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Payment Code	Grant	Default Bank Account	Number of Transactions	Total Amount Collected
Payment Category	POL - Police			
POL 014 - Donation-K-9 Unit		Heartland Bank-General Account	27	18,634.08
Payment Date	Receipt Number	Batch Number	Project	Transaction Narrative
05/15/2018	2018-00020004	2018-05000763		K-9 Unit Contributions
05/30/2018	2018-00021753	2018-05000843		Various K-9 Donation
06/12/2018	2018-00024098	2018-06000917		June 12-18 K-9 Donation
06/21/2018	2018-00025972	2018-06000975		5 Bean Coffee
06/21/2018	2018-00025972	2018-06000975		Check 17162 Call's Towing
06/21/2018	2018-00025972	2018-06000975		Check # 5829 Margaret Luzney
06/21/2018	2018-00025972	2018-06000975		Check 15515 BW3
06/21/2018	2018-00025972	2018-06000975		Check 258997 Coughlin
07/05/2018	2018-00027222	2018-07001043		Donation K-9 Unit
				July 5th 2018
07/06/2018	2018-00027736	2018-07001051		Westbanco and Beany's Auto Service
07/12/2018	2018-00028524	2018-07001083		K-9 Unit Discount Drug Mart
07/27/2018	2018-00031045	2018-07001174		July 26th K-9 Donation
07/27/2018	2018-00031048	2018-07001174		PFR0 CORP
08/01/2018	2018-00031322	2018-08001198		
08/01/2018	2018-00031323	2018-08001198		
08/01/2018	2018-00031324	2018-08001198		
08/01/2018	2018-00031326	2018-08001198		
08/01/2018	2018-00031327	2018-08001198		
08/01/2018	2018-00031328	2018-08001198		
08/03/2018	2018-00031632	2018-08001215		K-9 Donations
08/22/2018	2018-00034767	2018-08001319		Vick's Pizza
				Misc Donation
08/24/2018	2018-00034948	2018-08001331		Mandi Griffin T-shirt
				Larry Tipton
				Tshirts
09/07/2018	2018-00036537	2018-09001398		McCharen
				Tshirt
09/18/2018	2018-00038193	2018-09001460		K-9 Donation
10/22/2018	2018-00043288	2018-10001645		9/12/18 and 10/15/18 Donation
10/29/2018	2018-00044273	2018-10001681		1163-1164 K-9 Go Fund Me
12/10/2018	2018-00049455	2018-12001898		K- 9 CASH Donation
				\$18,634.08

Payment Category	POL - Police Totals	
	27	\$18,634.08
Grand Totals	27	\$18,634.08

Police Department**David Plesich****7240 E. Main Street****Reynoldsburg OHIO 43068****614-322-6947 Phone****ORDINANCE REQUEST**

DATE: January 14, 2019

TO: Public Safety, Law and Courts Committee

RE: Ordinance Authorizing Mayor to Purchase Kenwood Radio's for Reynoldsburg Police Department and Declaring an Emergency.

Approval:

Completed Brad McCloud	Completed Jed Hood	Completed Stephen Cicak
---------------------------	-----------------------	----------------------------

Emergency/Suspension: Emergency

Reason For Emergency: Immediate preservation of the public peace, health, or safety

Requesting permission to purchase Fifteen (15) Kenwood Walkie Model VP-6430 and misc equipment from REM in the amount of \$43,000.00 which includes \$1360.00 overage for unforeseen cost. Funding for the equipment will come from account 110.111.5639 (Other Equipment). Requesting this as an emergency to meet the needs a safety of the city.

Prepared by: Mark Landry

CITY, STATE ZIP

DATE	8/14/2018
QUOTE #	EFJ 102324
CUSTOMER ID	
VALID UNTIL	11/14/2018

Subtotal	\$	41,640.00
Taxable	\$	-
Tax rate		7.500%
Tax due	\$	-
Other		
TOTAL	\$	41,640.00

PAYMENT DETAILS:

Packet Pg. 140

Attachment: ID2309 15 Radios (Permission to Purchase Radios)

Police Department**David Plesich****7240 E. Main Street****Reynoldsburg OHIO 43068****614-322-6947 Phone****ORDINANCE REQUEST**

DATE: January 14, 2019

TO: Public Safety, Law and Courts Committee

RE: Ordinance Authorizing Mayor to Purchase Body Cameras for the Reynoldsburg Police Department; and Declaring an Emergency.

Approval:

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

Reason For Emergency: Immediate preservation of the public peace, health, or safety

Requesting permission to purchase Fifty (50) Body Cams from Kustom Signals in the amount of \$38,000.00 from account 110.111.5207 (Law Enforcement Supplies). This was a budgeted item for 2019 that was approved. Requesting this as an emergency to meet the safety needs of the community.

Police Department**David Plesich****7240 E. Main Street****Reynoldsburg OHIO 43068****614-322-6947 Phone****ORDINANCE REQUEST****DATE: January 14, 2019****TO: Public Safety, Law and Courts Committee****RE: ORDINANCE AUTHORIZING MAYOR TO PURCHASE FOUR (4)
POLICE CRUISERS AND RELATED EQUIPMENT FOR THE
REYNOLDSBURG POLICE DEPARTMENT.**

Approval:

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

Reason For Emergency: Immediate preservation of the public peace, health, or safety

Requesting to purchase four (4) 2019 Ford SUV Interceptor in the amount of \$294,000.00 which includes equipment (see attached). Funding for the vehicles was approved in the 2019 budget from account 110.111.5632 (Vehicles). We are requesting that this be passed as an emergency to meet the needs and safety of the city.

Cruiser Purchase Worksheet

Date: January 4, 2019

Sergeant: Bauchmoyer (CLK)

Type of Vehicle to purchase: 2019 Ford SUV Interceptor

Vendor: Various (see below)

State Bid #: RS901519

Number of vehicles to purchase:

Cost of vehicle: \$ 142,772.00

REM Estimate: \$ 22,530.00

Osburn Signs: \$ 1,100.00

Dodd's Body Shop: \$ 3,600.00

Kustom Signal's: \$ 22,000.00

PARR Upfitting: \$ 43,800.00

Computers \$ 28,000.00

Other (quote must be attached):

Vendor: Stop Stick \$ 1,860.00

Vendor: Galls \$ 1,040.00

Vendor: American Fire \$ 290.00

Vendor: Staples \$ 71.96

10% buffer will be added in to total price

Total cost for 4 cruisers: \$ 294,0000.00

Includes buffer/round up

Attachment: New Cruisers (Purchase of 4 Police Cruisers)

STATE OF OHIO
DEPARTMENT OF ADMINISTRATIVE SERVICES
GENERAL SERVICES DIVISION
OFFICE OF PROCUREMENT SERVICES
4200 SURFACE ROAD, COLUMBUS, OH 43228-1395MANDATORY USE CONTRACT FOR: NEW, MODEL YEAR 2019 OR MANUFACTURER'S CURRENT PRODUCTION
MODEL, LAW ENFORCEMENT VEHICLESCONTRACT No.: RS901519EFFECTIVE DATES: 10/26/18 to 09/30/19

The Department of Administrative Services has accepted bids submitted in response to Invitation to Bid No. RS901519 that opened on 09/14/18. The evaluation of the bid response(s) has been completed. The bidder(s) listed herein have been determined to be the lowest responsive and responsible bidder(s) and have been awarded a contract for the item(s) listed. The respective bid response, including the Instructions to Bidders and Standard Terms and Conditions, special contract terms & conditions, any bid addenda, specifications, pricing schedules and any attachments incorporated by reference and accepted by DAS become a part of this Requirements Contract.

This Requirements Contract is effective beginning and ending on the dates noted above unless, prior to the expiration date, the Contract is renewed, terminated or cancelled in accordance with the Contract Terms and Conditions.

CONTRACT RENEWAL. This Contract may be renewed after the ending date of the Contract solely at the discretion of the Contracting Agency for a period of one month. Any further renewals will be by mutual agreement between the Contractor and the Contracting Agency for any number of times and for any period of time. The cumulative time of all mutual renewals may not exceed 24 months unless the Contracting Agency determines that additional renewal is necessary.

This Requirements Contract is available to all State Agencies, State institutions of higher education and properly registered members of the Cooperative Purchasing Program of the Department of Administrative Services, as applicable.

Agencies are eligible to make purchases of the listed supplies and/or services in any amount and at any time as determined by the agency. The State makes no representation or guarantee that agencies will purchase the volume of supplies and/or services as advertised in the Invitation to Bid.

SPECIAL NOTE: State agencies may make purchases under this Requirements Contract up to \$2500.00 using the State of Ohio payment card. Any purchase that exceeds \$2500.00 will be made using the official State of Ohio purchase order (ADM-0523). Any non-state agency, institution of higher education or Cooperative Purchasing member will use forms applicable to their respective agency.

This Requirements Contract and any Amendments thereto are available from the DAS website at the following address:

<http://www.ohio.gov/procure>

Signed: _____
Robert Blair, Director Date _____

Attachment: New Cruisers (Purchase of 4 Police Cruisers)

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SPECIAL CONTRACT TERMS AND CONDITIONS

AMENDMENTS TO CONTRACT TERMS AND CONDITIONS: The following Amendments to the Contract Terms and Conditions do hereby become a part hereof. In the event that an amendment conflicts with the Contract Terms and Conditions, the Amendment will prevail.

DELIVERY AND ACCEPTANCE: Supplies will be delivered to the participating agency within timeframe noted on price schedule after receipt of order. The delivery location will be noted on the purchase order issued by the participating agency. Acceptance (transfer of title) will occur upon the inspection and written confirmation by the ordering agency that the supplies delivered conform to the requirements set forth in the Contract. Unless otherwise provided in the Contract, acceptance shall be conclusive except as regards to latent defects, fraud, or such gross mistakes as amount to fraud.

DESCRIPTIVE LITERATURE: The Bidder may be required to submit descriptive literature of the supplies or services being offered. If requested, the literature will be used in the evaluation process to determine the lowest responsive and responsible bidder. If not provided as part of the bid response, the Bidder must provide said literature within ten (10) calendar days after request/notification by the Office of Procurement Services to do so. Any references, that may appear in the descriptive literature, that may alter the terms and conditions and specifications of the bid (e.g. F.O.B. Shipping Point or Prices Subject to Change), will not be part of any contract and will be disregarded by the state of Ohio. Failure of the bidder to furnish descriptive literature either as part of their bid response or within the time specified herein will deem the bidder not responsive.

EVALUATION: Bids will be evaluated in accordance with Article I-17 of the "Instructions to Bidders". In addition, the State will evaluate the bid based on the total item cost, which equals the estimated number of units multiplied by the unit bid price plus the appropriate delivery charge. If estimated usages are unknown a quantity of one (1) will be used for the evaluation. If there is no "delivery charge per mile round trip map mileage rate" supplied or, the calculated value of the delivery charge is less than the minimum delivery charge, the minimum delivery charge will be used for evaluation purposes. The state reserves the right to reject the "per mile" delivery charge or the "minimum" delivery charge if it is determined to be excessive.

Example Calculation:

Total Item Cost = [(vehicle unit price) x (estimated number of units)] + [(delivery charge per mile round trip x 300) x estimated number of vehicles]

CONTRACT AWARD: The contract will be awarded to the lowest responsive and responsible bidder by vehicle line item by specified manufacturer make and model pursuant to OAC 123:5-1-10(I). No other makes or models will be acceptable.

OPTION PRICING NOTE: Option prices bid are to be less than the manufacturer's suggested retail price(s) (MSRP). Bidder signifies by their signature on page one (1) of the ITB, that the option prices bid are less than MSRP. Bidders found to be over charging for options during bid evaluation may have those options deleted from any award. Ordering entities are advised to compare window sticker prices of options, where possible, with option charges on invoices. Bidders found to be over charging for options at the time of invoicing will be required to submit corrected invoices reflecting proper pricing.

Bidders must indicate "Included", "Not Available", or a Price for each option specified. Failure to enter a cost for the options with a value in the units to evaluate field may deem your bid response as non-responsive and ineligible for an award for that item. If an option is not available as original factory equipment and is supplied as an aftermarket item, the Dealer Option/Order Code is to include an "AM" designation.

- A. **REQUIRED OPTIONS:** Bidders must provide a unit cost for options that are listed in the options table. If the option is included in the base unit, the bidder is to enter "Included" in the space provided and the numerical value of \$0.00 will be used in the evaluation. Options quoted will be made available to the ordering entities at the discretion of DAS, as part of the contract. Failure to enter "included" or a cost for all options may deem your bid non-responsive and ineligible for an award for that item.
- B. **ADDITIONAL OPTION PACKAGES:** Bidders may elect to supply pricing for popular or common option packages not included in the required option table. Additional option packages quoted will be made available to the ordering entities at the discretion of DAS, as part of the contract.
- C. **UNSPECIFIED OPTION PRICE:** Is the percentage above the manufacturer's invoice cost that is used to calculate unit cost for non-specified optional equipment required by an ordering entity.

SPECIAL CONTRACT TERMS AND CONDITIONS (CONT'D)

FIRM FIXED-PRICE CONTRACT: The contract is a Firm Fixed-Price Contract. The Contractor(s) is required to provide to the using agency supplies or services at the listed price(s) for the duration of the contract, and any extensions thereto.

COOPERATIVE PURCHASING CONTRACT: This Contract may be relied upon by Ohio institutions of higher education and Ohio political subdivisions. Ohio political subdivisions include any county, township, municipal corporation, school district, conservancy district, township park district, park district created under Chapter 1545 of the Revised Code, regional transit authority, regional airport authority, regional water and sewer district, port authority or any other political subdivision as described in the Ohio Revised Code. To qualify to use this Contract the political subdivision must be currently enrolled in the State's Cooperative Purchasing Program. Purchases made from this Contract by a political subdivision that is not properly registered with the State's Cooperative Purchasing Program will be a violation of law and may be contrary to the political subdivision's competitive bidding requirements. If a political subdivision or institution of higher education relies upon this Contract to issue a purchase order or other ordering document, the political subdivision or institution of higher education "steps into the shoes" of the State under this Contract. The political division's or institution of higher education's order and this Contract are between the Contractor and the political subdivision or institution of higher education. The Contractor must look solely to the political subdivision or institution of higher education for performance, including payment. The Contractor agrees to hold the state of Ohio harmless with regard to political subdivisions and institution of higher education's orders and political subdivision's and institution of higher education's performance. DAS may cancel this Contract and may seek remedies if the Contractor fails to honor its obligations under an order from a political subdivision or institution of higher education.

CONTRACTOR QUARTERLY SALES REPORT: The Contractor must report the quarterly dollar value (in U.S. dollars and rounded to the nearest whole dollar) of the sales, to include both state agencies and political subdivisions, under this Contract by calendar quarter (e.g. January-March, April-June, July-September and October-December). The dollar value of the sale is the price paid by the Contract user for the products and/or services listed on the purchase order or other encumbering document, as recorded by the Contractor.

The Contractor will receive an email with a User ID and password and must report the quarterly dollar value of sales to the Department of Administrative Services (DAS) via the Internet using the web form at the Ohio DAS Contract Management Contractor Portal, <https://cm.ohio.gov/>. If no sales occur, the Contractor must show zero. The report must be submitted thirty (30) days following the completion of the reporting period. The Contractor is responsible for emailing the Analyst listed on page one of the contract with any company contact changes.

The Contractor shall also submit a close-out report within one hundred and twenty (120) days after the expiration of this Contract. The Contract expires upon the physical completion of the last outstanding task or delivery order of the Contract. The close-out report must cover all sales not shown in the final quarterly report and reconcile all errors and credits. If the Contractor reported all contract sales and reconciled all errors and credits on the final quarterly report, then the Contractor should show zero "0" sales in the close-out report.

The Contractor must forward the Quarterly Sales Report to one of the following addresses,

For same day or overnight deliveries:

Huntington National Bank
ATTN: L-3686
7 Easton Oval
Columbus, OH 43219

All other deliveries may be sent to the following address:

Department of Administrative Services
L-3686
Columbus, OH 43260-3686

If the Contractor fails to submit sales reports, falsifies reports or fails to submit sales reports in a timely manner, DAS may suspend, terminate or cancel this Contract.

SPECIAL CONTRACT TERMS AND CONDITIONS (CONT'D)

CONTRACTOR REVENUE SHARE: The Contractor must pay the Department of Administrative Services (DAS) a revenue share of the sales transacted under this contract. The Contractor must remit the revenue share in U.S. dollars within thirty (30) days after the end of the quarterly sales reporting period. The revenue share equals 0.75% of the total quarterly sales reported. Contractors must include the revenue share in their prices. The revenue share is included in the award price(s) and reflected in the total amount charged to ordering agencies which includes both state agencies and political subdivisions using this Contract.

The contractor must remit any monies due as the result of the close-out report at the time the close-out report is submitted to DAS. The Contractor must pay the revenue share amount due by check. To ensure the payment is credited properly, the Contractor must identify the check as a "Revenue Share" and include the Ohio Contract Management Remittance Report

The Contractor should make the check payable to: Treasurer, State of Ohio.

Use the following address for same day or overnight deliveries:

Huntington National Bank
ATTN: L-3686
7 Easton Oval
Columbus, OH 43219

All other deliveries may be sent to the following address:

Department of Administrative Services
L-3686
Columbus, OH 43260-3686

If the full amount of the revenue share is not paid within thirty (30) calendar days after the end of the applicable reporting period, the non-payment constitutes a contract debt to the State. The State may either initiate withholding or setting off payments or employ the remedies available under Ohio law for the non-payment of the revenue share.

If the Contractor fails to pay the revenue share in a timely manner, DAS may suspend, terminate or cancel this Contract.

TRANSPORTATION CHARGES: Any items(s) ordered from this contract shall be delivered F.O.B. destination to any state agency or any political subdivision located within the state of Ohio as stated on the purchase order, at the rate per mile, per vehicle delivery charge as listed on the item page. When generating orders, contact the contractor and establish the total round trip miles for one (1) vehicle from dealers location, using the state of Ohio Official Highway Map, unless some other mutually agreed upon method is acceptable.

MINIMUM DELIVERY CHARGE: This charge is to be used when the rate per mile per vehicle, as listed on the item page, times the number of round trip miles is less than the minimum delivery charge. The contractor may not bill for both the rate per mile, per vehicle and the minimum delivery charge.

PLACEMENT OF ORDERS: Ordering entities are strongly encouraged to place orders as early as possible in the model year. Purchase orders for any item(s) listed in a contract, awarded pursuant to this bid, will be placed directly with the contractor(s) by the using agency. No order shall specify delivery to exceed thirty (30) days beyond the expiration and/or cancellation date of the contract.

SPECIAL CONTRACT TERMS AND CONDITIONS (CONT'D)

PURCHASE ORDERS: Purchase Orders for item(s) listed in this contract will be placed directly with the contractor by the ordering agency. All purchases, made by state agencies only, will be placed using either the official state of Ohio Purchase Order or, by a purchase order issued by the State's third party financing administrator. The state will not be obligated to pay for purchases of any supplies or services, made by any other method. No order shall specify delivery to exceed thirty (30) days beyond the expiration, termination, or cancellation date of the contract. A Purchase Order will authorize the contractor to provide the required supplies or services and, upon delivery, acceptance and submission of a proper invoice, will obligate the ordering agency to pay for the supplies or services furnished by the contractor.

When applicable, purchase orders may be placed for delivery to the agency on a quarterly basis. Any orders issued prior to the expiration, termination, or cancellation date of the contract, which require delivery up to ninety (90) days beyond the approved expiration, termination, or cancellation date are to be fulfilled by the contractor.

ALL purchase orders placed against this contract are to contain verbiage exactly as to how the title, delivery instructions, etc. are to read, i.e.:

TITLE TO:	SHIP TO:	BILL TO:
AGENCY TAX NO. _____		
AGENCY _____		
ADDRESS _____		
CITY/STATE _____		
COUNTY _____	CONTACT _____	TELEPHONE _____

In addition, list on each purchase order an agency contact person with phone number for dealer questions, delivery notification, etc., as shown above.

SUBMISSION OF INVOICES: Refer to the Standard Contract Terms and Conditions; III, Payment Provisions. Invoices will not be issued prior to receipt of a purchase order.

PAYMENT: During the term of this contract, a third party financing option will be made available to State agencies only; not to political subdivisions. The contractors (dealers) will be notified by the State to review the order to pay process utilized by the third party administrator. Contractors will continue to receive payment in full; either from the State or the third party administrator. If payment is received from the third party administrator, the title to the vehicle is to (may) be forwarded to the third party administrator. If a third party administrator is used for payment, there could be a delay in receipt of payment.

It is unknown which agencies may purchase through a third party administrator or quantity of vehicles being purchased. This payment method may increase the number of vehicles purchased. Electronic Funds Transfer (EFT) may be used as payment method with mutual agreement between the third party financing administrator and the dealer.

SERVICE: The vehicle will be completely dealer serviced and conditioned as per the manufacturer's pre-delivery recommendations and all equipment is to be completely installed with all adjustments made which are required to prepare the vehicle for immediate and continuous operation upon delivery. This requires that all fluids are filled to their maximum levels unless otherwise defined. Unit shall conform to all current Federal Safety Regulations including OSHA.

SERVICE POLICY: The successful bidder shall furnish with each vehicle delivered, or within three (3) days after delivery of the vehicle, the Manufacturer's Owner Service Policy. In addition, the Owner's Service Policy shall be recognized and accepted by all authorized dealers within the boundaries of the state of Ohio regardless of the location of the District or Regional Headquarters under which the vehicle operates.

CERTIFICATE OF TITLE: The contractor must submit application for certificate of title within one (1) business day after delivery of vehicle(s) has been made to the ordering agency. The title shall be delivered within fifteen (15) days after delivery of vehicle(s) to the ordering agency.

AGENCY REGISTRATION: The contractor shall furnish the Title Documents for each new vehicle and deliver same to the department ordering the vehicle, unless otherwise specified on purchase order. The contractor shall deliver with the necessary papers a \$5.00 per vehicle filing fee at time of vehicle(s) delivery to any agency authorized to complete their own title registration.

SPECIAL CONTRACT TERMS AND CONDITIONS (CONT'D)

ADVERTISEMENT: Dealer name-signs shall not be affixed to any part of the delivered vehicle.

DEALER LICENSE: In reference to ORC [4517.12](#), DAS may ask for proof of a dealers written authority from the manufacturer or distributor to sell new vehicles.

SALES LICENSE: Contractor must be licensed to sell new motor vehicles pursuant to ORC [4517.01](#) and [4517.02](#).

In reference to OAC [4501:1-3-05](#), DAS may ask for proof of a salesperson's license after bid opening if not provided at bid opening. If requested, the dealer will have five (5) business days to respond.

USAGE REPORTS: Every six (6) months the contractor must submit a report (written or on disk) indicating sales generated by this contract. The report shall list usage by customer, by line item, showing the quantities/dollars generated by this contract. The report shall be forwarded to the Office of Procurement Services, 4200 Surface Road, Columbus, OH 43228-1395, Attn: Contract Analyst (GDC050).

Contractor is to submit two (2) separate reports, one (1) for state agencies purchases and the other report for political subdivision purchases.

INDEX NUMBER	CONTRACT NUMBER	CUSTOMER	ITEM NUMBER	# UNITS SOLD	\$ VALUE
--------------	-----------------	----------	-------------	--------------	----------

NOTE: THE ENERGY POLICY ACT WAS SIGNED INTO LAW IN 1992. Under the act, state and federal government fleets must begin phasing in alternative fuel vehicles as replacements for petroleum fuel vehicles. The act recognizes methanol, ethanol and other alcohol-gasoline blends, natural gas, liquefied petroleum gas and other fuels as sources of replacement ("reformulated gasoline" and 10% ethanol are excluded from the definition of alternate fuels).

Attachment: New Cruisers (Purchase of 4 Police Cruisers)

SPECIFICATIONS

I. SCOPE AND CLASSIFICATION

- A. Scope: These specifications define the State's requirements for new, Model Year 2019 or manufacturer's current production model vehicles to be utilized by State Agencies in the operation of State government, primarily for law enforcement work. This includes political subdivisions that are members of the Department of Administrative Services, Office of Procurement Services Cooperative Purchasing program.
- B. Vehicle shall be the latest current model, complete with all standard equipment, unless otherwise specified. Any item which is standard equipment on the vehicle being bid, but not listed below, must not be removed from the vehicle. Manufacturer's disclaimers indicate changes in product specifications may occur during the model year and they reserve the right to do so without repercussion. All current mandatory Department of Transportation safety requirements are to be furnished, including seat belts and shoulder harness.
- C. Classification: The information listed below is based upon vehicle purchases the Office of State Procurement had received from usage reports. Due to the life cycle of vehicles, usage data will change from year to year. The State makes no representation or guarantee as to the actual number of vehicles that will be purchased by participating agencies.

Item Number	Estimated Usage	Classification
1	45 Units	Ford Interceptor: Sedan-4 Door-V6-All Wheel Drive
2	40 Units	Dodge Charger: Sedan-Full Size-4 Door-V8- All Wheel Drive
3	265 Units	Ford Interceptor: Sport Utility Vehicle-4 Door-V6- All Wheel Drive
4	73 Units	Chevrolet Tahoe: Sporty Utility Vehicle -Full Size-4 Door-V8- Rear Wheel Drive

II. APPLICABLE DOCUMENTS:

- A. [Ohio Revised Code Section 125](#)
- B. Ohio Revised Code Chapters [4501](#), [4503](#), [4513](#), and [4517](#)
- C. Ohio Administrative Code Sections [4501:1-3-05](#)
- D. Federal Motor Vehicle Safety Standards (FMVSS)
- E. Society of Automotive Engineers (SAE) Automotive Technical Standards
- F. Occupational Safety & Health Administration (OSHA) Regulations
- G. U.S. Environmental Protection Agency (EPA) Laws & Regulations
- H. Model Year 2018 or Manufacturer's most current Model EPA Fuel Economy Guide
- I. State of Michigan, Department of State Police, National Law Enforcement & Corrections Technology Center and Department of Technology Management and Budget, Model Year 2018 or Manufacturer's most current Model Police Evaluation Program. Must meet and exceed the standards established by the Michigan State Police Vehicle Test/Evaluation Team for the Police (Pursuit) Category vehicles
- J. State of Ohio Law Enforcement Vehicle specifications and optional equipment listed in this bid

SPECIFICATIONS (CONT'D)

- III. REQUIREMENT: In addition to the Model Year 2019 or Manufacturer's most current Model Year State of Ohio Law Enforcement Vehicles minimum specification sheets, the following items of factory-installed equipment shall be required as Standard Equipment on each vehicle listed in this bid, unless otherwise noted. Optional Equipment required to be furnished on the unit is noted on the State's Specifications. Options listed herein, are to be factory installed except for items(s) not available from the factory.

A. REQUIRED STANDARD EQUIPMENT:

1. 12V power point
2. Rust Proofing: Each vehicle listed in this bid shall have the Manufacturer's standard corrosion protection system. A copy of the corrosion protection warranty is to be included with this bid certifying compliance of this requirement. NOTE: Failure to provide this warranty may result in disqualification of this bid.
3. Spare wheel and tire to be manufacturer's standard for the model bid.
4. All vehicles to be delivered with fuel tank at least one-half (1/2) full.
5. Radio Suppression: Each vehicle listed in this bid shall have the manufacturer's standard radio suppression system.

Radio Suppression shall be equipped with noise suppression equipment for two-way radio operation, which shall suppress vehicle electrical and electronic generated radio frequency interference problems. Broad band vehicular generated noises shall not exceed ½ microvolt, as measured by the 12 DB SINAD method, at the two-way radio receiver antenna. Further, the vehicle shall not produce any on-frequency interference problems encountered with any of the on-board systems of the supplied vehicles. It is the responsibility of the contractor to insure that operation of properly installed two-way mobile low band radio transmitters will not adversely affect the operation of the vehicle in any manner.

Do your vehicles comply? Yes _____ No _____

6. Tires: Shall be as recommended by the manufacturer for the vehicle specified, and shall be premium quality of recognized manufacturer, all season, steel belted radials, black walled, and meet the minimum speed rating specified (unless otherwise specified).
7. Paint: The entire unit shall be painted in accordance with automotive standards. All colors are to be solid and manufacturing standard and will be specified on the order. Certain items may require specific paint as noted. Bidder to note which colors are standard at no extra cost on each item bid. If no chart is submitted or no notations are made it will be assumed all colors are standard and no additional compensation will be made for any factory color ordered.
8. Restraint System and Supplemental Restraint Systems: Restraint Systems refers to lap and shoulder seat belts and Supplemental Restraint Systems refers to air bag system.
9. Additional Option Package: This has been included on the pricing pages for the bidder to include several of their more popular options. In the event of an order for one (1) or more of these options, it is the responsibility of the contractor to assure that the entire content(s) of the Option Package is made available to the ordering entity and is what the ordering entity is requesting to be included with their purchase.

- B. MILES PER GALLON REQUIREMENTS (2018 DATA) EPA ESTIMATED MILEAGE: Vehicles bid shall be in the EPA classes shown on the respective bid pages, offering the engine requested.
- C. OPTIONAL EQUIPMENT: Inside Trunk Lid Warning Flashing Lights are to be installed as high as possible to provide maximum visibility from the rear of the vehicle.

SPECIFICATIONS (CONT'D)

IV. DELIVERY:

A. Upon receipt of an order from an ordering agency, contractors are expected to enter orders with the factory within two (2) days after of receipt of purchase order. The contractor will confirm receipt of the agency's order and projected shipping date to the ordering agency within two (2) working days, by either fax or electronic means. The confirmation document shall confirm the contractor's order number, specific item(s), order quantities, unit price, a copy of the order notification and vehicle order number. The confirmation document may be a copy of the agency's order with the contractor's order number entered thereon. Delivery to the ordering agency is to be accomplished within seven (7) days after the contractor receives and services ordered items (refer to paragraph IV. D, page 10).

B. Any State of Ohio ordering entity and/or political subdivision ordering from this contract needs to be sure that they have included a contact, phone/fax numbers on the purchase order to the dealership. State's Cooperative Purchasing members need to be sure to include their current membership certificate number and / or a copy of their current membership certificate when placing an order to the dealership.

C. PERFORMANCE AGREEMENT:

1. The State declares that time is of the essence and the delivery of the vehicle(s) ordered by the projected delivery date is crucial to the ordering agency. The State realizes that there are circumstances beyond the control of the contractor that cause delay in delivery. In the event the contractor is unable to meet the projected delivery date referenced above due to circumstances beyond his control, the contractor must contact the ordering agency and inform the agency why there is a delay, setting forth therein the reasons for the delay and there will be an extension to the delivery date. The contractor's plea that insufficient time as specified is not a valid reason for an extension of time. If accord cannot be obtained, a written request by the agency must be made to the Office of Procurement Services, or if a co-operative purchasing order, to the Office of Cooperative Purchasing for review.
2. If the contractor fails to meet the original and/or any revised delivery date, the contractor agrees to pay to the ordering agency liquidated damages according to the following schedule:
 - a) Delivery completed within ten (10) calendar days beyond the original and/or revised scheduled date \$10.00 per vehicle per day beyond the scheduled delivery date.
 - b) Liquidated damages will be deducted from the final invoice submitted by the contractor after delivery and acceptance has occurred
3. The manufacturer has, upon occasion oversold their productive capability and could not deliver all of the contractor's orders that had been properly entered and acknowledged. When this occurs, the contractor cannot deliver for reasons beyond his control and cannot be held responsible. Usually the manufacturer will complete deliveries with the new model year vehicle at the contractor's bid price.

D. DELAYED DELIVERY:

1. Certain agencies may require delayed delivery on various items within this contract. For any vehicle order that requests delayed delivery, the storage charges per day shall commence seven (7) calendar days after agency contact person notification that vehicle(s) so ordered are serviced and ready for delivery. The rate of such charges shall not exceed 12% annual rate.
2. If ordering entities elect to take delivery at the contractor's place of business; pickup must be within seven (7) calendar days after notification that the vehicle is serviced and ready for pickup. If the vehicle is not picked up within the seven (7) calendar days after notification, the ordering entity is subject to a storage charge. The charge shall not exceed 12% annual rate for delayed pickup.

E. DELIVERY INSTRUCTIONS:

The transporting and delivery of automobiles shall be accomplished by surface transport, or by being driven individually. Tow bar delivery is not acceptable. All deliveries shall be effected per bid commitment. Failure to meet delivery requirements may be cause for cancellation, only with the approval of the Office of Procurement Services.

SPECIFICATIONS (CONT'D)

F. MANUFACTURER'S PRODUCTION TERMINATION NOTICE (BUILD-OUT):

1. The contractor is required to notify the Office of Procurement Services when build out dates are released by the manufacturer. A Build Out Schedule is listed in the contract to assist entities in planning vehicle purchases. If an order is accepted by the contractor after the build out date and price protection for the new model year has not been established, the normal delivery timeline for delivery is required.
2. Orders prior to manufacturer production termination notice (build-out date): All orders placed against any contract resulting from this bid, shall be provided to the contractor no later than the manufacturer's build-out date, which in the past is usually around March, but may be much earlier. Agencies will be notified of these dates, but are urged to submit their orders as quickly as possible after receipt of the contract.
3. All orders received and accepted by the contractor on, or prior to, the build-out date shall guarantee delivery of the vehicle as described on the purchase order at the contract price.
4. Any order received by the contractor after the build-out date will be subject to availability. The contractor reserves the right to accept or reject these orders. The contractor will be required to notify the ordering agency, within five (5) working days, after the purchase order has been received by the contractor, whether the purchase order will be accepted or rejected. If the purchase order cannot be accepted it shall be returned to the ordering agency by the contractor. Once accepted, the contractor shall be required to fulfill the order. Failure to do so may result in the ordering agency purchasing a comparable vehicle from another source. The contractor will be held liable for any difference in price.

V. NOTES:

- A. WARRANTY: Unless ordered with extended warranty, manufacturer's standard warranty shall apply, copy of warranty to be delivered with vehicle(s) purchased. Order will be considered incomplete until warranty is delivered.
- B. Any delivered vehicle not conforming to these specifications shall be rejected and it will be the responsibility of the dealer or manufacturer to comply with State of Ohio requirements (See "Contract Terms & Conditions"). Any extra accessories delivered on vehicles cannot and will not be paid for.
- C. Some equipment requested may be available only in combination with other options or subject to additional ordering requirements or limitations. Be sure such requirements are noted. Once awarded, contractors are expected to deliver vehicles as ordered, incurring no additional costs beyond the stated prices.
- D. ADDITIONAL OPTIONS: Bidders may elect to quote some of their more popular options for the item being bid. The options(s) being offered must be available for the item being bid. The additional options being offered must not change the item model being bid.
- E. DIFFERENTIAL TYPE/RATIO: For the purposes of this bid the terms limited slip, anti-spin, automatic locking, rear locking, TRAC-LOC, etc. are to have the same meaning. The bidder is to state the standard rear axle ratio being provided and is to quote any additional ratio that may be available when preparing their bid.
- F. EPA ESTIMATED MILEAGE: Vehicles bid shall be equipped with an engine that meets at least the minimum requirements for the EPA Estimated Mileage as stated in the State of Ohio specification sheet. In the instance where an EPA Estimated Mileage is not available, the bidder is to supply the manufacturer's estimated mileage for the engine quoted.

SPECIFICATIONS (CONT'D)

AUTOMOBILE – POLICE SPECIAL – SEDAN – 4 DOOR – V6 – AWD

Item Number 1

Line No.	Standard Specification Items	Minimum Requirements	Approved Exceptions
Brand			
1.	Manufacturer Make	Ford	
2.	Manufacturer Model	Interceptor Sedan	
Powertrain			
3.	Engine Type (Liter/ Cylinder)	3.7L, V6	
4.	Horsepower (Net HP)	305	
5.	Transmission	Automatic, 6 Speed	
6.	Drive Type	AWD	
7.	Alternator (amps)	220, Heavy Duty	
8.	Flexible Fuel Vehicle (FFV)	Not Required	
9.	Battery (CCA)	750	
10.	Cooling System	Heaviest Duty Available	
11.	EPA Estimated Mileage (City/Highway MPG)	18/25	
Drivability			
12.	Steering	Power/Tilt	
13.	Power Antilock Brakes (ABS) Front & Rear	Required	
Exterior			
14.	Number of Doors	4	
15.	Wheelbase (in.)	112.9	
16.	Body Side Molding (Installed)	Not Required	
17.	Exterior Mirrors – Right & Left Mounted	Heated/Power Remote	
18.	Paint – Specify Standard Colors	Standard	
19.	Left Handed Spotlight, Pillar Mounted	Required	
20.	Tires – Pursuit/Speed Rated per Manufacturer Recommendations	All Season, Steel Belted, Black Wall	
21.	Spare Tire/Wheel	Full Size	
Safety			
22.	Air Bag Restraint System (Driver & Passenger)	Required	
23.	Supplement Restraint System (Driver & Passenger)	Required	
Seating			
24.	Seating Capacity	5	
25.	Seat Covering	Cloth FR, Vinyl RR	

Attachment: New Cruisers (Purchase of 4 Police Cruisers)

SPECIFICATIONS (CONT'D)

AUTOMOBILE – POLICE SPECIAL – SEDAN – 4 DOOR – V6 – AWD
 Item Number 1

Line No.	Standard Specification Items	Minimum Requirements	Approved Exceptions
Seating Cont'd			
26.	Floor Covering	Heavy Duty Rubber	
27.	Front Seat Type	Bucket Adjustable – No Center Console	
28.	Rear Seat Type	Vinyl Bench – No Center Console	
Interior			
29.	Arm Rest on Front Doors	Required	
30.	Foam Front Seat Cushion	Required	
31.	Trunk Light	Automatic	
32.	Interior Lighting	Overhead Dome & Map or Dome Driver Light	
33.	Interior Rear View Mirror	Day/Night	
Dimensions			
34.	Fuel Capacity (Gal.)	19	
35.	Base Curb Weight (lbs.)	4300	
36.	Headroom (Front/Rear) (in.)	39/36	
37.	Leg Room (Front/Rear) (in.)	41/39	
38.	Hip Room (Front/Rear) (in.)	56/55	
39.	Shoulder Room (Front/Rear) (in.)	57/56	
40.	Interior Cargo Area (cu. ft.)	16	
Accessories			
41.	2 Sets of Keys with FOB Enabling Electronic Keyless Entry	Required	
42.	Glass	High Strength, Factory Tint	
43.	Rear Window Defroster	Wired in Glass	
44.	Fresh Air Temperature Controlled Heater	With Windshield Defrosters	
45.	Intermittent Windshield Wipers	With Dual Speed	
46.	Air Conditioning	Required	
47.	Radio – Factory Installed	AM/FM	
48.	Radio Suppression System	Required	
49.	12 Volt Power Outlet, in Front Compartment	Required	
50.	Fuel at Delivery	½ Tank	
51.	Speedometer/ Standard Gage Package	Required	
52.	Hood Latch Release	Inside Passenger Compartment only, by Driver Side	
53.	Remote Controlled Trunk Release by Driver	Required	
54.	Dual Horns, Factory Installed	Required	

Attachment: New Cruisers (Purchase of 4 Police Cruisers)

SPECIFICATIONS (CONT'D)

AUTOMOBILE – POLICE SPECIAL – SEDAN – 4 DOOR – V6 – AWD

Item Number 1

Line No.	Standard Specification Items	Minimum Requirements	Approved Exceptions
Warranty			
55.	Rust Proofing	Min. Factory Warranty	
56.	Manufacturer Standard	Min. 3 yr./36,000 Mile	
57.	Powertrain	Min. 5 yr./100,000 Mile	
Optional Equipment Items			
58.	45-Day Tags		
59.	Additional Set of Keys (Keys Only)		
60.	Street Appearance Package – Including 1 st & 2 nd Row Carpet Floor Covering, Center Console, Wheel Covers, License Plate Bracket, Spotlight Deduct, Badge Deduct		
61.	Full Face Wheel Covers		
62.	Police Special - Sedan - FWD		
63.	License Plate Bracket – Front		
64.	Keyless Entry – Deduct		
65.	Perimeter Alarm		
66.	No Spotlight – Deduct		
67.	3.5L V6 GTDI EcoBoost – AWD Only		
68.	EcoBoost Speed Limited Calibration with the 3.5L V6 GTDI EcoBoost – AWD Only		
69.	Inside Trunk Lid Flashing Warning Lights (activated when trunk lid is raised)		
70.	Rear Door/Inoperable		
71.	Special Paint Option (Two-Tone) - Call for Availability		
72.	Rear Window Delete		
73.	Additional Option Package (Bidder to Specify Type)		
74.	Badge Deduct		

Attachment: New Cruisers (Purchase of 4 Police Cruisers)

PRICE SCHEDULE

ITEM #1 – AUTOMOBILE – POLICE SPECIAL – SEDAN – 4 DOOR – V6 – AWD

DELIVERY: DAYS A.R.O. (SEE IV.A.)		INDICATE CITY/STATE OF MANUFACTURER:	
CONTRACTOR: N/A	MFG: N/A	MODEL: N/A	MODEL NUMBER N/A
REAR END GEAR RATIO: N/A			
ITEM ID NO.: N/A		UNIT PRICE: NO AWARD	

ITEM ID NO.	DELIVERY CHARGE	UNIT PRICE
N/A	Delivery charge per mile, per vehicle round trip map mileage for delivery by the contractor	No Award
N/A	Minimum Delivery Charge	No Award

ITEM ID NO.	DEALER OPTION/ORDER CODE	OPTION	UNIT COST
N/A	N/A	45-Day Tags	N/A
N/A	N/A	Additional Set of Keys (Key Only)	N/A
N/A	N/A	Street Appearance Package	N/A
N/A	N/A	Full Face Wheel Covers	N/A
N/A	N/A	Police Special - Sedan - FWD	N/A
N/A	N/A	License Plate Bracket – Front	N/A
N/A	N/A	Keyless Entry – Deduct	N/A
N/A	N/A	Perimeter Alarm	N/A
N/A	N/A	No Spotlight – Deduct	N/A
N/A	N/A	3.5L V6 GTDI EcoBoost – AWD Only	N/A
N/A	N/A	EcoBoost Speed Limited Calibration with the 3.5L V6 GTDI EcoBoost – AWD Only	N/A
N/A	N/A	Inside Trunk Lid Flashing Warning Lights (activated when trunk lid is raised)	N/A
N/A	N/A	Rear Door/Inoperable	N/A
N/A	N/A	Badge Deduct	N/A

Attachment: New Cruisers (Purchase of 4 Police Cruisers)

PRICE SCHEDULE (CONT'D)

ITEM #1 – AUTOMOBILE – POLICE SPECIAL – SEDAN – 4 DOOR – V6 – AWD (CONT'D)

ITEM ID NO.	DEALER OPTION/ORDER CODE	OPTION	UNIT COST
N/A	N/A	Special Paint Option (Two-Tone) - Call for Availability	N/A
N/A	N/A	Rear Window Delete	N/A
N/A	N/A	Additional Option Package (Bidder to Specify Type):	N/A

INSTRUCTIONS TO STATE AGENCIES REQUESTING UNSPECIFIED OPTIONS: State agencies that require additional equipment that is not listed in the option table above will need to provide the following to the current contract analyst listed on the contract website overview page, for approval;

1. Quote: Lists the unit price and the contents of the option(s). Manufacturer's invoice should be included.
2. Justification: Specific reasoning why the unlisted option is needed to perform job duties.

UNSPECIFIED OPTION PRICE: ____% above manufacturer invoice.

List standard paint colors: _____

Attachment: New Cruisers (Purchase of 4 Police Cruisers)

SPECIFICATIONS

AUTOMOBILE – POLICE SPECIAL – SEDAN – FULL SIZE – 4 DOOR – V8 – AWD
Item Number 2

Line No.	Standard Specification Items	Minimum Requirements	Approved Exceptions
Brand			
1.	Manufacturer Make	Dodge	
2.	Manufacturer Model	Charger	
Powertrain			
3.	Engine Type (Liter/ Cylinder)	5.7L, V8	
4.	Horsepower (Net HP)	370	
5.	Transmission	Automatic, 5 Speed	
6.	Drive Type	All Wheel Drive	
7.	Alternator (amps)	220	
8.	Flexible Fuel Vehicle (FFV)	Not Required	
9.	Battery (CCA)	800	
10.	Cooling System	Heaviest Duty Available	
11.	EPA Estimated Mileage (City/Highway MPG)	18/27	15/23
Drivability			
12.	Steering	Electric Power-Assist	
13.	Power Antilock Brakes (ABS) Front & Rear	Required	
Exterior			
14.	Number of Doors	4	
15.	Wheelbase (in.)	120	
16.	Body Side Molding (Installed)	Not Required	
17.	Exterior Mirrors – Right & Left Mounted	Power Remote	
18.	Paint – Specify Standard Colors	Standard	
19.	Left Handed Spotlight, Pillar Mounted	Required	
20.	Tires – Pursuit/Speed Rated per Manufacturer Recommendations	All Season, Steel Belted, Black Wall	
21.	Spare Tire/Wheel	Full Size	
Safety			
22.	Air Bag Restraint System (Driver & Passenger)	Required	
23.	Supplement Restraint System (Driver & Passenger)	Required	
Seating			
24.	Seating Capacity	5	
25.	Seat Covering	Cloth FR, Vinyl RR	
26.	Floor Covering	Carpet	
27.	Floor Mats	Heavy Duty FR/RR (Required)	
28.	Front Seat Type	8 Way Power, Bucket Adjustable – No Center Console	
29.	Rear Seat Type	Bench – No Center Console	

Attachment: New Cruisers (Purchase of 4 Police Cruisers)

SPECIFICATIONS (CONT'D)

AUTOMOBILE – POLICE SPECIAL – SEDAN – FULL SIZE – 4 DOOR – V8 – AWD
Item Number 2

Line No.	Standard Specification Items	Minimum Requirements	Approved Exceptions
Interior			
30.	Arm Rest on Front Doors	Required	
31.	Foam Front Seat Cushion	Required	
32.	Trunk Light	Automatic	
33.	Interior Lighting	Overhead Dome & Map or Dome Driver Light	
34.	Interior Rear View Mirror	Day/Night	
Dimensions			
35.	Fuel Capacity (Gal.)	18.5	
36.	Base Curb Weight (lbs.)	3,800	
37.	Headroom (Front/Rear) (in.)	38/36	
38.	Leg Room (Front/Rear) (in.)	41/40	
39.	Hip Room (Front/Rear) (in.)	56/56	
40.	Shoulder Room (Front/Rear) (in.)	59/57	
41.	Interior Cargo Area (cu. ft.)	16	
Accessories			
42.	Keyless Go GX4	Required	
43.	Glass	High Strength, Factory Tint	
44.	Rear Window Defroster	Wired in Glass	
45.	Fresh Air Temperature Controlled Heater	With Windshield Defrosters	
46.	Intermittent Windshield Wipers	With Dual Speed	
47.	Air Conditioning	Required	
48.	Radio – Factory Installed	AM/FM	
49.	Radio Suppression System	Required	
50.	12 Volt Power Outlet, in Front Compartment	Required	
51.	Fuel at Delivery	½ Tank	
52.	Speedometer/ Standard Gauge Package	Required	
53.	Hood Latch Release	Inside Passenger Compartment only, by Driver Side	
54.	Remote Controlled Trunk Release by Driver	Required	
55.	Dual Horns, Factory Installed	Required	
56.	Electronic Door Locks/ Electronic Windows	Driver Control Lock Out (Required)	
Warranty			
57.	Rust Proofing	Min. Factory Warranty	
58.	Manufacturer Standard	Min. 3 yr./36,000 Mile	
59.	Powertrain	Min. 5 yr./100,000 Mile	

Attachment: New Cruisers (Purchase of 4 Police Cruisers)

SPECIFICATIONS (CONT'D)

AUTOMOBILE – POLICE SPECIAL – SEDAN – FULL SIZE – 4 DOOR – V8 – AWD
Item Number 2

Line No.	Standard Specification Items	Minimum Requirements	Y/N	Exceptions
Optional Equipment Items				
60.	45-Day Tags			
61.	Additional Set of Keys with FOB Enabling Electronic Keyless Entry			
62.	Street Appearance Package			
63.	Heavy Duty Black Vinyl Floor Covering			
64.	Vinyl Rear Bench Seat			
65.	Factory Alarm			
66.	Exterior Heated Mirrors			
67.	Wheel Covers			
68.	Rear Wheel Drive V6			
69.	V8, 5.7L Engine--- Rear Wheel Drive			
70.	Inside Trunk Lid Flashing Warning Lights (activated when trunk lid is raised)			
71.	Special Paint Option (Two-Tone) - Call for Availability			
72.	Matching RH Spot Light			
73.	Badge Delete			
74.	No Spotlight			
75.	Front License Plate Bracket			
76.	Additional Option Package (Bidder to Specify Type)			

Attachment: New Cruisers (Purchase of 4 Police Cruisers)

PRICE SCHEDULE

ITEM #2 – AUTOMOBILE – POLICE SPECIAL – SEDAN – FULL SIZE – 4 DOOR – V8 – AWD

DELIVERY:	INDICATE CITY/STATE OF MANUFACTURER:		
90-180 DAYS A.R.O. (SEE IV.A.)	Brampton, Ontario		
CONTRACTOR:	MFG:	MODEL:	MODEL NUMBER:
Greve Chrysler Jeep Dodge of Van Wert	Dodge	Charger	LDEE48
REAR END GEAR RATIO: 3.07			
ITEM ID NO.:	32879	UNIT PRICE: \$ 24,549.00	

ITEM ID NO.	DELIVERY CHARGE	UNIT PRICE
32861	Delivery charge per mile, per vehicle round trip map mileage for delivery by the contractor	\$0.40
32863	Minimum Delivery Charge	\$60.00

ITEM ID NO.	DEALER OPTION/ORDER CODE	OPTION	UNIT COST
32856	TTAG	45-Day Tags	\$ 18.50
32868	FOB	Additional Set of Keys with FOB Enabling Electronic Keyless Entry	\$ 149.00
32858	AEB	Street Appearance Package	\$ 374.00
Note on P.O.	CKJ	Heavy Duty Black Vinyl Flooring	\$ 0.00
Note on P.O.	Included	Vinyl Rear Bench Seat	\$ 0.00
32871	LSA	Factory Alarm	\$ 149.00
35153	GUK	Exterior Heated Mirrors	\$ 59.00
33091	W8B	Wheel Covers	\$ 39.00
Note on P.O.	LDDE48	Rear Wheel Drive V6	\$ -2,057.00
Note on P.O.	V8	V8, 5.7L Engine--- Rear Wheel Drive	\$ -72.00
32864	ALT-LED AM	Inside Trunk Lid Flashing Warning Lights (activated when trunk lid is raised)	\$ 379.00
32866	SPPT AM	Special Paint Option (Two-Tone) – Call for Availability	\$ 2,500.00
32876	LNA	Matching RH Spot Light	\$ 209.00
Note on P.O.	MSY	Badge Delete	\$ 0.00
Note on P.O.	-SPOT	No Spotlight	\$ -89.00
Note on P.O.	Included	Front License Plate Bracket	\$ 0.00
32878	ECC	Additional Option Package (Bidder to Specify Type): Extra Cost Colors See Paint Colors	\$ 499.00

Attachment: New Cruisers (Purchase of 4 Police Cruisers)

PRICE SCHEDULE (CONT'D)

ITEM #2 – AUTOMOBILE – POLICE SPECIAL – SEDAN – FULL SIZE – 4 DOOR – V8 – AWD (CONT'D)

INSTRUCTIONS TO STATE AGENCIES REQUESTING UNSPECIFIED OPTIONS: State agencies that require additional equipment that is not listed in the option table above will need to provide the following to the current contract analyst listed on the contract website overview page, for approval;

1. Quote: Lists the unit price and the contents of the option(s). Manufacturer's invoice should be included.
2. Justification: Specific reasoning why the unlisted option is needed to perform job duties.

UNSPECIFIED OPTION PRICE: 3.00% above manufacturer invoice.

List standard paint colors: Bright Silver, Destroyer Gray, Granite Pearl Coat, Indigo Blue, Maximum Steel, Octane Red, Pitch Black, Tor Red, White Knuckle

Attachment: New Cruisers (Purchase of 4 Police Cruisers)

SPECIFICATIONS

AUTOMOBILE – POLICE SPECIAL – SPORT UTILITY VEHICLE – FULL SIZE – 4 DOOR – V6 – AWD

Item Number 3

Line No.	Standard Specification Items	Minimum Requirements	Approved Exceptions
Brand			
1.	Manufacturer Make	Ford	
2.	Manufacturer Model	Interceptor SUV	
Powertrain			
3.	Engine Type (Liter/Cylinder)	3.7L, V6	3.3 L Gas
4.	Horsepower (Net HP)	304	
5.	Transmission	Automatic, 6 Speed	
6.	Drive Type	All Wheel Drive	
7.	Alternator (amps)	220	
8.	Flexible Fuel Vehicle (FFV)	Required	
9.	Battery (CCA)	750	
10.	Cooling System	Heaviest Duty Available	
11.	EPA Estimated Mileage (City/Highway MPG)	16/21	
Driveability			
12.	Steering	Electric Power-Assist	
13.	Power Antilock Brakes (ABS) Front & Rear	Required	
Exterior			
14.	Number of Doors	4	
15.	Wheelbase (in.)	112.6	
16.	Body Side Molding (Installed)	Not Required	
17.	Exterior Mirrors – Right & Left Mounted	Power Remote	
18.	Paint – Specify Standard Colors	Standard	
19.	Left Handed Spotlight, Pillar Mounted	Required	
20.	Tires – Pursuit/Speed Rated per Manufacturer Recommendations	All Season, Steel Belted, Black Wall	
21.	Spare Tire/Wheel	Full Size	
Safety			
22.	Air Bag Restraint System (Driver & Passenger)	Required	
23.	Supplement Restraint System (Driver & Passenger)	Required	
Seating			
24.	Seating Capacity	5	
25.	Seat Covering	Cloth FR, Vinyl RR	
26.	Floor Covering	Heavy Duty Rubber	
27.	Front Seat Type	Bucket Adjustable – No Center Console	
28.	Rear Seat Type	Split 60/40 Bench	

Attachment: New Cruisers (Purchase of 4 Police Cruisers)

SPECIFICATIONS (CONT'D)

AUTOMOBILE – POLICE SPECIAL – SPORT UTILITY VEHICLE – FULL SIZE – 4 DOOR – V6 – AWD
Item Number 3

Line No.	Standard Specification Items	Minimum Requirements	Approved Exceptions
Interior			
29.	Arm Rest on Front Doors	Required	
30.	Foam Front Seat Cushion	Required	
31.	Trunk Light	Automatic	
32.	Interior Lighting	Overhead Dome & Map or Dome Driver Light	
33.	Interior Rear View Mirror	Day/Night	
Dimensions			
34.	Fuel Capacity (Gal.)	18.6	
35.	Base Curb Weight (lbs.)	4,639	
36.	Headroom (Front/Rear) (in.)	41/40	
37.	Leg Room (Front/Rear) (in.)	40/41	
38.	Hip Room (Front/Rear) (in.)	57/56	
39.	Shoulder Room (Front/Rear) (in.)	61/60	
40.	Interior Cargo Area/ Cargo Area Seats Folded Down (cu. ft.)	48/85	
Accessories			
41.	2 Sets of Keys with FOB Enabling Electronic Keyless Entry	Required	
42.	Glass	High Strength, Factory Tint	
43.	Rear Window Defroster	Wired in Glass	
44.	Fresh Air Temperature Controlled Heater	With Windshield Defrosters	
45.	Intermittent Windshield Wipers	With Dual Speed	
46.	Air Conditioning	Required	
47.	Radio – Factory Installed	AM/FM	
48.	Radio Suppression System	Required	
49.	12 Volt Power Outlet, in Front Compartment	Required	
50.	Fuel at Delivery	½ Tank	
51.	Speedometer/ Standard Gage Package	Required	
52.	Hood Latch Release	Inside Passenger Compartment only, by Driver Side	
53.	Dual Horns, Factory Installed	Required	
54.	Electronic Door Locks/ Electronic Windows	Driver Control Lock Out (Required)	
55.	Rear Window Wiper/Washer	If applicable	
56.	Remote Control Rear Gate Release by Driver	Required, if available	
57.	Rear Door	Lift Gate	

Attachment: New Cruisers (Purchase of 4 Police Cruisers)

SPECIFICATIONS (CONT'D)

AUTOMOBILE – POLICE SPECIAL – SPORT UTILITY VEHICLE – FULL SIZE – 4 DOOR – V6 – AWD
Item Number 3

Line No.	Standard Specification Items	Minimum Requirements	Approved Exceptions
Warranty			
58.	Rust Proofing	Min. Factory Warranty	
59.	Manufacturer Standard	Min. 3 yr./36,000 Mile	
60.	Powertrain	Min. 5 yr./100,000 Mile	
Optional Equipment Items			
61.	45-Day Tags		
62.	Wheel Cover		
63.	Inside Rear-Door Locks Inoperable		
64.	Inside Rear-Door Handles Inoperable		
65.	Inside Windows-Rear-Power Delete		
66.	Heated Side View Mirrors		
67.	Carpet		
68.	3.5L, V6 EcoBoost		
69.	Red/White Dome Light in Cargo Area		
70.	Perimeter Anti-Theft Alarm		
71.	Remote Keyless Entry Key FOB w/o Key Pad - Deduct		
72.	Rear Console Plate		
73.	Grille LED Lights, Siren & Speaker Pre-Wiring		
74.	Hitch		
75.	SYNC		
76.	Rear Light Solution – Blue/Blue for Cargo Area		
77.	Backup Camera		
78.	Additional Option Package (Bidder to Specify Type)		

Attachment: New Cruisers (Purchase of 4 Police Cruisers)

PRICE SCHEDULE

ITEM #3 – AUTOMOBILE – POLICE SPECIAL – SPORT UTILITY VEHICLE – FULL SIZE – 4 DOOR – V6 – AWD

DELIVERY:	INDICATE CITY/STATE OF MANUFACTURER:		
180 DAYS A.R.O. (SEE IV.A.)	Chicago, IL		
CONTRACTOR:	MFG:	MODEL:	MODEL NUMBER:
Lebanon Ford	Ford	Police Utility	K8A
REAR END GEAR RATIO: 3.3L Gas Engine Standard			
ITEM ID NO.: 32880	UNIT PRICE: \$ 31,276.00		

ITEM ID NO.	DELIVERY CHARGE	UNIT PRICE
32861	Delivery charge per mile, per vehicle round trip map mileage for delivery by the contractor	\$0.65
32863	Minimum Delivery Charge	\$160.00

ITEM ID NO.	DEALER OPTION/ORDER CODE	OPTION	UNIT COST
32856	45 DAY TAG	45-Day Tags	\$ 18.50
35154	65L	Wheel Cover 18"	\$ 59.00
32881	68G	Inside Rear-Door Locks Inoperable	\$ 74.00
Note on P.O.	INCLUDED W/68G	Inside Rear-Door Handles Inoperable 68G	\$ 0.00
Note on P.O.	NONE	Inside Windows-Rear-Power Delete	\$ 0.00
32884	549	Heated Side View Mirrors	\$ 59.00
32885	16C	Carpet	\$ 124.00
N/A	N/A	3.0L, V6 EcoBoost 3.0 Echo Boost	N/A
32887	17T	Red/White Dome Light in Cargo Area	\$ 49.00
32902	593	Perimeter Anti-Theft Alarm	\$ 119.00
35156	55FA	Remote Keyless Entry Key FOB w/o Key Pad – Deduct with Keyed Alike	\$ 289.00
32888	85R	Rear Console Plate	\$ 44.00
32889	60A	Grille LED Lights, Siren & Speaker Pre-Wiring	\$ 49.00
32890	52T CLASS 3	Hitch	\$ 79.00
32891	STANDARD	SYNC	Included
32892	66C/ZDH	Rear Light Solution – Blue/Blue for Cargo Area	\$ 539.00
35157	19V	Backup Camera on Demand	\$ 229.00
35158	65U	Street Appearance Package	\$ 394.00
35159	Lebanon Ford Road Ready	Light Bar, Partition, Cages, Leds, Siren Speaker	\$5993.00

Attachment: New Cruisers (Purchase of 4 Police Cruisers)

*Indicates removal of the 3.0L V6 EcoBoost engine option for Item #3.

PRICE SCHEDULE (CONT'D)

ITEM #3 – AUTOMOBILE – POLICE SPECIAL – SPORT UTILITY VEHICLE – FULL SIZE – 4 DOOR – V6 – AWD (CONT'D)

ITEM ID NO.	DEALER OPTION/ORDER CODE	OPTION	UNIT COST
35160	90E	Ballistic Door Panels Level III	\$ 3169.00
35161	90G	Ballistic Door Panels Level IV	\$ 4829.00

INSTRUCTIONS TO STATE AGENCIES REQUESTING UNSPECIFIED OPTIONS: State agencies that require additional equipment that is not listed in the option table above will need to provide the following to the current contract analyst listed on the contract website overview page, for approval;

1. Quote: Lists the unit price and the contents of the option(s). Manufacturer's invoice should be included.
2. Justification: Specific reasoning why the unlisted option is needed to perform job duties.

UNSPECIFIED OPTION PRICE: 3.00% above manufacturer invoice.

List standard paint colors: Medium Brown Metallic BU, Arizona Beige Metallic Clearcoat E3, Vermillion Red E4, Blue Metallic FT, Smokestone Metallic HG, Kodiak Brown Metallic J1, Dark Toreador Red Metallic JL, Iconic Silver Metallic JS, Norsesea Blue Metallic KR, Dark Blue LK, Royal Blue LM, Light Blue Metallic LN, Silver Grey Metallic TN, Sterling Grey Metallic UJ, Agate Black UM, Medium Titanium Metallic YG, Oxford White YZ

SPECIFICATIONS

AUTOMOBILE – POLICE SPECIAL – SPORT UTILITY VEHICLE – FULL SIZE – 4 DOOR – V8 – RWD (4x2)

Item Number 4

Line No.	Standard Specification Items	Minimum Requirements	Approved Exceptions
Brand			
1.	Manufacturer Make	Chevrolet	
2.	Manufacturer Model	Tahoe	
Powertrain			
3.	Engine Type (Liter/Cylinder)	5.3L, V8	
4.	Horsepower (Net HP)	355	
5.	Transmission	Automatic, 6 Speed	
6.	Drive Type	Rear 2-Wheel Drive	
7.	Alternator (amps)	170	
8.	Flexible Fuel Vehicle (FFV)	Required	
9.	Battery (CCA)	720	
10.	Cooling System	Heaviest Duty Available	
11.	EPA Estimated Mileage (City/Highway MPG)	12/17 (E85) 16/23 (Gasoline)	
Drivability			
12.	Steering	Electric Power-Assist	
13.	Power Antilock Brakes (ABS) Front & Rear	Required	
Exterior			
14.	Number of Doors	4	
15.	Wheelbase (in.)	116	
16.	No Body Side Molding	Required FR & RR	
17.	Exterior Mirrors – Right & Left Mounted	Power Remote	
18.	Paint – Specify Standard Colors	Standard	
19.	Left Handed Spotlight, Pillar Mounted	Required	
20.	Tires – Pursuit/Speed Rated per Manufacturer Recommendations	All Season, Steel Belted, Black Wall	
21.	Spare Tire/Wheel	Full Size	
22.	Assist Steps	Required	
Safety			
23.	Air Bag Restraint System (Driver & Passenger)	Required	
24.	Supplement Restraint System (Driver & Passenger)	Required	
Seating			
25.	Seating Capacity	6	
26.	Seat Covering	Cloth FR, Vinyl RR	
27.	Floor Covering	Heavy Duty Rubber	
28.	Front Seat Type	Bucket Adjustable – No Center Console	
29.	Rear Seat Type	Split 60/40 Bench	

Attachment: New Cruisers (Purchase of 4 Police Cruisers)

SPECIFICATIONS (CONT'D)

AUTOMOBILE – POLICE SPECIAL – SPORT UTILITY VEHICLE – FULL SIZE – 4 DOOR – V8 – RWD (4x2)
Item Number 4

Line No.	Standard Specification Items	Minimum Requirements	Approved Exceptions
Interior			
30.	Arm Rest on Front Doors	Required	
31.	Foam Front Seat Cushion	Required	
32.	Trunk/Cargo Light	Automatic	
33.	Interior Lighting	Overhead Dome & Map or Dome Driver Light	
34.	Interior Rear View Mirror	Day/Night	
Dimensions			
35.	Fuel Capacity (Gal.)	26	
36.	Base Curb Weight (lbs.)	5,284	
37.	Headroom (Front/Rear) (in.)	42/38	
38.	Leg Room (Front/Rear) (in.)	45/39	
39.	Hip Room (Front/Rear) (in.)	60/60	
40.	Shoulder Room (Front/Rear) (in.)	64/65	
41.	Interior Cargo Area/ Cargo Area Seats Folded Down (cu. ft.)	51.6/51.6	
Accessories			
42.	Keyed Door Lock (Driver Side Minimum)	Power w/Remote Keyless Entry	
43.	Glass	High Strength, Factory Tint	
44.	Rear Window Defroster	Wired in Glass	
45.	Fresh Air Temperature Controlled Heater	With Windshield Defrosters	
46.	Intermittent Windshield Wipers	With Dual Speed	
47.	Air Conditioning	Required	
48.	Radio – Factory Installed	AM/FM	
49.	Radio Suppression System	Required	
50.	12 Volt Power Outlet, in Front Compartment	Required	
51.	Fuel at Delivery	½ Tank	
52.	Speedometer/ Standard Gage Package	Required	
53.	Hood Latch Release	Inside Passenger Compartment only, by Driver Side	
54.	Dual Horns, Factory Installed	Required	
55.	Electronic Door Locks/ Electronic Windows	Driver Control Lock Out (Required)	
56.	Rear Window Wiper/Washer	If applicable	
57.	Remote Control Rear Gate Release by Driver	Required, if available	N/A
58.	Rear Door	Lift Gate	

Attachment: New Cruisers (Purchase of 4 Police Cruisers)

SPECIFICATIONS (CONT'D)

AUTOMOBILE – POLICE SPECIAL – SPORT UTILITY VEHICLE – FULL SIZE – 4 DOOR – V8 – RWD (4x2)

Item Number 4

Line No.	Standard Specification Items	Minimum Requirements	Approved Exceptions
Warranty			
59.	Rust Proofing	Min. Factory Warranty	
60.	Manufacturer Standard	Min. 3 yr./36,000 Mile	
61.	Powertrain	Min. 5 yr./60,000 Mile	
Optional Equipment Items			
62.	45-Day Tags		
63.	Additional Keys		
64.	4-Wheel Drive (4x4)		
65.	Grill Lamps & Siren Speakers Wiring		
66.	Horn & Siren Circuit Wiring		
67.	Auxiliary Ground Studs		
68.	Carpet		
69.	No Spotlight		
70.	No Daytime Running Lights		
71.	Locking Differential		
72.	Special Paint: Red		
73.	Inoperative Inside Rear Door Locks & Handles		
74.	Inoperative Rear Window Switches		
75.	XM Radio Delete		
76.	Bucket Seats with Console		
77.	High Polished Aluminum Wheels		
78.	Max Trailering		
79.	Pursuit Police Package		
80.	2nd Row Vinyl Seats w/ Cloth Front		
81.	Front Center Seat (20%Seat) Delete		
82.	Red & White Front Auxiliary Dome Lighting		
83.	Additional Option Package (Bidder to Specify Type)		

Attachment: New Cruisers (Purchase of 4 Police Cruisers)

PRICE SCHEDULE

ITEM #4 – AUTOMOBILE – POLICE SPECIAL – SPORT UTILITY VEHICLE – FULL SIZE – 4 DOOR – V8 – RWD (4x2)

DELIVERY:	INDICATE CITY/STATE OF MANUFACTURER:		
90-120 DAYS A.R.O. (SEE IV.A.)	Arlington, Texas		
CONTRACTOR:	MFG:	MODEL:	MODEL NUMBER:
Ganley Chevrolet of Aurora	Chevrolet	Tahoe	CC15706
REAR END GEAR RATIO: 3.08			
ITEM ID NO.: 32894	UNIT PRICE: \$ 31,892.80		

ITEM ID NO.	DELIVERY CHARGE	UNIT PRICE
32861	Delivery charge per mile, per vehicle round trip map mileage for delivery by the contractor	\$0.34
32863	Minimum Delivery Charge	\$0.00

ITEM ID NO.	DEALER OPTION/ORDER CODE	OPTION	UNIT COST
32856	TT	45-Day Tags	\$ 18.50
32895	SHP	Additional Keys	\$ 40.00
32896	4WD	4-Wheel Drive (4x4)	\$ 3299.00
32897	6J3	Grill Lamps & Siren Speakers Wiring	\$ 91.00
32898	6J4	Horn & Siren Circuit Wiring	\$ 40.00
32899	UT7	Auxiliary Ground Studs	\$ 87.00
32885	B30	Carpet	\$ 189.00
Note on P.O. 32900	Credit	No Spotlight	\$ -75.00
	9G8	No Daytime Running Lights	\$ 49.00
Note on P.O. 32903	Included	Locking Differential	\$ 0.00
	5T4	Special Paint: Red	\$ 799.00
32904	6N6	Inoperative Inside Rear Door Locks & Handles	\$ 58.00
32905	6N5	Inoperative Rear Window Switches	\$ 56.00
Note on P.O. 32907	Included	XM Radio Delete	\$ 0.00
	A95	Bucket Seats with Console	\$ 249.00
32908	PZX	High Polished Aluminum Wheels—Not Available with 9CI	\$ 699.00

Attachment: New Cruisers (Purchase of 4 Police Cruisers)

PRICE SCHEDULE (CONT'D)

ITEM #4 – AUTOMOBILE – POLICE SPECIAL – SPORT UTILITY VEHICLE – FULL SIZE – 4 DOOR – V8 – RWD (4x2)

ITEM ID NO.	DEALER OPTION/ORDER CODE	OPTION	UNIT COST
32909	XNHT	Max Trailering--- Requires PZX Not Available w/ 9CI	\$ 579.00
32910	9CI	Pursuit Police Package	\$ 3499.00
Note on P.O.	5T5	2 nd Row Vinyl Seats w/ Cloth Front	\$ 0.00
Note on P.O.	9V3	Front Center Seat (20%Seat) Delete	\$ 0.00
32913	6C7	Red & White Front Auxiliary Dome Lighting	\$ 169.00
35162	5W4	SSV Special Service Package	\$ 3995.00

INSTRUCTIONS TO STATE AGENCIES REQUESTING UNSPECIFIED OPTIONS: State agencies that require additional equipment that is not listed in the option table above will need to provide the following to the current contract analyst listed on the contract website overview page, for approval;

1. Quote: Lists the unit price and the contents of the option(s). Manufacturer's invoice should be included.
2. Justification: Specific reasoning why the unlisted option is needed to perform job duties.

UNSPECIFIED OPTION PRICE: 3.00% above manufacturer invoice.

List standard paint colors: Blue Velvet Metallic, Satin Steel Metallic, Silver Ice Metallic, Summit White, Black,
Shadow Grey Metallic, Pepperdust Metallic

BUILD OUT SCHEDULE

Amend #	Amend Date	OAKS #	Make & Model/Vehicle Description	Requisition Approval Date	Order to Dealer Date	Dealer Order Cut Off Date	Price Protection (Yes/No)
			Item #1 – Automobile – Police Special – Sedan – 4 Door – V6 – AWD Ford Interceptor Police Sedan				
			Item #2 – Automobile – Police Special – Sedan – Full Size – 4 Door – V8 – AWD Dodge Charger				
			Item #3 – Automobile – Police Special – Sport Utility Vehicle – Full Size – 4 Door – V6 – AWD Ford Interceptor Police SUV				
			Item #4 – Automobile – Police Special – Sport Utility Vehicle – Full Size – 4 Door – V8 – RWD (4x2) Chevrolet Tahoe				

Key
Requisition Approval Date - Last day to have requisitions submitted, approved by ordering agency, and routed for central approval.
Order to Dealer Date - Last day to submit Purchase Orders to the dealer.
Dealer Order Cut Off Date - Last day dealer can submit order to manufacturer.
Price Protection Yes - Model Year 20 is available at Model Year 19 contract pricing.

Note: If the vehicle has been price protected, please contact the dealer to confirm date of delivery as MY20 vehicles may not start production until a later date.

CONTRACTOR INDEX

CONTRACTOR AND TERMS:



65288
Greve Chrysler Jeep Dodge of Van Wert
756 West Ervin Road
Van Wert, OH 45891

CONTRACT NO.: RS901519-1

DELIVERY: 90 – 180 Days A.R.O.

TERMS: Net 30 Days

CONTRACTOR'S CONTACT: Dave Matarese

Toll Free: (855) 246-4052
Telephone: (419) 238-3944
FAX: (866) 248-8918
E-Mail: dave.matarese@grevechrysler.com

Preferred Method of receiving Purchase Orders:

FAX: (866) 248-8918



258184
Lebanon Ford Inc.
770 Columbus Ave.
Lebanon, OH 45036

CONTRACT NO.: RS901519-2

DELIVERY: 180 Days A.R.O.

TERMS: Net 30 Days

CONTRACTOR'S CONTACT: Frank Beaver

Telephone: (614) 570-0702
FAX: (513) 672-9762
E-Mail: frankbeaver@roadrunner.com

Preferred Method of receiving Purchase Orders:

E-Mail: frankbeaver@roadrunner.com



257818
Ganley Chevrolet of Aurora
310 W. Garfield RD
Aurora, OH 44202

CONTRACT NO.: RS901519-3

DELIVERY: 90-120 Days A.R.O.

TERMS: Net 30 Days

CONTRACTOR'S CONTACT: Doug Ferguson

Toll Free: (888) 899-5543
Telephone: (330) 562-8585
FAX: (330) 562-0726
E-Mail: DFerguson@ganleyauto.com

Preferred Method of receiving Purchase Orders:

E-Mail: DFerguson@ganleyauto.com

Attachment: New Cruisers (Purchase of 4 Police Cruisers)

SUMMARY OF AMENDMENTS

Amendment Number	Effective Date	Description
1	12/04/18	This amendment is issued to remove the 3.0L V6 EcoBoost engine option for Item #3 and add the summary of amendments page.

2019 POLICE & SPECIAL SERVICE VEHICLES



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Attachment: New Cruisers (Purchase of 4 Police Cruisers)

UNSURPASSED SELECTION



Ford presents its greatest variety of crimefighting power ever. In addition to the vaunted, pursuit-rated Ford Police Interceptor Utility and Sedan, you're offered a dynamic pair of Ford Police Responders – the first pursuit-rated truck and the first pursuit-rated hybrid. There's also the first-ever Ford Special Service Plug-in Hybrid Sedan (not shown); it can go up to an EPA-estimated 25 miles without gas! Rounding things out, and rounding up criminals, is the capable Expedition/MAX SSV, along with the Built Ford Tough® F-150 SSV (not shown) and Transit PTV. An impressive array.

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Attachment: New Cruisers (Purchase of 4 Police Cruisers)

#1 BESTSELLER IN THE U.S.

The Ford Police Interceptor® Utility is the best-selling pursuit-rated police vehicle in the United States¹; when armed with the 365-hp² EcoBoost® V6³ and standard AWD, it also out-accelerates the competition's V8-equipped utility⁴. In the most recent official tests by the Michigan State Police and Los Angeles County Sheriff's Department vs. competitive utility entries, this Police Interceptor clocked the quickest 0-60-mph and 0-100-mph acceleration times — along with the fastest lap, fastest average lap, fastest 1/4 mile, and fastest top speed in the 1/4 mile. Year after year, phenomenal is the word for it.

An intimidating presence, offering commanding views and more. Front seats feature slim, uniquely shaped bolsters that enable officers to quickly get in, get going and get out. These minimized bolsters supply a generous amount of space for a duty belt. To allow for a finessed fit, the 6-way power driver's seat is standard. Reconfigure the rear 60/40 split-fold bench as desired, or fold it fully out of the way for 85.1 cu. ft. of load space to go with its 1,630-lb. standard payload capacity. Devices and K9 officers can be kept cooler with the auxiliary air conditioning.⁵

Keeping it all as simple as possible. The liftgate release switch in the overhead console is not only handy, but helps provide added security by relocking the mechanism after 45 seconds if unopened. A rear view camera with washer is standard — the camera display in the 4.2" center-stack LCD screen is standard too, or choose to have that display in the rearview mirror as a no-charge option.

It's purpose-built in the U.S.A.⁶ — engineered in Dearborn and assembled in Chicago. As a cost-control measure for your agency, a number of components on the Utility are identical to the Sedan. The standard 3.7L V6 and available 3.5L EcoBoost V6 share many parts for simplified service. This holds true for the brakes, wheels and tires. Furthermore, the 4 keys that come with the Police Interceptor don't contain microchips. Meaning cost is minimal for copies, and the entire fleet can run with one common key when the keyed-alike option is ordered.

See the full Police Interceptor Utility DNA on pages 18-27.



POLICE INTERCEPTOR SEDAN



POLICE INTERCEPTOR

#1 INTERIOR SPACE IN AMERICA

The Ford F-150 Police Responder has the most interior passenger volume of any pursuit-rated police vehicle.¹ With 131.8 cu. ft. of interior space, it can comfortably seat 5 of America's biggest heroes – complete with body armor and holsters. Shoulder room, hip room and rear leg room are the most of any pursuit-rated police vehicle.¹ The driver's seat is 8-way powered, and both front seats – with reduced bolsters to ensure comfort when wearing a duty belt – are outfitted in heavy-duty cloth. Front seat backs have anti-stab plates, head restraints in both rows are locking, and the flooring is vinyl. Locks, windows and sideview-mirror glass are power. Amenities extend to SYNC[®], a productivity screen, and the Remote Keyless Entry System.

Possessing the highest horsepower and greatest torque of any pursuit-rated police vehicle,² the F-150 Police Responder[™] is also the first-ever pursuit-rated pickup truck to market. 375 horses are at your command, supplemented with a super-responsive 470 lb.-ft. of torque. Its 3.5L EcoBoost[®] 4-valve V6 is partnered with a 10-speed automatic transmission configured with progressive range select and selectable drive modes: Normal, Tow/Haul, Snow/Wet, EcoSelect, and Sport. The shifter is steering column-mounted, the alternator is 240 amps, and the speedo is police-calibrated. Also, upgraded brake calipers, unique brake pad-friction material and an upgraded front stabilizer bar deliver necessary performance.

Resounding with the best payload capacity³ (2,030 lbs.) and best standard towing capacity¹ (7,000 lbs.) of any pursuit-rated police vehicle, this powerful pickup has a first-in-class,³ military-grade, aluminum-alloy⁴ body and cargo box to reinforce its Built Ford Tough[®] reputation for quality, durability and high-strength. Aluminum resists corrosion, and this grade-fends off dents and dings; the fully boxed high-strength steel frame sets the foundation.

Outfitted exclusively in a SuperCrew[®] 4x4 setup – and buttressed with a versatile 5.5' box – the go-anywhere attitude is fortified with an FX4 Off-Road Package aptitude. This power-packed Police Interceptor is provisioned with off-road-tuned shock absorbers and underbody skid plates. The rear axle is electronic-locking, and there's the added benefit of Hill Descent Control.[™]

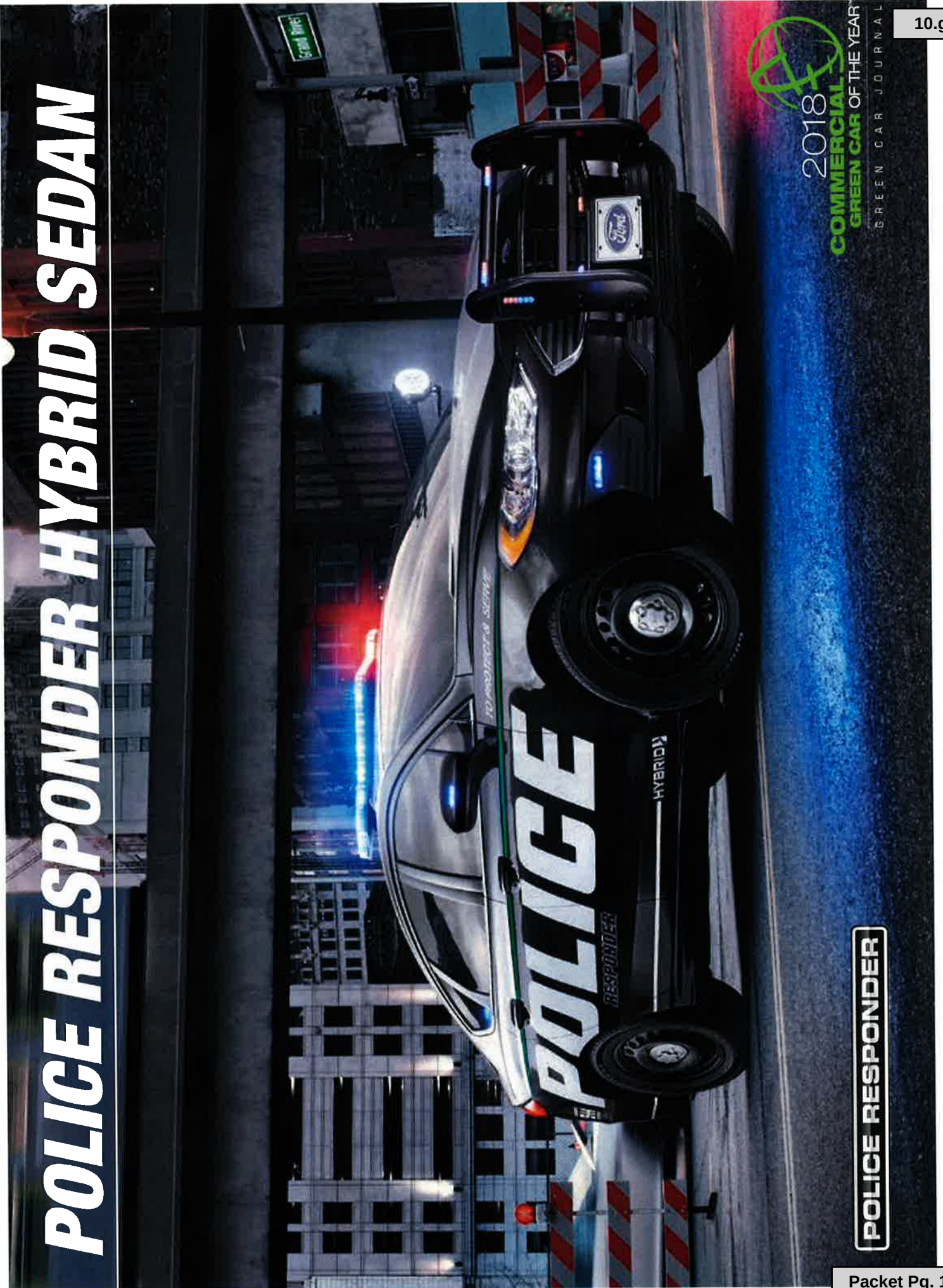
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Attachment: New Cruisers (Purchase of 4 Police Cruisers)

POLICE RESPONDER HYBRID SEDAN



POLICE RESPONDER

2018
COMMERCIAL
GREEN CAR OF THE YEAR™

GREEN CAR JOURNAL

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Attachment: New Cruisers (Purchase of 4 Police Cruisers)

SAVINGS CALCULATOR

RESPONSIVE TO YOUR BUDGET

Purpose-built for the police duty cycle, the Police Responder™ Hybrid Sedan powertrain offers significant potential fuel savings compared to a traditional police cruiser. Its lithium-ion hybrid battery can provide added benefits when considering the unique idling demands of day-to-day police use.

While driving. Estimated Police Responder Hybrid Sedan fuel economy compares favorably against the Police Interceptor® Sedan.

Police Interceptor Sedan (3.7L AWD) 20,000 miles driven per year $\div 18 \text{ MPG}$ (EPA estimated combined rating) ¹⁾ $= 1,111$ gallons of fuel consumed per year

While driving, the Police Responder Hybrid Sedan potentially saves **585** gallons of fuel per year, per vehicle.

Police Responder Hybrid Sedan (2.0L HEV FWD) 20,000 miles driven per year $\div 38 \text{ MPG}$ (EPA estimated combined rating) ²⁾ $= 526$ gallons of fuel consumed per year
--

While stopped, the Police Responder Hybrid Sedan potentially saves **966** gallons of fuel per year, per vehicle.

Police Interceptor Sedan (3.7L AWD) 4.9 hours idling per 8-hour shift X .47 gallons of fuel consumed per hour³⁾ X 2 shifts per day X 365 days per year $= 1,681$ gallons of fuel consumed per year

Police Responder Hybrid Sedan (2.0L HEV FWD) 4.9 hours idling per 8-hour shift X .20 gallons of fuel consumed per hour³⁾ X 2 shifts per day X 365 days per year $= 715$ gallons of fuel consumed per year
--

While stopped. Even when not in motion, police vehicles must constantly keep their engines running to power electrical equipment. Ford data shows that police vehicles spend approximately 61% of each shift at engine idle. This equates to roughly 4.9 hours of every 8-hour shift. The Police Responder Hybrid Sedan reduces engine idle time by powering the high electrical loads of a police vehicle with its lithium-ion battery. So the engine runs less – it's intermittently called upon to top off the battery.

In total, and in comparison, the Police Responder Hybrid Sedan potentially saves:

- An estimated **585** gallons of fuel per year while driving.
 - (+) An estimated **966** gallons per year saved while vehicle is at idle.
 - (=) An estimated **1,551** total gallons saved per year, total.
- That's **\$3,877** in potential savings per year, per vehicle. (Assuming an example gas price of \$2.50 per gallon.)
- And a potential **27,421 lbs.** of CO₂ output* reduced per year, per vehicle.

Visit fordpolicesponder.com to calculate your own agency's potential savings.

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1) EPA-estimated rating of 16 city/23 hwy/18 combined mpg. Actual mileage will vary. 2) EPA-estimated rating of 38 city/38 hwy/38 combined mpg. Actual mileage will vary. 3) Ford data shows that police vehicles spend approximately 61% of each shift at engine idle. This equates to roughly 4.9 hours of every 8-hour shift. The Police Responder Hybrid Sedan reduces engine idle time by powering the high electrical loads of a police vehicle with its lithium-ion battery. So the engine runs less – it's intermittently called upon to top off the battery.

PATROL, PLUG IN, REPEAT

The all-new 2019 Ford Special Service Plug-In Hybrid Sedan is the first Ford plug-in hybrid police vehicle to market. It's aimed squarely at specialized, non-pursuit applications like detective, investigative and administrative.

Strong evidence supports the possibility you can perform your daily duties in a zero-fuel/-emissions capacity: The EPA-estimated all-electric rating is 25 miles¹ – patrol in this all-battery mode at speeds up to 85 mph. Plug the stealthy sedan in and make the rounds. Upon your return to the station, simply plug it in and do the same thing all over again, and again and again. The day-on-day savings rapidly start to add up. Whenever you surpass the estimated "25," you'll seamlessly transition into gasoline-electric hybrid mode for the added miles each and every time out. While in this mode, the projected EPA-estimated rating is a 42 combined mpg² with a projected EPA-estimated range of 610 miles.³

Utilizing an optional 240-volt charger, you can power up the high-capacity, 9.0-kWh lithium-ion battery of the Special Service Plug-In Hybrid Sedan in approximately 2.5 hours.⁴ It can also be fully energized in about 7 hours⁴ with the standard 120-volt convenience charge cord that plugs into a conventional wall socket. Simply plug one end of the cord into the receptacle, and then plug the other end into the vehicle's illuminated charge port.

Unique 5-spoke alloy wheels add a hint more shine to the outside; purpose-built police living quarters welcome you inside. The police-formed front seats feature slimmed-down bolsters, heavy-duty fabric and anti-stab plates. They're divided by the metal console mounting plate. Flooring material up front and in back is easy-clean vinyl – the rear bench seat is also vinyl. The special police setup extends to the front-door check straps and unique door-trim panels (with rear closeout panels). A reinforced top tray on the dashboard is for mounting equipment, and the police-purposed instrumentation includes a calibrated speedometer. Among other standard highlights, the overhead console has red-and-white task lighting, and there's the benefit of a rear power lug, plus an auxiliary power distribution box (PDB) in the trunk. The Police Engine Idle Feature allows for secure idling, preventing the vehicle from being driven unless an authorized key fob is present. Numerous options include the Dark Car Feature, driver spot lamp and a variety of police lighting packages.

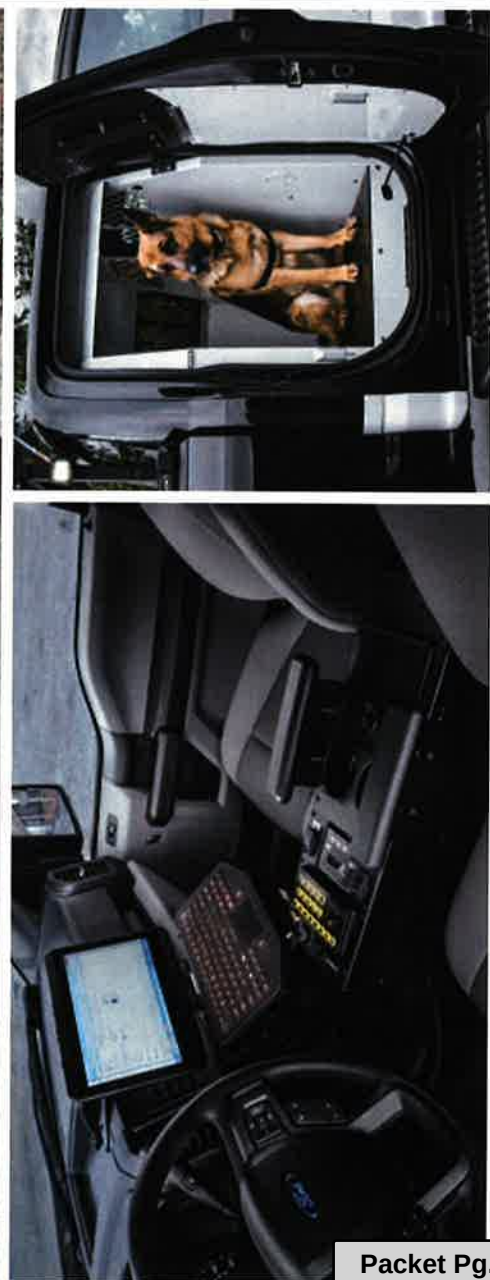


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Attachment: New Cruisers (Purchase of 4 Police Cruisers)

F-150 SSV



WHEN PURSUIT ISN'T CRUCIAL

Fulfill your agency's need for extreme capability and a go-anywhere attitude with the Ford F-150 Special Service Vehicle. F-150 is the first light-duty pickup made of high-strength, military-grade, aluminum alloys.¹ These panels don't rust, and they're dent- and ding-resistant. In other words, this SSV is made to stand up to punishment. High-strength steel comprises up to 78% of its fully boxed, modular frame that's stronger than ever.

The SSV edition seats 5 and is available on XL SuperCab and XL SuperCrew,² as a 4x4² or 4x2, with either the 395-hp³ 5.0L Ti-VCT V8 FFV or 375-hp³ 3.5L EcoBoost[®] V6 torque-heavy engines – each powerplant is mated with a 10-speed SelectShift[®] automatic transmission for peak acceleration and performance. Pair the EcoBoost V6 with the Max. Trailer Tow Package² to tap into a remarkable 12,700 lbs.^{3,4} of max. towing capacity. To help direct the hitch ball to the trailer receiver, the rear view camera with dynamic hitch assist provides a visible sight line on the instrument panel display. It turns the complicated task of hitching a trailer into a simple, one-person job. Special features also include a high-output 240-amp alternator, cloth front seating with center-section delete, the space-saving convenience of a column-mounted shifter, and a vinyl rear bench and vinyl floor covering for ease of maintenance.

Standard Auto Start-Stop Technology helps to reduce fuel consumption and vehicle emissions wherever the task takes you. When F-150 comes to a stop and is at idle, the engine automatically shuts off. Then, it seamlessly restarts when you step on the accelerator or when your foot leaves the brake pedal.

F-150 is Built Ford Tough[®] to work hard. In other words, you can depend on it to get the job done. After all, there are a million and one reasons why Ford F-Series is America's best-selling truck for over 41 years.

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Attachment: New Cruisers (Purchase of 4 Police Cruisers)

TRANSIT PTV

FLEXIBLE PRISONER TRANSPORT

Make it happen with the Ford Transit Prisoner Transport Vehicle: compartmentalize with single, double or triple prisoner-transport inserts; customize with surveillance cameras, lighting accents, heating/cooling and more.¹ Versatility also extends to the best-in-class² choice of vehicle configurations. Transit Cargo Van is available in 3 roof heights, 3 body lengths, 3 engines and 2 wheelbases. Class-best² max. interior height³ among gas-powered cargo vans in the high-roof model lets you carry tall items without hindrance. The cargo floor is flat, with near-vertical sides for maximum usable space.

A substantial hauling capacity of up to 4,650 lbs.³ helps the Transit PTV master even the most demanding of challenges. When extra muscle is required, an impressive gross vehicle weight rating (GVWR) of up to 10,360 lbs.³ comes in handy. As does the front overhead console – with built-in storage compartments and dual grab handles – that's standard on medium- and high-roof vans.

Innovative technology helps counteract unwanted, inadvertent lateral movement due to perpendicular wind gusts. Side-wind stabilization joins AdvanceTrac[®] with RSC[®] (Roll Stability Control[™]) to help handle sudden side-wind gusts; the system can apply the brakes on one side of the vehicle if needed to help reduce the effect of such occurrences.⁴

To ensure the Transit PTV fulfills its missions day after day, development vehicles were punished in durability testing. They had to tow fully loaded trailers up long inclines in 120°F heat. They were also started at -40°F and at over 14,500 ft. They even underwent 250,000 door-slam evaluation cycles, which is nearly 3 times as much scrutiny as what would normally be expected of a retail vehicle. Built Ford Tough[®] is built into the DNA of Transit Van, meaning every technological advance has passed exhaustive engineering standards.

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Attachment: New Cruisers (Purchase of 4 Police Cruisers)

SAFETY & SECURITY



SERVING TO PROTECT YOU

A. Industry-exclusive: 75-mph rear-impact crash-tested! Ford Police Interceptors continue a tradition of being the only vehicles on the market engineered to meet this test.

B. Level III+ or Level IV+ ballistic front-door panels.^{2,3} Police Interceptors offer National Institute of Justice Level IV protection against armor-piercing, .30-caliber rifle ammunition. Level III panels can resist all handgun and non-armor-piercing bullets up to .30 caliber. Each panel style can also handle specific special-threat rounds identified by the Los Angeles Police Department.

C. Extra-tough anti-stab plates. To help keep unruly types at bay, deflective steel intrusion plates are built into the driver and front-passenger seat backs.

D. Surveillance Mode.^{2,4} This system warns that someone is approaching the rear of the vehicle. Upon detection, a chime sounds, the driver's window automatically rises and all doors lock. Intermittent Fault Filter® (IFF) technology sifts out erroneous changes in sensor signals.

E. SPACE (Side Protection And Cabin Enhancement) Architecture. A hydroformed cross-vehicle beam solidifies the vehicle's sides.

F. Multiple airbags.⁵ Just in case, the front-seat Personal Safety System™ (with front airbags), front-seat side airbags, and 1st- and 2nd-row Safety Canopy® System (housing side-curtain airbags) are at the ready. Both Police Interceptors additionally include a rollover sensor.

G. Virtual force field of assurance. In the event of a crash, advanced safety technology helps to absorb the energy of the collision and to direct the impact forces away from the occupants. Additionally, crumple zones are strategically placed in the frame or body of the vehicle, further absorbing and dissipating the energy of a crash to reduce intrusion into the occupant compartment.

H. Hidden rear door-lock plungers.³ These out-of-sight plungers are manually operable only by officers in front.

I. Manual key lock cylinders. The 3 exterior cylinders – on the front doors and decklid/liftgate – provide quick, reliable access with a simple fleet key.

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Attachment: New Cruisers (Purchase of 4 Police Cruisers)

DURABILITY



POLICE INTERCEPTOR[®] UTILITY & SEDAN DNA

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Attachment: New Cruisers (Purchase of 4 Police Cruisers)

¹Standard on Sedan and EcoBoost[®] Utility. Available on 3.7L Utility.

PURPOSE-BUILT



POLICE INTERCEPTOR® UTILITY & SEDAN **DNA**



A



B



C



D



E



F



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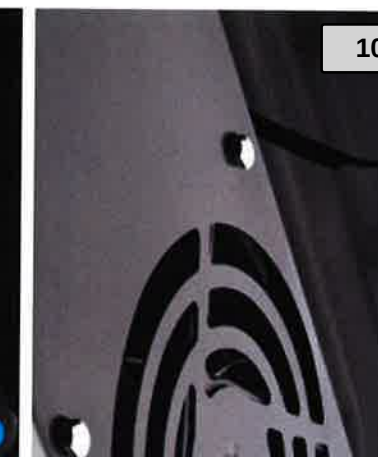
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STANDARD FEATURES

4.2" color LCD screens including digital speed readout in police instrument cluster and center stack "smart display"	Headliner – Easy-to-drop
9" space between driver's seat and front-passenger seat for aftermarket consoles	Independent front and rear suspensions
12-volt powerpoints (2)	Liftgate unlock switch – Overhead console (Utility)
75-mph rear-impact crash tested ¹	Mirrors – Power sideview, manual foldaway with integrated blind spot mirrors
All-wheel drive (AWD)	Power-adjustable pedals
Alternator – Heavy-duty 220-amp	Power distribution junction block with two (2) 50-amp battery ground circuits
Audio – AM/FM stereo/single-CD player with MP3 capability, clock and 4 speakers (Sedan), 6 speakers (Utility)	Power door locks
Badge – Police Interceptor	Power windows with one-touch-up/-down driver's side with disable feature (Sedan)
Battery – Heavy-duty (78-amp-hr/750 CCA)	Power windows with one-touch-up/-down driver/front-passenger side with disable feature (Utility)
Built-in steel intrusion plates in both front seat backs	Powertrain mounts – Heavy-duty
Climate controls – Manual air conditioning	Rear recovery hook (Utility)
Column-mounted shifter	Rear-window defroster
Console mounting plate – Front	Red/white dome light – 1st row
Cooling system – Heavy-duty	Redundant digital speedometer display
Cruise control	Seat – Front heavy-duty cloth, 6-way power driver's with manual lumbar
Dash pass-through for aftermarket wiring	Seat – Front heavy-duty cloth passenger
Door-sill scuff plates – Front and rear	Seat – Rear vinyl bench (Sedan)
Easy Fuel® capless fuel filler	Seat – Rear vinyl 60/40 split-fold bench (Utility)
Electric power-assisted steering – Heavy-duty	Taillamps – Halogen (Sedan)
Engine – 3.7L Ti-VCT V6 FFV-capable	Taillamps – LED (Utility)
Engine-hour meter	Tilt/telescoping steering column (Sedan)
Engine-idle-hour meter	Tilt steering column (Utility)
Exterior key locks – Driver and front-passenger doors and decklid/liftgate	Tires – 245/55R18 all-season BSW
Fleet key – Low-cost replacement (includes 4 keys)	Transmission – 6-speed automatic (police-calibrated)
Flooring – Heavy-duty vinyl	Trunk/cargo area – Flat load floor
Full-size spare wheel and tire with TPMS	Underbody deflector plate
Glass – Solar-tinted (Sedan)	(Sedan; Utility with 3.5L EcoBoost®)
Glass – Solar-tinted 1st row; privacy glass 2nd row, rear quarter and liftgate (Utility)	Universal top tray for police equipment
Headlamps – Projector-beam halogen (Sedan)	Wheels – Heavy-duty 18" 5-spoke steel
Headlamps – LED low beams; incandescent (halogen) high beams (Utility)	

STANDARD SAFETY & SECURITY

Advanced, ultra-high-strength boron steel in the A-, B- and C-pillars	Ignition-wired trunk release (Sedan)
AdvanceTrac® electronic stability control (Sedan)	Personal Safety System™ for driver and front passenger ²
AdvanceTrac with RSC® (Roll Stability Control™) (Utility)	Rear view camera with washer (Utility)
Airbag – Front-passenger knee (Utility)	SOS Post-Crash Alert System™
Airbags – Front-seat side, plus Safety Canopy ³	Tire Pressure Monitoring System (TPMS); Utility features a true-location Individual TPMS
System with side-curtain airbags and rollover sensor	Traction control
Brakes – 4-wheel heavy-duty disc with Anti-Lock Brake System (ABS) (police-calibrated)	

DRIVETRAINS

Police Interceptor Sedan (AWD) – Standard	☐ P2M
Police Interceptor Sedan (FWD) – Optional	☐ P2L
Police Interceptor Utility (AWD) – Standard	☐ K8A

POWERTRAINS

Sedan	
3.7L Ti-VCT V6 FFV with 6-speed automatic transmission – Standard (top speed 131 mph)	☐ 99K/44J
3.5L Ti-VCT V6 FFV with 6-speed automatic transmission – Optional (top speed 131 mph)	☐ 998/44J
3.5L EcoBoost V6 with 6-speed automatic transmission – Optional (top speed 148 mph)	☐ 99T/44C
3.5L EcoBoost V6 with 6-speed automatic transmission – Optional (top speed 131 mph)	☐ 99T/12T
Utility	
3.7L Ti-VCT V6 FFV with 6-speed automatic transmission – Standard (top speed 131 mph)	☐ 99R/44C
3.5L EcoBoost V6 with 6-speed automatic transmission – Optional (top speed 131 mph)	☐ 99T/44C

WHEELS



☐ Standard: Set of 5 heavy-duty 18" 5-spoke steel wheels with center caps (5th wheel is full-size spare)



☐ Optional: Set of 4 18" full-face wheel covers with metal clips (65L)



☐ Optional: Set of 4 18" painted aluminum wheels (Sedan 64Z/Utility 64E)

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POLICE INTERCEPTOR® UTILITY & SEDAN SPECS

AVAILABLE FEATURES¹

	Sedan	Utility		Sedan	Utility
1st- and 2nd-row carpeting	☐ 17I	☐ 16C	Lockable gas cap	☐ 98K	☐ 19L
6-way power front-passenger seat with manual lumbar and recline	☐ 61P	☐ 87P	MySpeed Fleet Management	☐ 20M	☐ 43S
18" full-face wheel covers (4)	☐ 65L	☐ 65L	Noise-suppression bonds	☐ 20P	☐ 60R
18" painted aluminum wheels (4)	☐ 642	☐ 64E	OBD – II Split Connector	—	☐ 61B
100-watt siren/speaker	☐ 96P	☐ 18X	Perimeter alarm (requires key fob)	☐ 59B	☐ 593
Automatic on/off headlamps	☐ 55D	☐ 86L	Police Engine Idle feature	☐ 18S	☐ 47A
Badge delete – Deletes all "Interceptor" badging	☐ 19D	☐ 16D	Police Silent Mode	☐ 13D	☐ 43L
Ballistic door panel (Level III+) – Driver's door	☐ 65E	☐ 90D	Pre-wiring for grille lamp, siren and speaker	☐ 51G	☐ 60A
Ballistic door panels (Level III+) – Driver and front-passenger doors	☐ 65C	☐ 90E	Rear console plate ³	☐ 97D	☐ 85R
Ballistic door panel (Level IV+) – Driver's door	☐ 65F	☐ 90F	Rear spoiler LED traffic warning lights	—	☐ 96T
Ballistic door panels (Level IV+) – Driver and front-passenger doors	☐ 65G	☐ 90G	Rear view camera – Image displayed in rearview mirror	☐ 77B	☐ 87R
BLIS® (Blind Spot Information System) with cross-traffic alert and heated sideview mirrors	☐ 55B	☐ 55B	Rear-window power disable (operable from driver's side)	☐ 67D	☐ 18W
Bumper-to-frame-rail bracket kit (required for aftermarket Push Bar installation)	☐ 60B	—	Remappable switches (4)	☐ 47J	☐ 61R
Climate control – Auxiliary air conditioning	—	☐ 17A	Remappable switches with SYNC®	☐ 47K	☐ 61S
Dark Car Feature	☐ 13C	☐ 43D	Remote Keyless Entry System (4 key fobs)	☐ 60V	☐ 55F
Daytime running lamps	☐ 942	☐ 942	Reverse Sensing System	☐ 76R	☐ 76R
Dome light – Red/white in cargo area	—	☐ 17T	Roof-rack side rails – Black	—	☐ 68Z
Engine block heater	☐ 41H	☐ 41H	Scuff guards	☐ 59E	☐ 55D
Enhanced Power Transfer Unit (PTU) cooler ²	—	☐ 52B	Seat – Rear heavy-duty cloth	☐ 88C	☐ 88F
Forward indicator pocket warning lamps	—	☐ 21W	Side marker LED lamps – Fender	☐ 96E	—
Front console mounting plate delete ³	☐ 67C	☐ 85D	Side marker LED lamps – Rear quarter glass	—	☐ 63L
Front interior Visor Light Bar	—	☐ 96W	Side marker LED lamps – Sideview mirrors	—	☐ 63B
Front warning auxiliary lamps	—	☐ 21L	Spot lamp, incandescent bulb – Driver and front-passenger ³	☐ 21P	☐ 51Z
Glass – Solar-tinted 2nd row, rear quarter and liftgate window	—	☐ 92G	Spot lamp, incandescent bulb – Driver only ³	☐ 21D	☐ 51Y
Glass – Solar-tinted 2nd row, privacy glass on rear quarter and liftgate	—	☐ 92R	Spot lamp, LED bulb, Unity® – Driver and front-passenger	☐ 21B	☐ 51S
Global lock/unlock	—	☐ 18D	Spot lamp, LED bulb, Unity – Driver only	☐ 21L	☐ 51R
Heated sideview mirrors	☐ 549	☐ 549	Spot lamp, LED bulb, Whelen® – Driver and front-passenger	☐ 21G	☐ 51V
Hidden door lock plungers (for rear doors)	☐ 63B	☐ 52H	Spot lamp, LED bulb, Whelen – Driver only	☐ 21F	☐ 51T
Hidden door lock plungers and inoperable rear door handles	☐ 63P	☐ 52P	Spot lamp prep – Driver and front-passenger	☐ 21J	☐ 51W
Inoperable rear door handles/inoperable locks	☐ 18G	☐ 68G	Spot lamp prep – Driver only	☐ 21H	☐ 51P
Inoperable rear door handles/operable locks	☐ 18L	☐ 68L	SYNC (Sedan requires Reverse Sensing System)	☐ 53M	☐ 53M
Keyed alike – 1435x	☐ 43E	☐ 59E	Trunk/cargo area storage vault (includes lockable door)	☐ 19T	☐ 63V
Keyed alike – 1284x	☐ 43B	☐ 59B	Trunk circulation fan (wire harness not included)	☐ 97T	—
Keyed alike – 1294x	☐ 43C	☐ 59C	Trunk electronics tray	☐ 62D	—
Keyed alike – 0135x	☐ 43D	☐ 59D	Trunk release button (battery-powered)	☐ 62B	—
Keyed alike – 0576x	☐ 43F	☐ 59F	Underbody deflector plate	—	☐ 76D
Keyed alike – 0151x	☐ 43G	☐ 59G			
Keyed alike – 1111x	☐ 43J	☐ 59J			

F-150 POLICE RESPONDER™ SPECS



F-150 Police Responder, Agate Black.



STANDARD FEATURES

SuperCrew® 4x4 with 5.5' box

12V powerpoints, front (2)

Alternator – 240-amp

AM/FM stereo/single-CD player with 6 speakers

Autolamp automatic on/off headlights

Black vinyl floor covering

Built-in steel intrusion plates in both front seat backs

Cargo box tie-downs (4)

Class IV trailer hitch

Electronic shift-on-the-fly (ESOF)

Engine – 3.5L EcoBoost® V6

Engine-hour meter

Engine-idle meter

FX4 Off-Road Package¹ includes electronic-locking rear axle, Hill Descent Control,™ off-road-tuned shock absorbers, and skid plates on the fuel tank, transfer case and front differential

Mirrors – Power sideview

Power windows and door locks

STANDARD SAFETY & SECURITY

AdvanceTrac® with RSC® (Roll Stability Control)™ and Curve Control

Airbags – Front-seat side and Safety Canopy®

System with side-curtain airbags and rollover sensor

Belt-Minder® front safety belt reminder

Brakes – Upgraded power 4-wheel vented disc with Anti-Lock Brake System (ABS)

MyKey®

Perimeter alarm

AVAILABLE FEATURES

Backup alarm system

Black platform running boards

BoxLink™ with 4 premium locking cleats

Box side steps

Bumpers – Chrome, front and rear

Daytime running lamps – Non-configurable

Fixed rear window with privacy glass and defroster

Fog lamps

Integrated trailer brake controller

Mirrors – Manually folding, power, heated sideview with integrated turn signal indicators, high-intensity LED security approach lamps, LED spotlights, driver's side auto-dimming feature, and black mirror caps

Rear power lug located underneath rear seat to accommodate Police upfitting; One (1) 80-amp battery ground circuit

Red/white task lighting in overhead console

Seat – Police-grade cloth, 8-way power driver's seat and 4-way manual front-passenger seat with center seat section deleted (40/blank/40 front seats)

Seat – Front-seat rear map pockets delete

Seat – Rear vinyl bench

Speedometer – Police-calibrated

Steering column-mounted shifter

SYNC® with 1 smart-charging USB port

Tires – LT275/65R18 OWL all-terrain

Transmission – 10-speed SelectShift® automatic with selectable drive modes: Normal, Tow/Haul, Snow/Wet, EcoSelect and Sport

Universal top tray (center of instrument panel) for mounting of police equipment

Wheels – 18" 6-spoke machined aluminum with Magnetic-painted pockets

Personal Safety System™ for driver and right-front passenger with dual-stage front airbags

Rear view camera with dynamic hitch assist

Remote Keyless Entry System

SecuriLock® Passive Anti-Theft System

SOS Post-Crash Alert System™

Tire Pressure Monitoring System (excludes spare)

Trailer sway control

Mirrors – Manually folding/telescoping, trailer tow with power, heated glass; integrated turn signal indicators; high-intensity LED security approach lamps; LED spotlights; and black mirror caps

Plastic drop-in bedliner

Reverse Sensing System

Seat – 10-way power front-passenger

Stowable bed extender

Stowable loading ramps

Tailgate step includes step, grab bar and tailgate lift assist

Tonneau cover – Hard-folding by Advantage²

Tonneau cover – Soft-folding by Advantage²

Tough Bed³ spray-in bedliner

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Attachment: New Cruisers (Purchase of 4 Police Cruisers)

POLICE RESPONDER™ HYBRID SEDAN & SSV PLUG-IN HYBRID SEDAN SPECS



Police Responder Hybrid Sedan. Shadow Black.

2018
COMMERCIAL
GREEN CAR OF THE YEAR
GREEN CAR JOURNAL



STANDARD FEATURES

12V powerpoint and USB port
Alternator – 165-amp (Police Responder Hybrid Sedan)
Audio – AM/FM stereo with 6 speakers
Auxiliary power distribution box in trunk, plus rear power lug
Battery – Lithium-ion
Brakes – Police-tuned Regenerative Braking System
Built-in steel intrusion plates in both front seat backs
Console mounting plate – Front
Control circuits for grille lights, siren and speaker
Cruise control
Door-sill scuff plates – Front
Dual-zone electronic automatic temperature control
Easy Fuel[®] capless fuel filler
Engine – 2.0L iVCT Atkinson-cycle I-4 HEV with permanent-magnet AC-synchronous electric motor (Police Responder Hybrid Sedan)
Engine – 2.0L iVCT Atkinson-cycle I-4 PHEV with permanent-magnet AC-synchronous electric motor (SSV Plug-In Hybrid Sedan)
Engine-hour meter (Police Responder Hybrid Sedan)
Flooring – Heavy-duty vinyl
Ford Telematics[™] – delivers manufacturer-grade information, insights and solutions
Front-wheel drive (FWD)
Glass – Solar-tinted
Headlamps – Halogen

Heavy-duty front-door tether straps
Locking glove box
Mirrors – Manually folding, power sideview with integrated blind spot mirrors
Police Engine Idle Feature
Power door locks
Power windows with one-touch-up/-down
Push-button start
Rotary gear shift dial
Rear-window defroster
Red/white task lighting in overhead console
Seat – Front heavy-duty cloth, 6-way manual driver's seat
Seat – Front heavy-duty cloth, 4-way manual front-passenger
Seat – Rear vinyl bench
SYNC³
Taillamps – LED
Tire Inflator and Sealant Kit
Transmission – Electronically controlled continuously variable (eCVT)
Trunk Pack[™] – Divided storage insert below load floor (Police Responder Hybrid Sedan)
Underbody deflector plate (Police Responder Hybrid Sedan)
Universal equipment tray on top of instrument panel for mounting of police equipment
Wheels – 17" alloy (SSV Plug-In Hybrid Sedan)
Wheels – 17" steel with center caps (Police Responder Hybrid Sedan)

STANDARD SAFETY & SECURITY

AdvanceTrac[™] electronic stability control
Airbags – Driver and front-passenger knee, front-seat side and side-curtain
Brakes – Power-assisted, 4-wheel disc with Anti-Lock Brake System (ABS), and 17" twin-piston calipers and rotors (police-calibrated)
Individual Tire Pressure Monitoring System
MyKey[®]

Perimeter alarm
Personal Safety System[™] for driver and front passenger with dual-stage front airbags
Rear view camera
Remote Keyless Entry System with 4 fobs
SecuriLock[®] Passive Anti-Theft System
SOS Post-Crash Alert System[™]

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F-150 SSV SPECS



F-150 XL SuperCrew® 4x4, Agate Black.

SPECIAL SERVICE VEHICLE (SSV) PACKAGE (66S)

- Available on XL SuperCab and XL SuperCrew only
- 5.0L Ti-VCT 4-valve V8 FFV or 3.5L EcoBoost® 4-valve V6 engine
- 240-amp alternator
- Cloth 40/blank/40 front seats (SG) with center-seat section deleted (restraint control module cover provided)
- Column-mounted shifter
- Vinyl rear bench seat and floor covering

STANDARD FEATURES

4x2	Electronic shift-on-the-fly (ESOF) (4x4)
12-volt powerpoint, front	Mirrors – Power sideview (XL 101A)
23.0-gallon fuel tank capacity (SuperCab)	Power windows and door locks (XL 101A)
26.0-gallon fuel tank capacity (SuperCrew)	Quick-release tailgate with lock
Auto Start-Stop Technology	SYNC® (XL 101A)
Black vinyl floor covering	Transmission – 10-speed SelectShift® automatic with progressive range select and tow/haul mode
Cargo box tie-downs (4)	XL Power Equipment Group (XL 101A)
Cruise control (XL 101A)	Wheels – 17" silver steel
Daytime running lamps – Configurable	
Easy Fuel® capless fuel filler	

STANDARD SAFETY & SECURITY

AdvanceTrac® with RSC® (Roll Stability Control™) and Curve Control	Personal Safety System™ for driver and right-front passenger with dual-stage front airbags
Airbags – Front-seat side and Safety Canopy® System with side-curtain airbags and rollover sensor	Rear view camera with dynamic hitch assist
Belt-Minder® front safety belt reminder	Remote Keyless Entry System (XL 101A)
Brakes – Power 4-wheel vented disc with Anti-Lock Brake System (ABS)	SecuriLock® Passive Anti-Theft System™
LATCH – Lower Anchors and Tether Anchors for Children	SOS Post-Crash Alert System™
MyKey® (XL 101A)	Tire Pressure Monitoring System (excludes spare)
	Trailer sway control

AVAILABLE FEATURES

4x4	Mirrors – Manually folding, power, heated sideview with integrated turn signal indicators, high-intensity LED security approach lamps, LED, driver's side auto-dimming feature, and black mirror caps
AM/FM stereo/single-CD player with clock and 6 speakers	Plastic drop-in bedliner
Backup alarm system	Reverse Sensing System
Black cab steps	Skid plates (4x4)
Box side steps	Snow plow prep
BoxLink™ with 4 premium locking cleats	Stowable loading ramps
Class IV trailer hitch	SYNC (XL 100A)
Daytime running lamps – Non-configurable	Tailgate step includes step, grab bar and tailgate lift assist
Engine block heater	Tires – LTZ45/70R17E BSW all-terrain
Fixed rear window with privacy glass and defroster	Tonneau cover
Fleet Telematics Modem	Tough Bed® spray-in bedliner
Floor liners	Wheels – 18" Silver heavy-duty aluminum
Fog lamps	
Integrated trailer brake controller	

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Attachment: New Cruisers (Purchase of 4 Police Cruisers)

EXPEDITION/MAX SSV SPECS



Expedition XL, Agate Black.

SPECIAL SERVICE VEHICLE (SSV) PACKAGE (102A)

- Available on XL only
- 17" steel wheels (265/70R17 AT OWL)
- 3.73 electronic limited-slip differential (eLSD)
- 3rd-row storage bins
- Column-mounted shifter
- Floor console delete
- Running boards delete
- Vinyl floor covering
- Vinyl 2nd-row seat

STANDARD FEATURES

- 12-volt powerpoints (4)
- Air conditioning with rear auxiliary controls
- Audio – AM/FM stereo/single-CD player with MP3 capability and 6 speakers
- Class IV trailer hitch
- Easy Fuel[®] capless fuel filler
- Electric power-assisted steering
- Engine – 3.5L EcoBoost[®] V6 with Auto Start-Stop Technology
- Halogen headlamps with rainlamp
- Mirror – Auto-dimming rearview
- Mirrors – Power, heated sideview with security approach lamps
- MyKey[®]
- Power door locks
- Power windows with one-touch-up/-down feature for driver/front-passenger side
- Rear-wheel drive (RWD)
- Seats – 1st-row cloth buckets with recline and 6-way power driver's with power lumbar support; vinyl 2nd-row 40/20/40 split (CenterSlide[®]) with recline SYNC[®]
- Tilt steering column
- Tow hooks (4x4)
- Tires – 265/70R17 all-terrain OWL
- Transmission – 10-speed SelectShift[®] automatic
- Wheels – 17" steel

STANDARD SAFETY & SECURITY

- 3-point safety belts for all seating positions
- AdvanceTrac[®] with RSC[®] (Roll Stability Control[™])
- Airbags – Dual-stage front
- Airbags – Front-seat side
- Airbags – 3-row Safety Canopy[®] System with side-curtain airbags and rollover sensor
- Belt-Minder[®] front safety belt reminder
- Brakes – 4-wheel disc with Anti-Lock Brake System (ABS)
- Individual Tire Pressure Monitoring System (excludes spare)
- LATCH – Lower Anchors and Tether Anchors for Children
- Perimeter alarm
- Rear view camera with washer
- SecuriCode[™] keyless entry keypad
- SecuriLock[®] Passive Anti-Theft System
- SOS Post-Crash Alert System[™]
- Trailer sway control

AVAILABLE FEATURES

- 4-Wheel-Drive (4WD) System
- Black running boards
- Daytime running lamps
- Engine block heater
- Reverse Sensing System
- Seat – 2nd-row 40/20/40 split bench (cloth)
- Seat – 3rd-row 60/40 split PowerFold[®] (deletes 3rd-row storage bins)

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TRANSIT PTV SPECS



Transit 250 MR LWB Cargo Van, Shadow Black.

PRISONER TRANSPORT VEHICLE (PTV)

- Built Ford Tough® RWD lineup can be compartmentalized and customized with heating/cooling, lighting, surveillance cameras and more¹
- Unibody construction with choice of 3 roof heights,² 3 lengths² and 3 powertrains² (including EcoBoost® and diesel options)
- CNG/Propane Gaseous Engine Prep Package and conversion³ available
- Flex-fuel capability⁴
- Maximum payload ratings of up to 4,650 lbs^{2,5}

STANDARD FEATURES

- 12-volt powerpoints – 3
- 25-gallon fuel tank capacity
- 60/40 split side cargo door (LR)
- Air conditioning – Front (manual)
- Alternator – 150-amp
- Engine – 3.7L Ti-VCT V6 gas
- Front overhead console (MR and HR)
- Mirrors – Power sideview (short-arm)
- Power windows and door locks

STANDARD SAFETY & SECURITY

- 3-point safety belts for all seating positions
- AdvanceTrac® with RSC® (Roll Stability Control)^(TM)
- Airbags – Driver and front-passenger front, front-seat side, and Safety Canopy® System with side-curtain airbags
- Brakes – 4-wheel disc with Anti-Lock Brake System (ABS)

AVAILABLE FEATURES

- 3 lengths: RWB, LWB and LWB EL
- 3 roof heights: LR, MR and HR⁶
- Alternator – Heavy-duty
- Console delete
- Cruise control
- D-pillar assist handles (MR and HR)
- DRW (dual rear wheels)
- Dual sliding side doors (MR and HR)
- Engine – 3.2L Power Stroke® I-5 Turbo Diesel
- Engine – 3.5L EcoBoost V6 gas
- Engine block heater
- Heavy-duty cargo flooring
- High-capacity upfitter switches (4)
- Integrated trailer brake controller (TBC)
- Mirrors – Manual sideview (short-arm)
- Mirrors – Power sideview (long arm)

AVAILABLE PACKAGES⁷

- Ambulance Prep Package (47B)
- Auxiliary Heater Prep Package (62A)
- Auxiliary Heater/AC Prep Package (62C)
- CNG/Propane Gaseous Engine Prep Package (98C)
- Exterior Upgrade Package (18D)

- Rear recovery eye
- Sliding passenger-side cargo door (MR and HR)
- Transmission – 6-speed SelectShift® automatic
- Windshield wipers – Variable-intermittent
- Wheels – 16" Silver Steel with Exposed Lug Nuts (DRW)
- Wheels – 16" Steel with black hubcaps (SRW XL Passenger Van, Cargo Van)
- Wheels – 16" Steel with full silver wheel covers (SRW XLT Passenger Van)

- Rear view camera
- Side-wind stabilization
- SOS Post-Crash Alert SystemTM
- Tire Pressure Monitoring System (excludes spare, SRW only)

- Mirrors – Power, heated sideview with turn signal indicators (long-arm or short-arm)
- Mirrors – Power-folding, heated sideview with turn signal indicators (short-arm)

- MyKey®
- Orange safety belts
- Privacy glass
- Push-down manual parking brake
- Reverse Sensing System
- SecuriLock® Passive Anti-Theft System
- Speed limitation – 65-, 70- or 75-mph
- SYNC®
- SYNC 3
- Trailer wiring provisions
- Wheels – 16" easy-to-clean styled aluminum
- Wheels – DRW alloy forged

- Heavy-Duty Trailer Tow Package (53B)
- Interior Upgrade Package (96C)
- Load Area Protection Package (96D)
- Premium Package (96J)

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POLICE INTERCEPTOR® UTILITY LIGHTING SOLUTIONS'

HEADLAMP HOUSING (86P)



Police front housing. Eliminates the need to drill or modify housing assemblies; with incremental hole for side marker lights.

FRONT HEADLAMP LIGHTING SOLUTION (66A)



Police headlamp. Includes base headlamp with high-beam wig-wag function and (2) white LED side warning lights.

SIDE MARKER LED LAMPS (63L)



Rear quarter glass side marker LED lamps. Features backlit flashing, linear high-intensity LED lamps.

SIDE MARKER LED LAMPS (63B)



Sideview mirror side marker LED lamps. Features backlit flashing, linear high-intensity LED lamps.

FRONT WARNING AUXILIARY LAMPS (21L)



Front warning auxiliary lamps. Features integrated, custom-designed LED assemblies.

POCKET WARNING LAMPS (21W)



Forward indicator pocket warning lamps. Custom-designed, multifunctional Park/Turn/Warn (PTW) LED assemblies integrated into the headlamp system.

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POLICE INTERCEPTOR® SEDAN LIGHTING SOLUTIONS*

HEADLAMP HOUSING (13P)



Police front housing. Eliminates the need to drill or modify housing assemblies; with incremental hole for side marker lights.

FRONT HEADLAMP LIGHTING SOLUTION (661)



Police headlamp. Includes base headlamp with high-beam wig-wag function and (2) white LED side warning lights.

SIDE MARKER LED LAMPS (96E)



Police side lamps. Fender side markers feature backlit flashing, linear high-intensity LED lamps.

TAILLAMP LIGHTING SOLUTION (662)



Police taillamp. Includes halogen base lamp, plus (2) integrated hemispheric lighthouse LED side warning lights.

REAR LIGHTING SOLUTION (663)



Police back-window lights. Includes (2) backlit flashing, linear high-intensity LED lights (driver side red; passenger side blue) with surround cover mounted inside the back window glass. **Police trunk lights.** Includes (2) backlit flashing, linear high-intensity LED lights (driver side red; passenger side blue) mounted inside the decklid; lights activate when trunk is open.

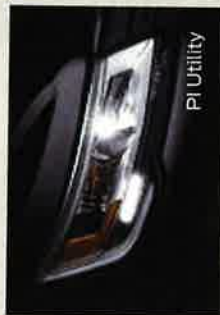


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READY-FOR-THE-ROAD PACKAGE

Available on Police Interceptor[®] Utility (67H),² Police Interceptor Sedan (856),³ and Police Responder[™] Hybrid Sedan (20D).⁴

	Police Interceptor Utility	Police Interceptor Sedan	Police Responder Hybrid Sedan
Police headlamp housing	•	•	•
Police headlamp	•	•	•
Grille LED lights	•	•	•
Police taillamp	•	•	•
Police rear lighting	•	•	•
Storage vault	•	•	•
Trunk electronics tray	•	•	•
Trunk circulation fan	•	•	•
Front console mounting plate	•	•	•
Rear console plate	•	•	•
Hidden door-lock plungers/rear door handles inoperable	•	•	•
100-watt siren/speaker	•	•	•
Whelen CenCom [™] light controller head with dimmable backlight	•	•	•
Whelen CenCom relay center/siren/amp with Traffic Advisor	•	•	•
Light controller/relay CenCom wiring (wiring harness) with additional input/output pigtails	•	•	•
High-current pigtail	•	•	•
Whelen specific WECAN cable connects CenCom to control head	•	•	•
Pre-wiring for grille LED lights, siren and speaker	•	•	•
(2) 50-amp battery and ground circuits in-trunk	•	•	•
Overlay wiring harness: grille LED lights, siren and speaker wiring, and control power harness	•	•	•



PI Utility



PI Sedan



PR Hybrid Sedan

Police headlamp. Includes base headlamp with high-beam wig-wag function. Also with (2) white LED side warning lights on the Police Interceptor Sedan and Utility, with wide-angle LED lights mounted in the lower bezel on the Police Responder Hybrid Sedan.



PI Utility



PI Sedan



PR Hybrid Sedan

Police rear lighting. Includes (2) backlit flashing, linear high-intensity LED lights (driver side red; passenger side blue) with surround cover mounted inside the liftgate glass on the Utility, and inside the back window on the Sedans. Also with (2) backlit flashing, linear high-intensity LED lights mounted inside the liftgate lip on the Utility, and inside the decklid on the Sedans.



Rear console plate. Interfaces with front console mounting plate and extends through 2nd-row occupant area to seat bottom (acting as wiring conduit on top of transmission tunnel).



Hidden door lock plungers. Manual lock rod; rear door handles inoperable.

FACTORY-INSTALLED UPFIT PACKAGES

TRUNK UPFIT PACKAGE

Available on Police Interceptor™ Sedan (854)

- A. Trunk electronics tray** – Aluminum, retractable locking tray installed at plant; no height adjustment
- B. Trunk circulation fan** – Wired to ignition to turn on; circulates air from the cabin to the trunk; wiring harness not included
- C. Rear console plate** – Interfaces with front console mounting plate and extends through 2nd-row occupant area to seat bottom; acting as wiring conduit on top of transmission tunnel
- D. Wiring harness** – Includes (2) light connectors – supports up to (3) LED lights each (engine compartment); (1) grille LED light connector – supports (2) LED lights; (2) 50-amp battery ground circuits in power distribution junction block (in-trunk); (1) 10-amp siren/speaker circuit (engine to trunk); trunk circulation fan maintains airflow from cabin to trunk; trunk electronics tray (4 sq. ft.) with 18" of travel when fully extended; and pre-wiring for grille LEDs and siren/speaker

LIGHT CONTROLLER PACKAGE

Available on Police Interceptor Sedan (355)

- A. Trunk electronics tray** – Aluminum, retractable locking tray installed at plant; no height adjustment
- B. Trunk circulation fan** – Wired to ignition to turn on; circulates air from the cabin to the trunk
- C. Rear console plate** – Interfaces with front console mounting plate and extends through 2nd-row occupant area to seat bottom; acting as wiring conduit on top of transmission tunnel
- D. Wiring harness** – Includes (2) light connectors – supports up to (3) LED lights each (engine compartment); (1) grille LED light connector – supports (2) LED lights; (2) 50-amp battery ground circuits in power distribution junction block (in-trunk); (1) 10-amp siren/speaker circuit (engine to trunk); trunk circulation fan maintains airflow from cabin to trunk; trunk electronics tray (4 sq. ft.) with 18" of travel when fully extended; and pre-wiring for grille LEDs and siren/speaker

- E. Control system** – Includes PCC8R controller, control head, and wire

CARGO WIRING UPFIT PACKAGE

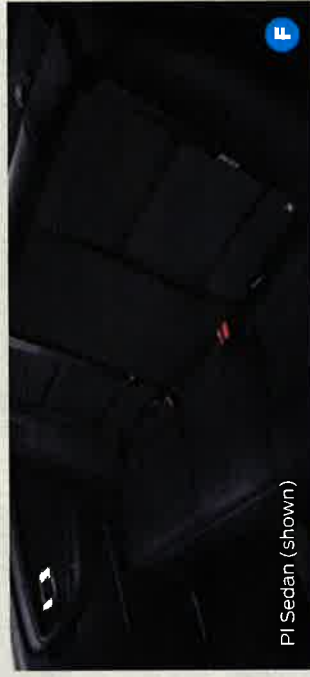
Available on Police Interceptor Utility (67G)

- C. Rear console plate** – Interfaces with front console mounting plate and extends through 2nd-row occupant area to seat bottom; acting as wiring conduit on top of transmission tunnel
- D. Wiring harness** – Includes (2) light connectors – supports up to (6) LED lights (engine compartment); (2) grille light connectors; and (1) 10-amp siren/speaker circuit (engine to cargo area)
- E. Control system** – Includes PCC8R controller, light relay center, control head, cable from controller to control head (console to cargo area), and wire

POLICE INTERIOR UPGRADE PACKAGE

Available on Police Interceptor Utility (65U) and Police Interceptor Sedan (12P)

- F. Cloth rear seat** – Heavy-duty fabric
- G. Center floor console** – 2 cupholders and unique police finish
- Front and rear floor mats** – Carpeted and custom-fit (not shown)
- Front and rear carpeted floor covering** – Premium-grade (not shown)



10.g.a

Attachment: New Cruisers (Purchase of 4 Police Cruisers)

Confidence in the capability of police equipment authorized by Ford. Components and installations are verified through the comprehensive Ford Quality System for exacting evaluation in terms of crash testing, cycle testing, vibration testing, hot/cold testing, humidity testing, corrosion testing and the like.

FREE-STANDING OPTIONS

Available on Police Interceptor Utility®, Interceptor Sedan and Police Responder™ Hybrid Sedan (unless noted)

- A. Trunk electronics tray** – Aluminum, retractable locking tray installed at plant; no height adjustment (Police Interceptor Sedan only)
- B. Trunk circulation fan** – Wired to ignition to turn on; circulates air from the cabin to the trunk; wiring harness not included (Police Interceptor Sedan and Police Responder Hybrid Sedan only)
- C. Auxiliary air conditioning** – Offers climate control for the rear cargo area; not available with storage vault (Police Interceptor Utility only)
- D. Trunk/cargo area storage vault** – Lockable and ideal for contraband/small arms; located on the driver's side of the trunk or cargo area in the Police Interceptors, and on the passenger side of the trunk in the Police Responder Hybrid Sedan
- E. Rear console plate** – Interfaces with front console mounting plate and extends through 2nd-row occupant area to seat bottom; acting as wiring conduit on top of transmission tunnel handles inoperable (Police Interceptors only)
- F. Hidden door lock plungers** – Manual lock rods; rear door with swivel mount (driver's side only on Police Responder Hybrid Sedan)
- G. Spot lamp** – High-intensity incandescent or LED (shown) with swivel mount (driver's side only on Police Responder Hybrid Sedan)
- H. Fender side marker LED lamps**¹ – Backlit flashing, linear high-intensity (Police Interceptor Sedan only)
- I. Rear quarter glass side marker LED lamps**¹ – Wide-angle, backlit flashing, linear high-intensity (Police Interceptor Utility only)
- J. Sideview mirror side marker LED lamps**¹ – Backlit flashing, linear high-intensity (Police Interceptor Utility and Police Responder Hybrid Sedan only)

Pre-wiring for grille lamp, siren and speaker² – Electrical harness inlay (14290) includes: (2) light connectors that support up to (3) LED lights each (in engine compartment), (1) grille LED light connector that supports (2) LED lights, and (1) front driver's side speaker siren cable (not shown)



PI Sedan (62D)



PI Sedan (97T)/
PR Hybrid Sedan (96H)



PI Utility (17A)



PI Utility (63V)



PI Sedan (19T)



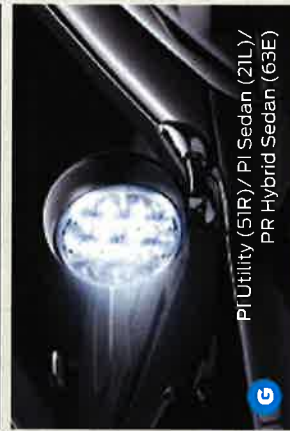
PR Hybrid Sedan (43B)



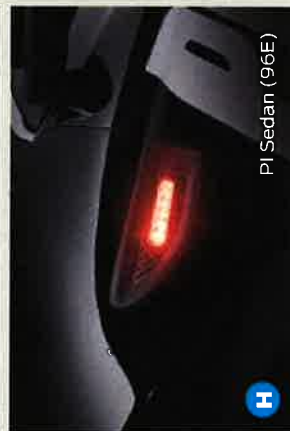
PI Utility (85R)/PI Sedan (97D)/
PR Hybrid Sedan (51C)



PI Utility (52P)/PI Sedan (63P)



PI Utility (51R)/PI Sedan (21L)/
PR Hybrid Sedan (63E)



PI Sedan (96E)



PI Utility (63L)



PI Utility (63B)/
PR Hybrid Sedan (59G)

How many units can you add to your fleet this year? The Ford Credit Municipal Lease/Purchase Finance Program is a flexible funding plan available to state and local governments that will let you acquire the units you need when you need them.



FORD CREDIT
Municipal Finance

BENEFITS

- Maximize limited budget funds – typically, you can get the benefit of cost-efficient tax-exempt financing
- Avoid the high cost and downtime of maintaining older high-mileage vehicles
- Add units to your fleet with current technology
- Finance add-on equipment, upfits and extended warranty plans
- No down payment or security deposit required
- Accumulate equity with each payment, and realize ownership at lease-end
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Best of all – Ford Credit Municipal Finance Specialists will assist you in handling the transaction from start to finish.

LEARN MORE

Ford Motor Credit Company LLC is not acting as a municipal advisor or financial advisor, and has no fiduciary duty to you pursuant to Section 15B of the Securities Exchange Act of 1934. The information contained in this brochure is not intended to be and should not be construed as "advice" within the meaning of Section 15B of the Securities Exchange Act of 1934 and the municipal advisor rules of the SEC.

Contact your Ford Credit Municipal Lease Specialist at 1.800.241.4199 or visit credit.ford.com/municipal-finance



FORD PARTS

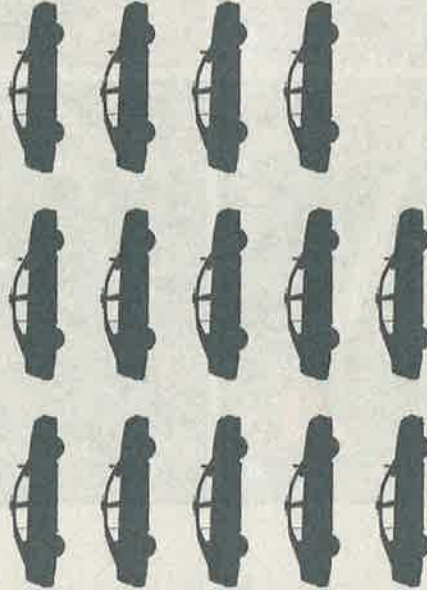
OPTION A

Purchase today in cash:



OPTION B

Purchase with the Ford Credit Municipal Lease/Purchase Finance Program:



Note: Vehicles shown for illustrative purposes only.

Ford Motor Credit Company ("FMCC") is providing the information contained in this document for discussion purposes only in connection with a proposed arm's length commercial leasing transaction between you and FMCC. FMCC is acting for its own interest and has financial and other interests that differ from yours. FMCC is not acting as a municipal advisor or financial advisor to you, and has no fiduciary duty to you. The information provided in this document is not intended to be and should not be construed as "advice" within the meaning of Section 15B of the Securities Exchange Act of 1934 and the municipal advisor rules of the SEC. FMCC is not recommending that you take an action and you should discuss any actions with your own advisors as you deem appropriate.



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Upgrade your protection: Select the extended warranty that best suits your needs. There are 4 plans available that wrap around or extend the powertrain warranty – PowertrainCare, BaseCare, ExtraCare, PremiumCare – with comprehensive coverage for up to 8 years and 150,000 miles on new vehicles. In addition, drop-off first-day rental is included on all plans.



FORD PARTS

FORD COLLISION PARTS

Dependability is crucial. To do your job, you depend on every piece of your equipment to function as it was designed. The same goes for your police unit, and if you're ever in an accident, you can depend on Ford Collision Parts: sheet metal, bumpers and lights to help restore your vehicle to pre-accident condition. Ford Collision Parts are equal in quality, fit and structural integrity to the original parts that came on your vehicle because they are the same parts used in the production of new vehicles. Designed, engineered, and produced by Ford Motor Company to meet Federal Motor Vehicle Safety Standards. Cheap imitation parts can't make that claim. So don't settle for anything less dependable than Ford Collision Parts.



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FordPoliceInterceptor.com
FordPoliceResponder.com



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Non-original equipment can adversely impact vehicle crash performance. For example, push-bars could adversely affect airbag deployment in frontal impacts, and prisoner barricades could result in head and neck trauma in high-speed rear impacts. Due to the variability of equipment installed based on individual law-enforcement agency requirements, Ford does not test aftermarket equipment for functionality with Ford components. Law enforcement must balance needs for function and other officer safety concerns when equipping police vehicles with non-original equipment.

Some features discussed may be optional. Vehicles throughout this brochure may be shown with optional features and/or aftermarket equipment. Features shown may be offered only in combination with other options or subject to additional ordering requirements or limitations. Information in this brochure was developed from Order Guides as of May 2018. Following publication of this brochure, certain changes in standard equipment, options and the like, or product delays may have occurred which would not be included in these pages. • Always wear your safety belt, secure children in the rear seat and follow airbag warning label instructions. • SYNC®: Don't drive while distracted. Use voice-operated systems when possible; don't use handheld devices while driving. Some features may be locked out while the vehicle is in gear. Not all features are compatible with all phones. Message and data rates may apply. • For more information, visit fleet.ford.com. • Ford Motor Company reserves the right to change product specifications at any time without incurring obligations. Comparisons based on competitive models, publicly available information and Ford certification data at printing. • Unity is a registered trademark of Unity Manufacturing Co. • Whelen is a registered trademark of Whelen Engineering Co., Inc.

10.g.a

Attachment: New Cruisers (Purchase of 4 Police Cruisers)

Police Department**David Plesich****7240 E. Main Street****Reynoldsburg OHIO 43068****614-322-6947 Phone****ORDINANCE REQUEST****DATE: January 14, 2019****TO: Public Safety, Law and Courts Committee****RE: ORDINANCE TO AUTHORIZE THE MAYOR TO PURCHASE ONE
(1) PICK-UP TRUCK AND RELATED EQUIPMENT FOR THE
POLICE DEPARTMENT; AND DECLARING AN EMERGENCY.**

Approval:

Completed Brad McCloud	Completed Jed Hood	Completed Stephen Cicak
---------------------------	-----------------------	----------------------------

Emergency/Suspension: Emergency

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

Requesting funds from 290.111.4616 (Law Enforcement Fund) in the amount of \$19679.50.00 be appropriated to account 290.111.5632 (FA vehicles account) to purchase a used truck from Ricart and waive the competitive bidding based on ordinance 44-17 in which this vendors is currently part of. Current vehicle (2007 Ford Truck 1FTRW14W67FB17289) has been deemed unsafe by the City Mechanics and is no longer operational.

In addition, we are asking for the removal of FA1927 which represents the vehicle that is no longer operational.

** Revised by April Beggerow***

That the Mayor be and is hereby authorized and directed to purchase from Ricart Automotive, 4255 S. Hamilton Road, Columbus, Ohio, 43227 one 2010 Ford F150 pick-up truck for the

Police Department**David Plesich****7240 E. Main Street****Reynoldsburg OHIO 43068****614-322-6947 Phone**

Police Department for a total cost of nineteen thousand, six hundred seventy nine dollars and fifty cents (\$19,679.50).

That to fund the purchase requested in Section 1, an amount of \$19,679.50 in the unappropriated Law Enforcement Fund (290) be appropriated to account number 290.111.5632 -FA vehicles.

That pursuant to Reynoldsburg city code section 175, requesting that competitive bidding is be suspended.

That asset tag number FA1927, a 2007 Ford Truck (1FTRW14W67FB17289) be removed from the Fixed Asset list and disposed of appropriately.



- ☒ RICART FORD
☐ RICART NISSAN
☐ RICART MITSUBISHI
☐ RICART COMMERCIAL SALES

RICART PROPERTIES, INC., dba
4255 S. HAMILTON ROAD / 4355 WILLIAMS ROAD
P.O. BOX 27130, COLUMBUS, OHIO 43227
614-838-5321

- ☐ RICART MAZDA
☐ RICART HYUNDAI
☐ RICART KIA

RETAIL PURCHASE AGREEMENT

Customer #: PRT304

Deal #: 7181210437

Purchaser's Name(s): REYNOLDSBURG POLICE DEPARTMENT

Stock #: PAT30437

Address: 7240 E MAIN ST

REYNOLDSBURG OH 43068

Date: 12/12/2018

Home Telephone: 614/322-6950

Work Telephone:

E-Mail:

The above information has been requested so that we may verify your identity. By signing below, you represent that you are at least 18 years of age and have authority to enter into this Agreement. The Odometer Reading for the Vehicle you are purchasing is accurate unless indicated otherwise. Please refer to the Federal Mileage Statement for full disclosure.

YEAR 2010	MAKE FORD	MODEL F150	TYPE	COLOR
SERIAL NO. 1FTEW1E89AFB73216		ODOMETER READING ☐ Not Accurate 48160		SALESPERSON DEREK 8718 BUCHWALTER
THE VEHICLE IS: ☐ NEW ☒ USED		PRIOR USE DISCLOSURE: ☐ DEMONSTRATOR ☐ FACTORY OFFICIAL ☐ PRIOR RENTAL ☐ OTHER		
WARRANTY STATEMENT				
We are selling this Vehicle to you AS-IS and we expressly disclaim all warranties, express and implied, including any implied warranties of merchantability and fitness for a particular purpose, unless the box beside "USED VEHICLE LIMITED WARRANTY APPLIES" is marked below or we enter into a service contract with you at the time of, or within 90 days of, the date of this transaction. Any warranties by a manufacturer or supplier other than our Dealership are theirs, not ours, and only such manufacturer or supplier shall be liable for performance under such warranties. We neither assume nor authorize any other person to assume for us any liability in connection with the sale of the Vehicle and the related goods and services. CONTRACTUAL DISCLOSURE STATEMENT (USED VEHICLES ONLY) The information you see on the window form for this vehicle is part of this contract. Information on the window form overrides any contrary provisions in the contract of sale. <u>Traducción española: Vea el dorso.</u>			CASH PRICE OF VEHICLE	
☐ USED VEHICLE LIMITED WARRANTY APPLIES. We are providing the attached Limited Warranty. Any implied warranties apply for the duration of the Limited Warranty.			19396.00	
X X N/A			TOTAL 19396.00	
TRADE-IN VEHICLE INFORMATION				
Year:	Make:	Model:	Color:	
Serial No:	Odometer Reading: ☐ Not Accurate		250.00	
Trade-In Allowance:	Payoff & Lienholder:		TOTAL SELLING PRICE 19846.00	
Year:	Make:	Model:	Color:	TRADE-IN ALLOWANCE 0.00
Serial No:	Odometer Reading: ☐ Not Accurate		CASH CAR DIFFERENCE 19846.00	
Trade-In Allowance:	Payoff & Lienholder:		COUNTY SALES TAX N/A 0.00	
**NEGATIVE EQUITY: You are aware that the Payoff on your Trade-In/Lease Turn-In Vehicle exceeds the Trade-In Allowance from us and, as a result, you have requested that the Total Due be increased by \$_____ X			TITLE FILING/TEMPORARY TAG FEES 33.50	
OTHER MATERIAL UNDERSTANDINGS AND INTEGRATED DOCUMENTS			TOTAL CASH DIFFERENCE 19879.50	
PLEASE SEE THE ATTACHED DELIVERY CONFIRMATION			PAYOFF (Including any Negative Equity**) 0.00	
PLEASE SEE THE ATTACHED AGREEMENT TO ARBITRATE			TOTAL DUE 19679.50	
PLEASE SEE THE ATTACHED FINANCE & INSURANCE PRODUCT PURCHASE CONFIRMATION			PARTIAL PAYMENT (Please see Reverse Side) 0.00	
PLEASE SEE PARAGRAPH 16 ON REVERSE SIDE REGARDING WAIVER OF JURY TRIAL			CASH ASSISTANCE N/A	
PLEASE SEE RECALL NOTICE			UNPAID BALANCE DUE 19679.50	
PLEASE SEE MODIFICATION NOTICE IF APPLICABLE				
*Documentary Service Fee: This fee is charged by the Dealership for performing administrative services and processing documents related to the closing of a sale. This fee is charged by the Dealership in accordance with O.R.C. § 4517.281.				
☐ IF BOX IS MARKED, FINANCING FOR THIS PURCHASE TRANSACTION HAS NOT BEEN FINALIZED, PLEASE CAREFULLY READ THE FOLLOWING. Although we are permitting you to take possession of the Vehicle, you understand that financing for the purchase of the Vehicle has not been approved. This is known as a "Spot Delivery". You acknowledge that we have advised you that we will not loan you the money for the purchase of the vehicle and you understand that this transaction is conditioned upon final financing approval by a third party lender ("lender"). "Final financing approval" by a third party lender means that financing has been obtained directly from a lender or the Retail Installment Sales Contract/Finance Contract has been assigned to and accepted by a lender on the exact terms agreed upon. You understand that by signing below, the Vehicle, maintain full insurance coverage on the Vehicle, and may not permit anyone who does not have a valid driver's license to operate the Vehicle; (2) If final financing approval is not provided by a third party lender for your purchase of the Vehicle within 6 days from the date of this Agreement, this Agreement and the Contract may be cancelled and you will immediately return the Vehicle to the Dealership or pay the Unpaid Balance Due as reflected in this Agreement within 48 hours of verbal or written notice of cancellation; (3) If you are required to return the Vehicle to the Dealership, you will return it in the same condition it was in when it left the Dealership, normal wear and tear excepted. Upon your return of the Vehicle to the Dealership, we will return your Trade-In Vehicle to you and refund any Partial Payment made by you in accordance with the terms of this Retail Purchase Agreement, less the cost of repairing any damage that occurred to the Vehicle during your use, possession and control of the Vehicle and any other amounts you owe us pursuant to this Agreement. If the amount of these charges exceeds the total amount you paid us, you must pay any additional amounts owed to us upon your return of the Vehicle; (4) If you are in breach of this Agreement or fail to return the Vehicle to us upon our demand, you will be required to pay all expenses incurred by us to hold harmless the Dealership from and against any and all losses, liabilities, damages, injuries, claims, demands, costs and expenses arising out of your use, possession and control of the Vehicle and/or any breach of your responsibilities as set in this Agreement. I have read this Spot Delivery Agreement and understand and agree to be bound by these terms and conditions. I further agree that these terms and conditions modify and are part of the Retail Installment Sales Contract/Finance Contract; but if the Retail Installment Sales Contract/Finance Contract contains a Spot Delivery/Conditional Delivery Agreement or Limited Right to Cancel, then the terms and conditions set forth therein shall control.				

The front and back of this Agreement and any documents which are part of this transaction or incorporated herein comprise the entire agreement affecting this Retail Purchase Agreement and no other agreement or understanding of any nature concerning the same has been made or entered into, or will be recognized. I have read the terms and conditions of this Agreement, including the terms and conditions that appear on the reverse side, and agree to them as if they were printed above my signature. I further acknowledge receipt of a copy of this Agreement. This Agreement shall not become binding until signed by an Authorized Dealership Representative.

REYNOLDSBURG POLICE DEPARTMENT

Purchaser

REYNOLDSBURG POLICE DEPARTMENT

Purchaser

Accepted by Authorized Dealership Representative

DealerCAP

46651*1*USED-FI
CATALOG #5685714

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USED

\$18,998 | 48,155 mi.

2010 Ford F-150 XLT SuperCrew

Ricart Used Car Factory - (614) 808-4888

★ 4.5 (103 reviews) | 6 mi. from 43068

Ext. Color: Silver

Int. Color: Gray



[CARFAX Report](#)

Transmission: Automatic

Drivetrain: 4x4/4-wheel drive



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Check Availability

Planning Commission

Andrew Bowsher
7232 E. Main Street
Reynoldsburg OH 43068
614-322-6831 Phone

ORDINANCE REQUEST

DATE: January 14, 2019

TO: Planning Commission

RE: 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.

Approval:

Skipped Brad McCloud	Skipped Jed Hood	Stephen Cicak
-------------------------	---------------------	---------------

See attached documentation.

CITY OF REYNOLDSBURG
 Department of Development
 Planning & Zoning Division
 7232 East Main Street
 Reynoldsburg, Ohio

App./Case#: 2018-4
 Date Submitted: 9/21/2018
 Fee Amount: \$750.00

☒ Paid: Check No. 555

PLANNING COMMISSION APPLICATION

I. PROPERTY INFORMATION Property Address: 1220 WAGGONER RD, 1222 WAGGONER RD, and non addressed parcel Description of Location: East side of Waggoner Road, North of Main, VFW and Cemetery Parcel ID#(s): 060-008195-00, 060-009282-00, 060-000208-00 Number of Lots: 3 Present Zoning: AR2c, R-1, and unzoned Present Use: single family homes Complete Where Applicable: Engineer/Surveyor: Civil and Environmental Consultants (CEC) Builder/Developer: Metro Development LLC		FOR DISTRICT CHANGE ONLY Proposed Zoning: PND Size of Area to be Rezoned: +/- 9.08 acres Existing Structures: 2 homes with garages and ancillary structures
II. PROPERTY OWNER OF RECORD Property Owner Name(s): Wilson Ridge LLC, Wilson Ridge II LLC Property Owner Address(s): 1224 WOODFIELD CIRCLE, PICKERINGTON OH 43147		
III. APPLICANT INFORMATION Applicant Name: Metro Development LLC Applicant Phone Number: 614-540-2400 Applicant Address: 470 Olde Worthington Road, Suite 101, Westerville, Ohio 43082 Applicant Email: jthomasjr@villagecommunities.com ☐ Property Owner ☐ Business Owner/Tenant ☒ Contractor ☐ Architect/Engineer		

PROJECT INFORMATION

☒ District Change (Rezoning)
 (\$750 Residential plus \$50 per lot/\$1,000 Non-Residential)

☐ Amendment of Development Plan or Text (\$500)

☐ Major Site Plan (\$500)

Description of Project: Multi Family Development, clubhouse and pool

Multi Family Development, clubhouse and pool

Please review the attached checklist and note the items you are responsible for submitting with this application. All required items must be submitted to the Planning & Zoning Administrator.

Applicant Signature: Charles R. Wilson GEN. MGR. Date: 9/17/2018
 By signing this application, I certify that I am the owner of the property or the owner's agent, and that the work is authorized with the full knowledge of the owner.

OFFICE USE ONLY

Additional Notes:
Extend into 1222 Waggoner Rd

Zoning Information

- ☐ Historic District
☐ CC Overlay

Add'l Approvals Req'd

☐ BZBA

Planning Com. Meeting Date: <u>11/1/2018</u> ☐ Approved as Submitted ☐ Approved w/ Conditions ☐ Tabled ☐ Denied	City Council Meeting Date: _____ ☐ Approved as Submitted ☐ Approved w/ Conditions ☐ Tabled ☐ Denied
P&Z Admin.: _____	Date: _____
Clerk of Council: _____	Date: _____

Attachment: PC App #2018-4 (App# 2018-4, 1220-1222 Waggoner Rd, Metro Development LLC)

BENTLEY HOUSE

Planned Neighborhood Development District
Waggoner Road
City of Reynoldsburg, Ohio
September, 2018

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- EX. B-2 : Zoning Exhibit/Boundary Survey

Tab 3

- EX. C : Illustrative Plan
- EX. C-1 : Existing Conditions Plan
- EX. C-2 : Development Plan
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- EX. E-3 : Facilities Demand Worksheet
- EX. E-4 : Traffic Analysis

Exhibit "A-1" – Surrounding Property Owners

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Exhibit "C, C-1, C-2, and C-3" – Illustrative Plan, Existing Conditions Plan, Development Plan, and Architectural Elevations/Character

Exhibit “D-1, D-2, D-3” – Concept Landscape Plan, Landscape Enlargement Plans, and Open Space Plan.

Exhibit "E-1, E-2, E-3, and E-4" – Storm Water Impact Study, Sanitary Sewer Impact Study, Facilities
Demand Worksheet, and Traffic Analysis

CITY OF REYNOLDSBURG
Department of Development
Planning & Zoning Division
7232 East Main Street
Reynoldsburg, Ohio

App./Case#: _____
Date Submitted: _____
Fee Amount: _____

☐ Paid: _____

PLANNING COMMISSION APPLICATION

I. PROPERTY INFORMATION

Property Address:
1220 WAGGONER RD, 1222 WAGGONER RD, and non addressed parcel
Description of Location:
East side of Waggoner Road, North of Main, VFW and Cemetery
Parcel ID#(s):
060-008195-00, 060-009282-00, 060-000208-00
Number of Lots: 3
Present Zoning: AR2c, R-1, and unzoned
Present Use: single family homes

Complete Where Applicable:
Engineer/Surveyor: Civil and Environmental Consultants (CEC)
Builder/Developer: Metro Development LLC

FOR DISTRICT CHANGE ONLY

Proposed Zoning:
PND
Size of Area to be Rezoned:
+/- 9.08 acres
Existing Structures:
2 homes with garages and ancillary structures

II. PROPERTY OWNER OF RECORD

Property Owner Name(s): Wilson Ridge LLC, Wilson Ridge II LLC
Property Owner Address(s): 12224 WOODSFIELD CIR E, PICKERINGTON OH 43147

III. APPLICANT INFORMATION

Applicant Name: Metro Development LLC
Applicant Phone Number: 614-540-2400
Applicant Address: 470 Olde Worthington Road, Suite 101, Westerville, Ohio 43082
Applicant Email: jthomasjr@villagecommunities.com
☐ Property Owner ☐ Business Owner/Tenant ☒ Contractor ☐ Architect/Engineer

PROJECT INFORMATION

☒ **District Change (Rezoning)** (\$750 Residential plus \$50 per lot/\$1,000 Non-Residential)
☐ **Amendment of Development Plan or Text** (\$500)
☐ **Major Site Plan** (\$500)

Description of Project: Multi Family Development, clubhouse and pool
Multi Family Development, clubhouse and pool

Please review the attached checklist and note the items you are responsible for submitting with this application. All required items must be submitted to the Planning & Zoning Administrator.

Applicant Signature: Charles R. Wilson GEN. MGR. **Date:** 9/17/2018
By signing this application, I certify that I am the owner of the property or the owner's agent, and that the work is authorized with the full knowledge of the owner.

****OFFICE USE ONLY****

Additional Notes:

Zoning Information
☐ Historic District
☐ CC Overlay
Add'l Approvals Req'd
☐ BZBA

Planning Com. Meeting Date: _____ ☐ Approved as Submitted ☐ Approved w/ Conditions ☐ Tabled ☐ Denied	City Council Meeting Date: _____ ☐ Approved as Submitted ☐ Approved w/ Conditions ☐ Tabled ☐ Denied
P&Z Admin.: _____	Date: _____
Clerk of Council: _____	Date: _____

Attachment: 0_Application (App# 2018-4, 1220-1222 Waggoner Rd, Metro Development LLC)

Rezoning Text
Planned Neighborhood Development District
9.08 Acre Tract, East side of Waggoner Road, North of Main, VFW and Cemetery

EXISTING ZONING: AR2c, R-1, and unzoned

PROPOSED ZONING: PND Planned Neighborhood Development District

EXISTING PROPERTY ADDRESS(s): 1220 Waggoner Road, 1222 Waggoner Road, and a non-addressed parcel

EXISTING PARCEL ID: 060-008195-00, 060-009282-00, 060-000208-00

CURRENT OWNER: Wilson Ridge LLC, Wilson Ridge II LLC

APPLICANT: Metro Development LLC

APPLICATION NUMBER: #

1. INTRODUCTION/NARRATIVE:

Metro Development LLC, (the Applicant), is seeking consideration for the approval of a proposed development consisting of multi-family dwellings, clubhouse and pool, and associated garages, as well as open space for the project residents. The existing 9.08 acre site is currently used for residential purposes, and consists of several single family homes and garages. These structures shall be removed from the property as it is developed.

The applicant proposes to zone the site to Planned Neighborhood Development. The site is currently under 2 zoning designations: AR-2c Multiple Family Residence, R-1 Single Family Residence, as well as an unzoned parcel.

The surrounding zoning districts are S-1 Special to the north (church) and south (cemetery), AR-2c Multiple Family Residence District to the west, and to the east is MHP Mobile Home Residence District.

The project will consist of 120 dwelling units, 36 units will be 1 bedroom units, and 84 units will be 2 bedroom units. There will be 246 parking spaces, of which 30 will be in enclosed garages. Trash service will be provided with a centrally located compactor. A clubhouse with theatre, coffee bar, resident 'office' area, gathering space for resident activities, outdoor pool and grill areas shall be provided. A dog park shall be provided in the large green space to the south east of the project for residents use. The open space is located along the south eastern boundary to protect the existing trees and buffer the stream from the proposed development.

The project will be developed as one phase. With the clubhouse being constructed first and individual buildings following. Residents will move in as buildings are completed.

2. PROPOSED CHARACTER OF THE PLANNED NEIGHBORHOOD DEVELOPMENT DISTRICT

All buildings shall be designed to complement the surrounding architecture. Sloped roofs and residential materials, including a mix of stone and vinyl horizontal, shake, and vertical siding, will provide a residential quality that will enhance the adjacent residential neighborhoods. All landscaping will meet the requirements as outlined in Chapter 1180 of the Zoning Code. The details of the proposed modifications are outlined below.

Per Section 1151.07 of the Zoning Code, the development plan shall be considered part of the official Zoning Map and a supplement to the Zoning Code for the lot.

3. ZONING SUMMARY

The proposed development shall comply with the zoning regulations as outlined in this text. Where not specifically identified within this text, the project shall comply with any general regulations of the Zoning Code.

Development Standards	Required / Allowed	Proposed	At Variance with Standards/Regulations
Permitted Use in Planned Neighborhood Development District 1183.04(a):	Single family dwelling; two-family dwelling; multiple family dwellings; public uses, semi-public uses, public service facility; accessory use, essential services; residential care facilities; non-commercial recreational uses.	Multiple Family Dwellings	No
Max. Density of Dwelling Units	N/A	Total District: 13.2 du/ac	No
Front Setback 1175.06 (a)	Major Collector: 30 feet (Waggoner Road)	25' from R.O.W.	Yes
Side and Rear Yard Setbacks	N/A	25' side and rear yards	No
Yards Between Multiple Family Dwellings 1175.09	20' min. between end wall to end wall, end wall to main wall, and 50' min from main wall to main wall	20' min	No
Lot Area per Dwelling	N/A	445.75 sf/unit	No
Building Height	N/A	32'-3" – 2 Story 41'-9" – 3 Story 36'-7" – Clubhouse	No
Maximum Lot Coverage by building and Decks	N/A	Lot Coverage: 13.5%	No
Floor Area Requirements for Dwellings	N/A	675 sf -1 bed 933 sf -2 bed	No
Signage		One ground sign shall be permitted along the primary frontage, and shall be approved in accordance with the procedures of Chapter 1181 of the Zoning Code.	No
Parking	N/A	216 surface and 30 garage spaces provided	No
Open Space-1183.04	30%	34%	No

4. INTENDED AGREEMENTS, PROVISIONS AND COVENANTS.

If the application for a zoning district change is approved, the owner of the applicant will enter into the necessary easements and agreements, to be recorded against the property records, based upon the needs of the proposed development.

VETERANS OF FOREIGN WARS
POST 9473
1420 E. MAIN ST.
REYNOLDSBURG, OH 43068

SUMMER RAYS INC.
7480 E. MAIN ST.
REYNOLDSBURG, OH 43068

JUDITH CALLENDER
1343 S. WAGGONER RD.
REYNOLDSBURG, OH 43068

SAUNDRA BOYD
1341 S. WAGGONER RD.
REYNOLDSBURG, OH 43068

MARY SHERMAN
1339 S. WAGGONER RD.
REYNOLDSBURG, OH 43068

JANET STILES
1337 S. WAGGONER RD.
REYNOLDSBURG, OH 43068

SHARI TIMBERLAKE
1335 S. WAGGONER RD.
REYNOLDSBURG, OH 43068

OAKBROOK APARTMENTS LLC
7670 N. OAK BROOK DR.
REYNOLDSBURG, OH 43068

MESSIAH LUTHERAN CHURCH
1200 WAGGONER RD.
REYNOLDSBURG, OH 43068

CONTINENTAL INVESTEMENTS
290 E. ESTATES LN.
REYNOLDSBURG, OH 43068

CITY OF RENOLDSBURG
8029 E. MAIN ST.
REYNOLDSBURG, OH 43068

Attachment: EX. A-1 Surrounding Property Owners (App# 2018-4, 1220-1222 Waggoner Rd, Metro Development LLC)



DESCRIPTION OF 9.068 ACRES

Situated in the State of Ohio, County of Franklin, Truro Township, City of Reynoldsburg, Section 8, Township 16, Range 20, United States Military Lands, and being all out of a 5 acre tract of land conveyed to Wilson Ridge, LLC, of record in Instrument Number 201111160149513 and being all out of a 4.080 acre tract of land conveyed to Wilson Ridge II, LLC, of record in Instrument Number 201111160149510, all references to records being on file in the Office of the Recorder, Franklin County, Ohio, said 9.068 acre tract being more fully described herein;

BEGINNING at the northwest corner of said 5 acre tract, the southwest corner of a 5 acre tract of land conveyed to Messiah Lutheran Church, of record in Deed Book 2158, Page 448, the east line of a 24.240 acre tract of land conveyed to Oakbrook Apartments, LLC, of record in Instrument Number 200604110068056 and also being in the centerline of Waggoner Road;

Thence, North 88°52'57" East, a distance of 886.64 feet, with the north line of said 5 acre tract (Wilson Ridge, LLC) and the south line of said 5 acre tract (Messiah Lutheran Church), to a point at the northeast corner of said 5 acre tract (Wilson Ridge, LLC), the southeast corner of said 5 acre tract (Messiah Lutheran Church), and being on the west line of Continental Investments and Property Management (Parcel Two Second Tract), of record in Official Record 06491F17;

Thence, South 03°44'34" West, a distance of 246.16 feet, with the east line of said 5 acre tract (Wilson Ridge, LLC), and the west line of said Continental Investments and Property Management (Parcel Two Second Tract), to a point at the southeast corner of said 5 acre tract (Wilson Ridge, LLC), the west line of said Continental Investments and Property Management (Parcel Two Second Tract), and at the northeast corner of Continental Investments and Property Management (Parcel One), of record in Official Record 06491F17;

Thence, South 88°52'57" West, a distance of 346.69 feet, with the south line of said 5 acre tract (Wilson Ridge, LLC), and the north line of said Continental Investments and Property Management (Parcel One), to a point on the south line of said 5 acre tract (Wilson Ridge, LLC), the northwest corner of said Continental Investments and Property Management (Parcel One), and being the northeast corner of a 4.080 acre tract of land conveyed to Wilson Ridge II, LLC, of record in Instrument Number 201111160149510;

Thence, South 04°07'35" West, a distance of 350.12 feet, with the east line of said 4.080 acre tract, and the west line of said Continental Investments and Property Management (Parcel One), to a point at the southeast corner of said 4.080 acre tract, the west line of said Continental Investments and Property Management (Parcel One), and being the northeast corner of a 2.57 acre tract of land conveyed to Summer Rays, Inc., of record in Instrument Number 200812050174809;

Thence, North 87°23'25" West, a distance of 532.35 feet, with the south line of said 4.080 acre tract, the north line of said 2.57 acre tract, the north line of the City of Reynoldsburg Grave Yard (PID: 060-000069), and with the south line of PID: 060-000208, to a point at the southwest corner of said 4.080 acre tract, the northwest corner of said City of Reynoldsburg Grave Yard, and being the east line of a 1.526 acre tract of land conveyed to Veterans of Foreign Wars Post 9473, of record in Official Record 00074A08;

Thence, North 03°23'38" East, a distance of 561.06 feet, with the west line of said 4.080 acre tract, the east line of said 1.526 acre tract, the west line of said 5 acre tract (Wilson Ridge, LLC), the east line of said 24.240 acre tract, and with the centerline of said Waggoner Road, to the **TRUE POINT OF BEGINNING**, containing 9.068 acres of land, subject to all easements and documents of record.

The above description is based on deeds of record and available existing surveys, aforementioned description is not intended to be used for the transfer of real property. The acreages and distances shown are intended for zoning purposes only. The basis of bearing is North 03°23'38" East for the original centerline of Waggoner Road based on Ohio State Plane Coordinate System South Zone (NAD83) as established from a GPS survey performed in 2018.



CIVIL & ENVIRONMENTAL CONSULTANTS, INC.

[Handwritten signature of Mark Alan Smith]

9/24/2018

Mark Alan Smith, P.S.
Registered Surveyor No. 8232

Date

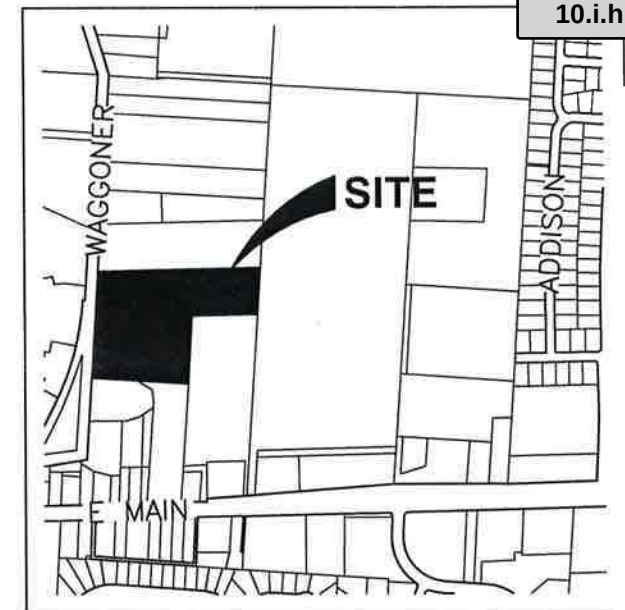
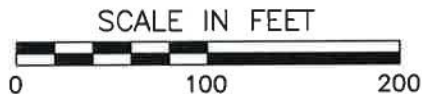
Attachment: EX. B-1 Legal Description (App# 2018-4, 1220-1222 Waggoner Rd, Metro Development LLC)

P:\2018\182-306\Survey\Draw\182306-SV01-Zone 9.068Ac.dwg[ZONING] LS:[9/24/2018 - kasmith] - LP: 9/24/2018 10:46 AM

PROPOSED ZONING OF 9.068 ACRES

STATE OF OHIO, COUNTY OF FRANKLIN, TRURO TOWNSHIP, CITY OF REYNOLDSBURG,
SECTION 8, TOWNSHIP 16, RANGE 20,
UNITED STATES MILITARY LANDS

MESSIAH LUTHERAN CHURCH
5 ACRES
D.B. 2158, PAGE 448



VICINITY MAP
SCALE: 1" = 1,000'

OAKBROOK APARTMENTS, LLC
24.240 ACRES
IN: 200604110068056

WILSON RIDGE, LLC
5 ACRES
IN: 201111160149513
PID: 060-008195-00

9.068 ACRES

S 03°44'34" W 246.16'

CONTINENTAL INVESTMENTS AND
PROPERTY MANAGEMENT
(PARCEL TWO SECOND TRACT)
O.R. 06491F17

S 88°52'57" W 346.69'

CONTINENTAL INVESTMENTS AND
PROPERTY MANAGEMENT
(PARCEL ONE)
O.R. 06491F17

WILSON RIDGE II, LLC
4.080 ACRES
IN: 201111160149510
PID: 060-009282-00

S 04°07'35" W 350.12'

PID:
060-000208

N 87°23'25" W 532.35'

CITY OF REYNOLDSBURG
GRAVE YARD
PID: 060-000069

SUMMER RAYS, INC.
2.57 ACRES
IN: 200812050174809

(A) VETERANS OF FOREIGN WARS POST 9473
1.526 ACRES
O.R. 00074A08

(B) COUNTY OF FRANKLIN OF THE STATE OF OHIO
EASEMENT FOR HIGHWAY PURPOSES
D.B. 1808, PAGE 138

BASIS OF BEARINGS

THE BEARINGS SHOWN ON THIS SURVEY ARE BASED ON N 03°23'38" E FOR
THE ORIGINAL CENTERLINE OF WAGGONER ROAD BASED ON OHIO STATE PLANE
COORDINATE SYSTEM SOUTH ZONE (NAD83) AS ESTABLISHED FROM A GPS
SURVEY PERFORMED IN MAY 2018.

THIS ZONING EXHIBIT IS A GENERAL DESCRIPTION OF THE
LOCATION OF PROPERTY TO BE ZONED AND IS NOT A
BOUNDARY SURVEY AS DEFINED IN THE O.A.C. CHAPTER
4733.37.

Mark Alan Smith

MARK ALAN SMITH
REGISTERED SURVEYOR NO. S-8232

9/24/2018
DATE



C&E
Civil & Environmental Consultants, Inc.
250 Old Wilson Bridge Road · Suite 250 · Worthington, OH 43085
614-540-6633 · 888-598-6808
www.cecinc.com

ZONING OF 9.068 ACRES
WILSON RIDGE PROPERTY
REYNOLDSBURG, OHIO

ZONING EXHIBIT

DRAWN BY: KAS	CHECKED BY: MAS	APPROVED BY:	EXHIBIT: 2
DATE: SEPTEMBER 2018	DWG SCALE: 1" = 100'	PROJECT NO: 182-306	



SITE DATA	
TOTAL ACRES	± 9.08 ACRES
TOTAL UNITS	120 UNITS
- ONE BEDROOM UNITS	36 UNITS (30%)
- TWO BEDROOM UNITS	84 UNITS (70%)
DENSITY	± 13.2 D.U./AC.
REQUIRED PARKING RESIDENTIAL	240 (2.00/UNIT)
PARKING PROVIDED	246 (2.05/UNIT)
- GARAGE SPACES	30 SPACES
- SURFACE SPACES	216 SPACES

ILLUSTRATIVE PLAN

BENTLEY HOUSE

PREPARED FOR METRO DEVELOPMENT

DATE: 9/24/18



REVISIONS	

EXISTING
CONDITIONS PLAN

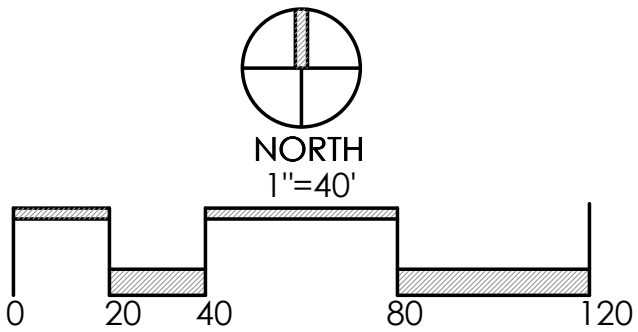
BENTLEY HOUSE
PREPARED FOR
METRO DEVELOPMENT
470 OLDE WORTHINGTON RD., SUITE 100
WESTERVILLE, OH 43082

Paris Planning & Design

LAND PLANNING LANDSCAPE ARCHITECTURE
243 N. 5th Street Columbus, OH 43215
P (614) 487-1944 Suite 401 www.parisplanninganddesign.com

DATE	9/24/18
PROJECT	18081
SHEET	

C-1



REVISIONS	

DEVELOPMENT PLAN

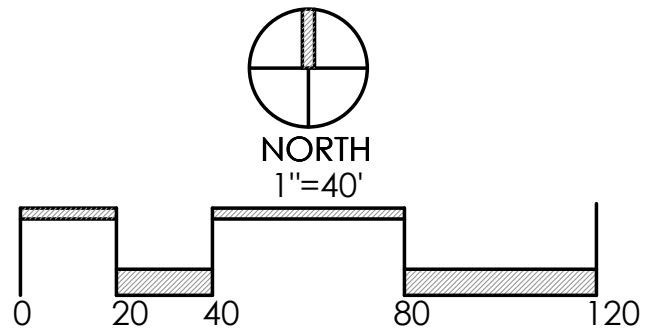
BENTLEY HOUSE
PREPARED FOR
METRO DEVELOPMENT
470 OLDE WORTHINGTON RD., SUITE 100
WESTERVILLE, OH 43082

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243 N. 5th Street Columbus, OH 43215
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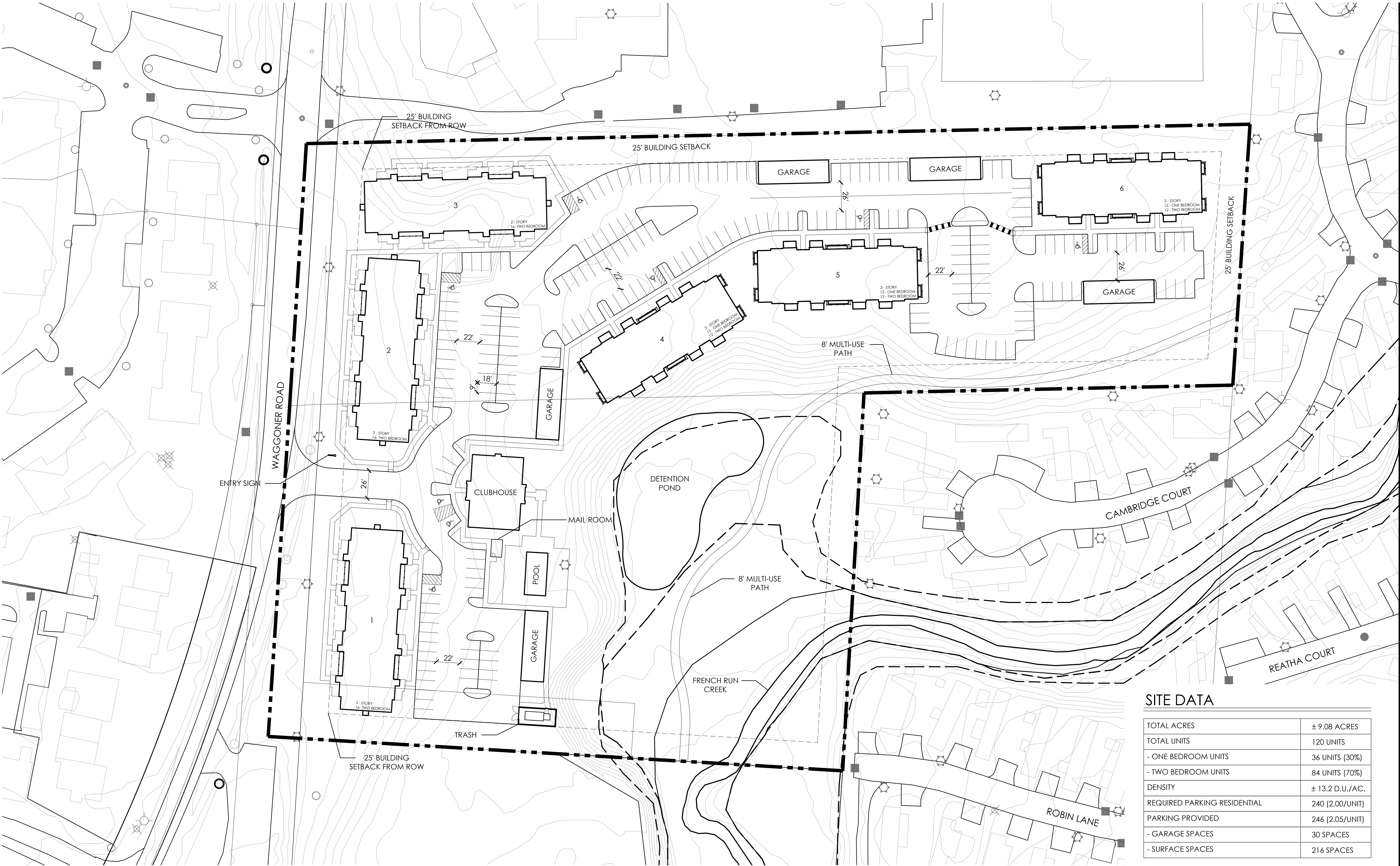
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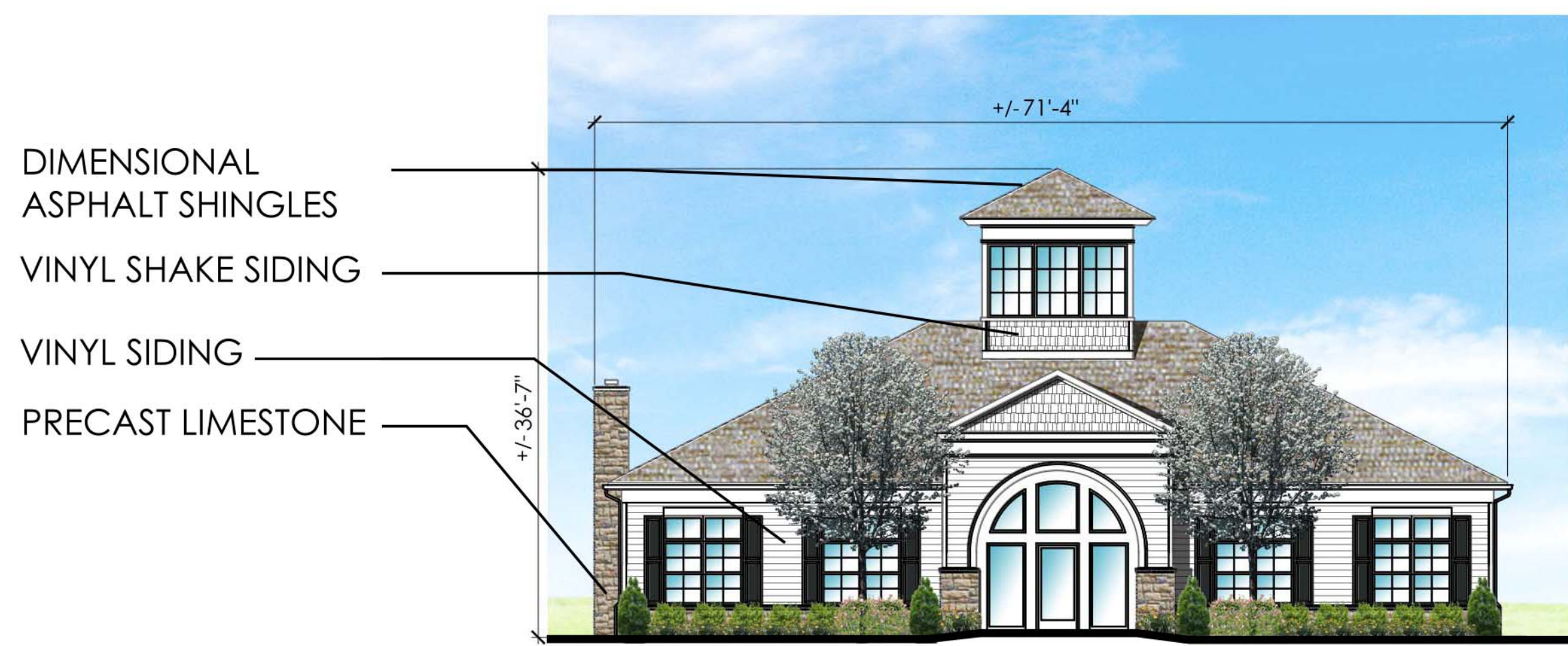
C-2



SITE DATA

TOTAL ACRES	± 9.08 ACRES
TOTAL UNITS	120 UNITS
- ONE BEDROOM UNITS	36 UNITS (30%)
- TWO BEDROOM UNITS	84 UNITS (70%)
DENSITY	± 13.2 D.U./AC.
REQUIRED PARKING RESIDENTIAL	240 (2.00/UNIT)
PARKING PROVIDED	246 (2.05/UNIT)
- GARAGE SPACES	30 SPACES
- SURFACE SPACES	216 SPACES





1 CLUBHOUSE - FRONT ELEVATION
SCALE: 1"=10'



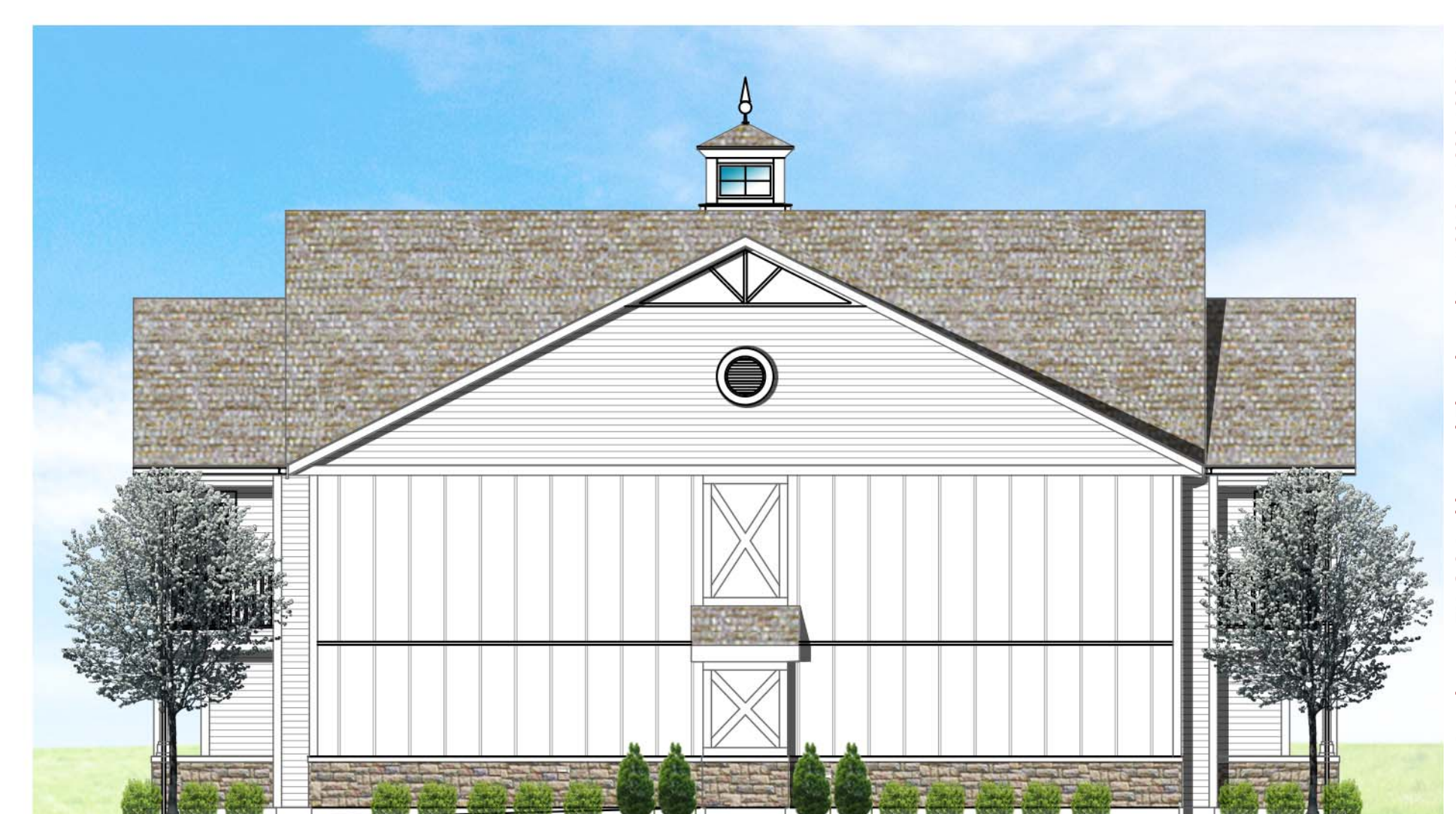
2 CLUBHOUSE - SIDE ELEVATION
SCALE: 1"=10'



3 CLUBHOUSE - REAR ELEVATION
SCALE: 1"=10'



4 TYP. 2 STORY BUILDING ELEVATION
SCALE: 1"=10'



5 TYP. 2 STORY BUILDING SIDE ELEVATION
SCALE: 1"=10'

Attachment: EX. C-3 Architectural Elevations (Appr# 2018-4, 1220-1222 Waggoner Rd. Metro Development LLC)

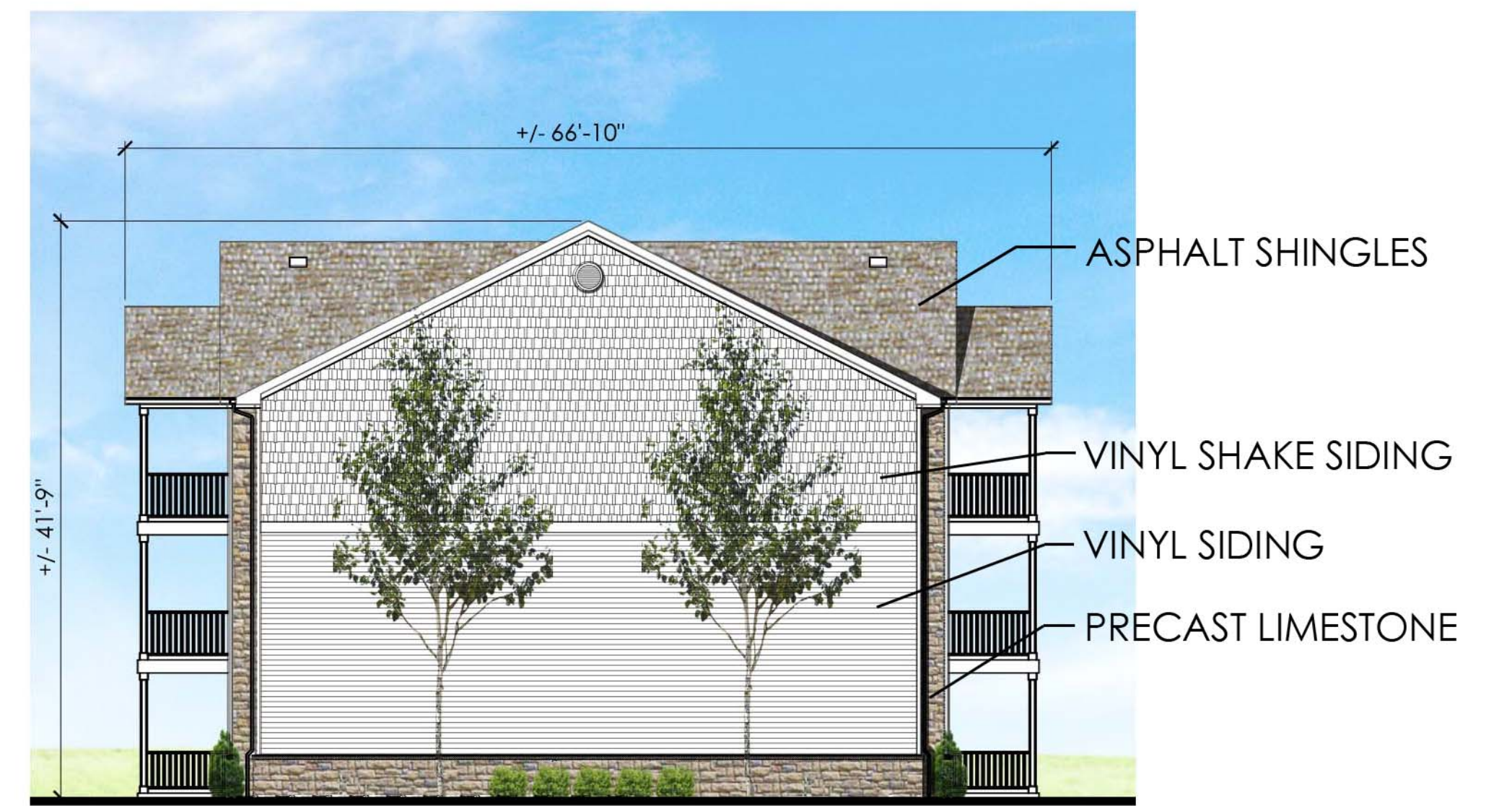
ARCHITECTURAL ELEVATIONS

BENTLEY HOUSE
PREPARED FOR METRO DEVELOPMENT
DATE: 9/24/18

EXHIBIT C-3



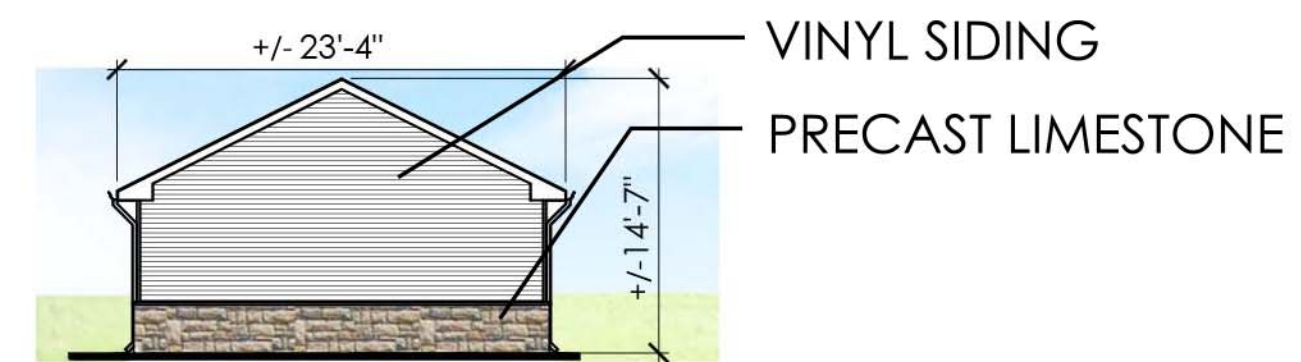
1 TYP. 3 STORY BUILDING ELEVATION
SCALE: 1"=10'



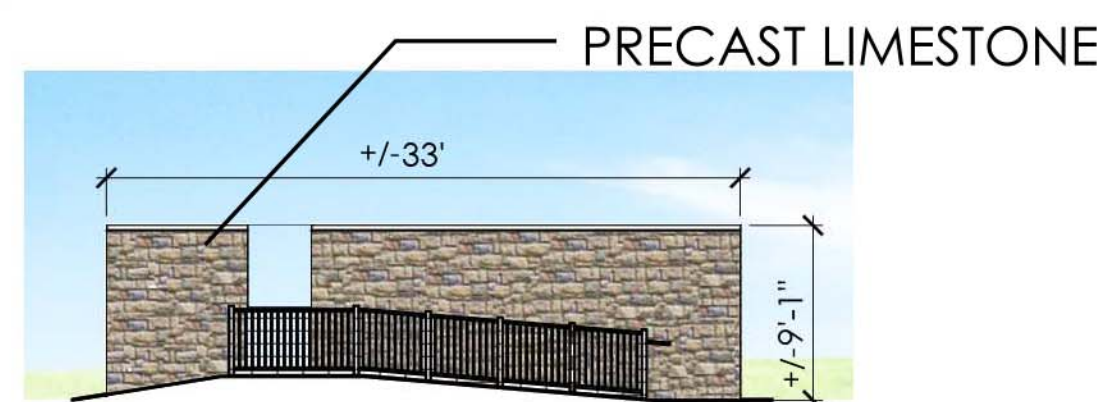
2 TYP. 3 STORY BUILDING SIDE ELEVATION
SCALE: 1"=10'



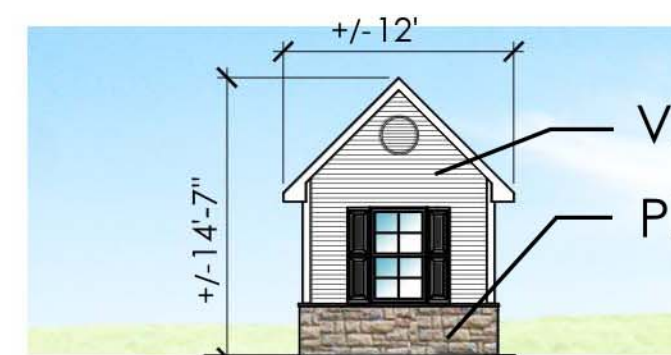
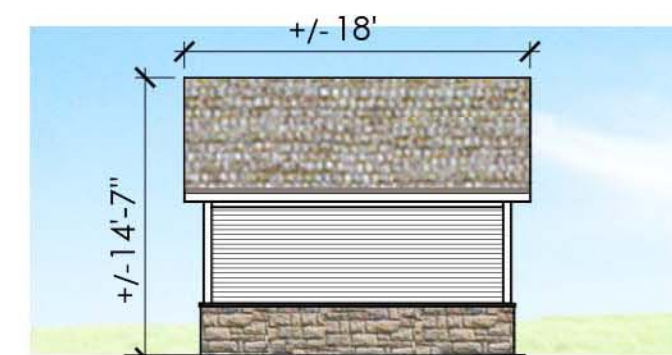
3 TYP. GARAGE FRONT ELEVATION
SCALE: 1"=10'



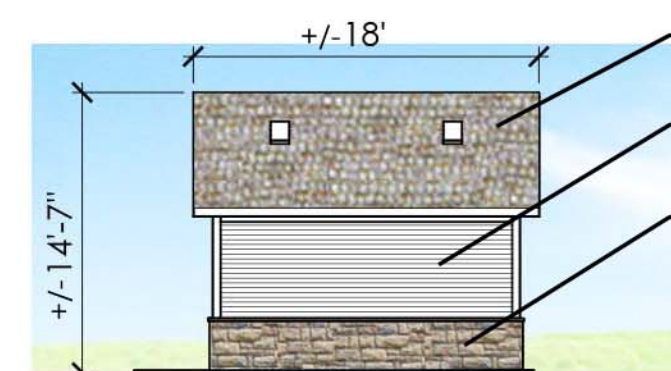
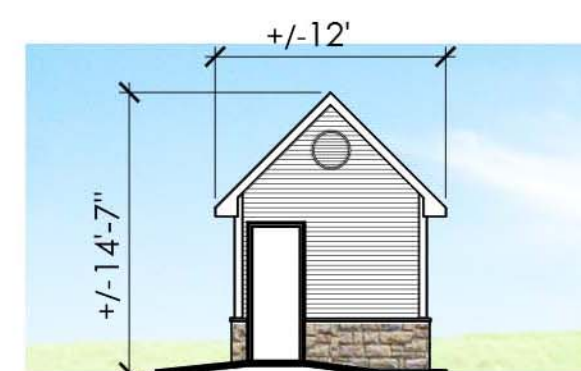
4 TYP. GARAGE SIDE ELEVATION
SCALE: 1"=10'



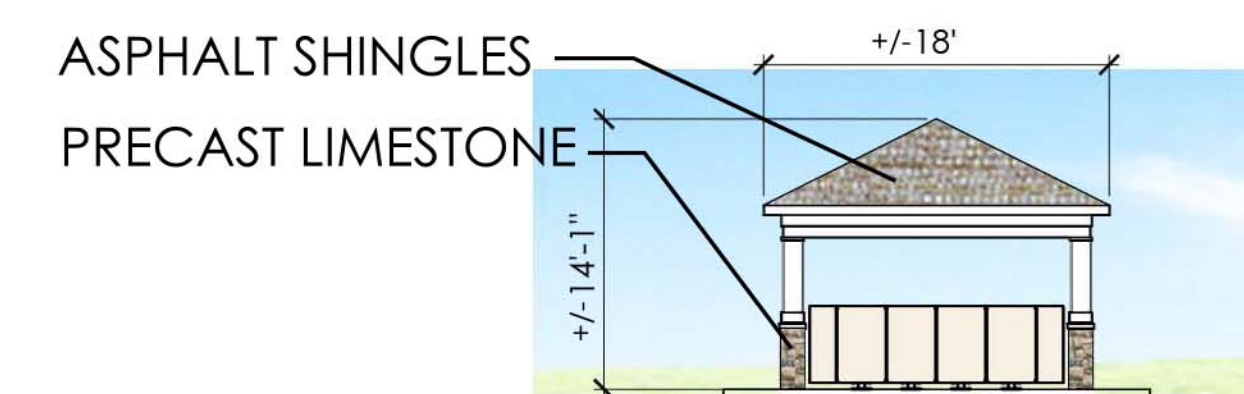
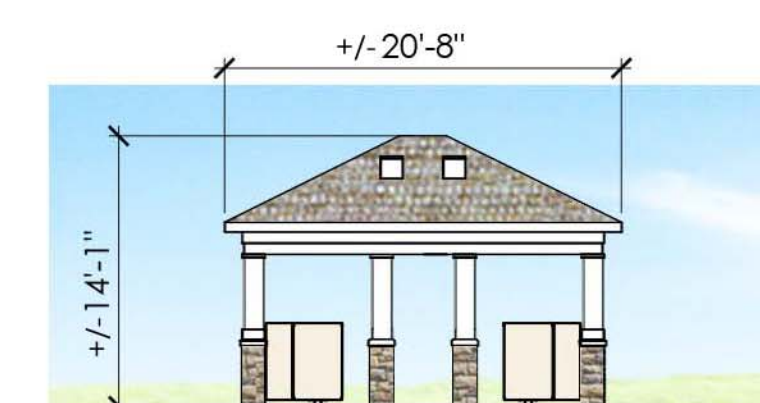
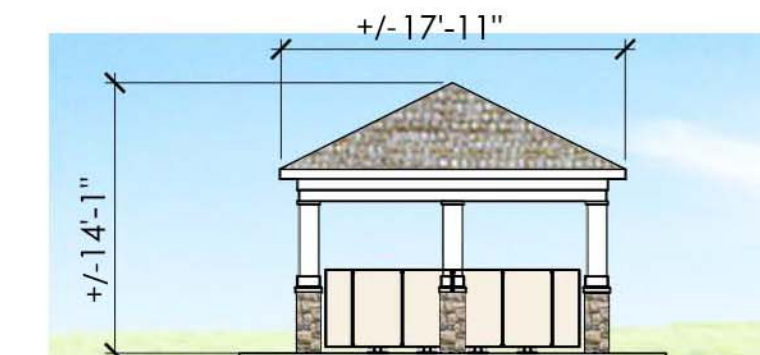
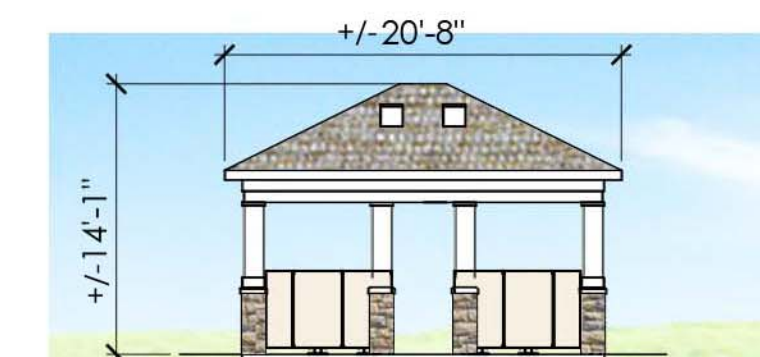
5 TRASH COMPACTOR ELEVATIONS
SCALE: 1"=10'



6 WATER METER BUILDING ELEVATIONS
SCALE: 1"=10'



ASPHALT SHINGLES
VINYL SIDING
PRECAST LIMESTONE



ASPHALT SHINGLES
PRECAST LIMESTONE

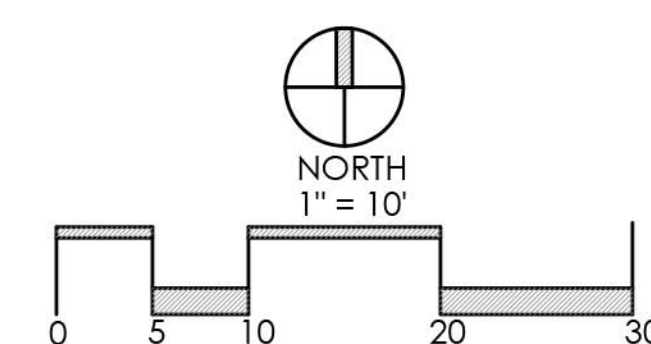
7 MAIL STATION ELEVATIONS
SCALE: 1"=10'

ARCHITECTURAL ELEVATIONS

BENTLEY HOUSE

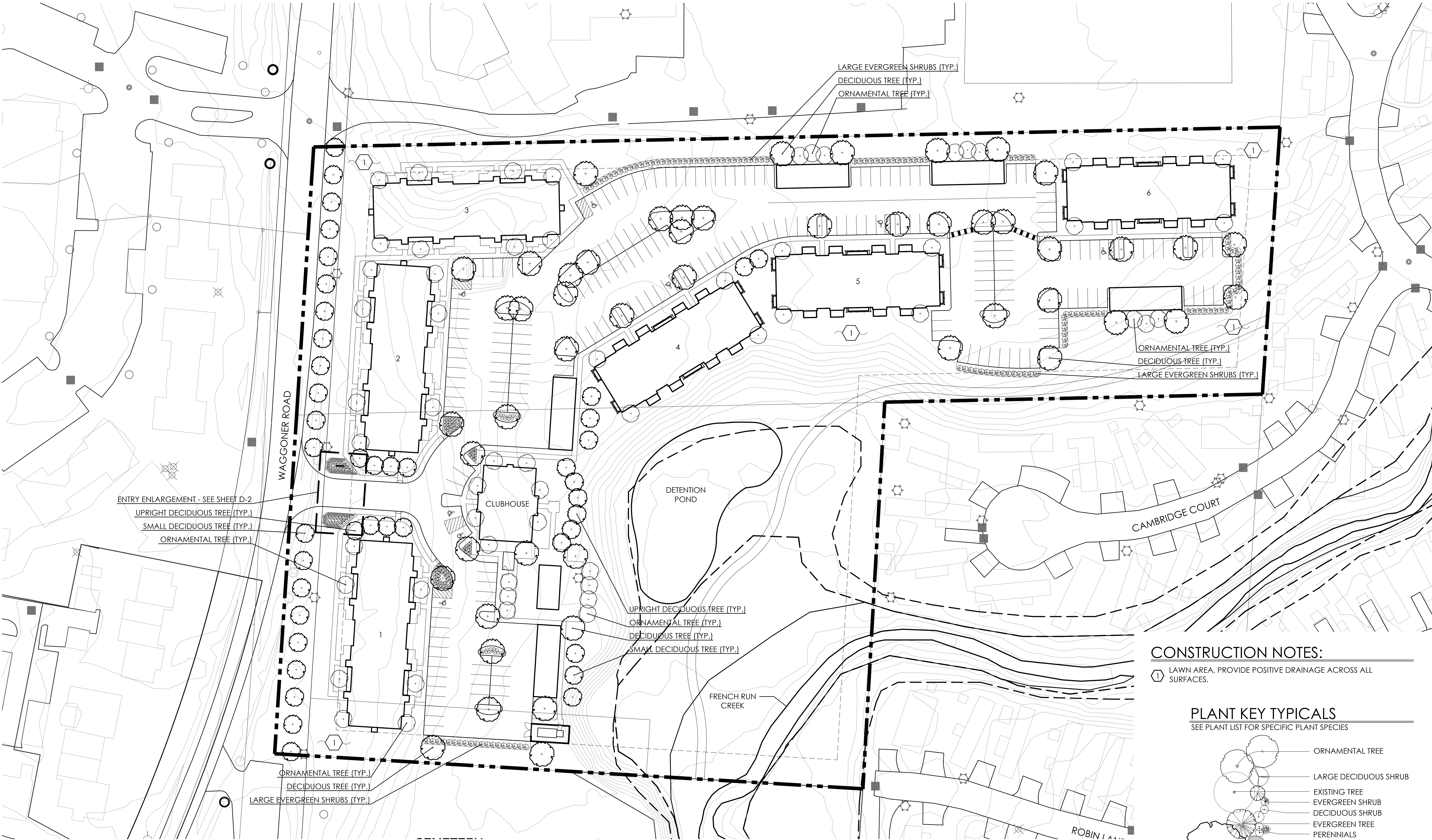
PREPARED FOR METRO DEVELOPMENT

DATE: 9/24/18



Faris Planning & Design
LAND PLANNING
243 N. 5th Street
p (614) 487-1964

LANDSCAPE ARCHITECTURE
Suite 401
Columbus, OH 43215
www.farisplanninganddesign.com



LANDSCAPE CODE:

1180.08 - STREET TREE REQUIREMENTS		
±519 L.F.		
STREET TREES SHALL BE PLANTED ALONG PUBLIC STREETS - 25' O.C. MAX	REQUIRED 21 TREES	PROVIDED 21 TREES

1180.09 - INTERIOR LOT LANDSCAPING		
±54,330 S.F.		
1/2" CALIPER/ 150 S.F. BUILDING GROUND COVERAGE - MIN. 2" CAL. TOTAL TRUNK DIAMETER PER TREE	REQUIRED 178.3" CAL. (90 TREES AT 2" CAL.)	PROVIDED 90 TREES AT 2" CAL.

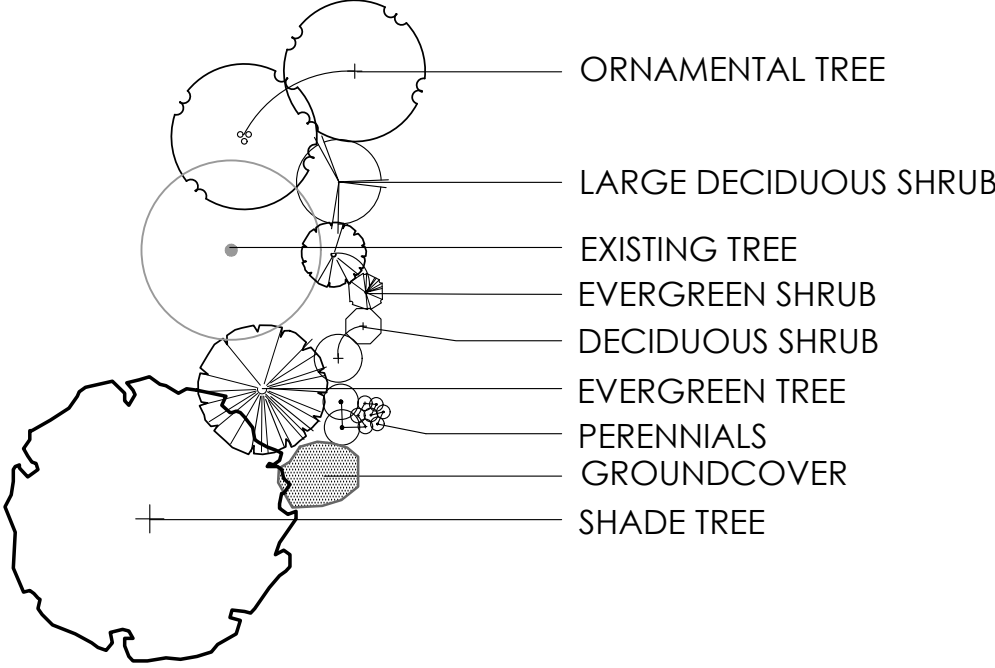
1180.11 - PARKING LOT LANDSCAPING STANDARDS		
(A) - 246 SPACES		
200 S.F. LANDSCAPE/ 10 SPACES	REQUIRED 4,920 S.F.	PROVIDED 4,984 S.F.
1 TREE/ 10 SPACES	25 TREES	25 TREES
4 SHRUBS/ 10 SPACES	100 SHRUBS	100 SHRUBS
(B) - ±640 L.F.		
1 TREE/ 50 L.F. PARKING LOT	REQUIRED 13 TREES	PROVIDED 13 TREES
CONTINUOUS HEDGE, MOUND, OR EV. TREES	3' HEDGE	3' HEDGE

CONSTRUCTION NOTES:

1. LAWN AREA, PROVIDE POSITIVE DRAINAGE ACROSS ALL SURFACES.

PLANT KEY TYPICALS

SEE PLANT LIST FOR SPECIFIC PLANT SPECIES



REVISIONS

OVERALL LANDSCAPE PLAN

BENTLEY HOUSE
PREPARED FOR
METRO DEVELOPMENT
470 OLDE WORTHINGTON RD., SUITE 100
WESTERVILLE, OH 43082

Paris Planning & Design
LAND PLANNING
243 N. 5th Street
P (614) 487-1944
LANDSCAPE ARCHITECTURE
Suite 401
Columbus, OH 43215
www.parisplanninganddesign.com

DATE
9/24/18

PROJECT
18081

SHEET
D-1

REVISIONS	

LANDSCAPE
ENLARGEMENT PLANS

BENTLEY HOUSE
PREPARED FOR
METRO DEVELOPMENT
470 OLDE WORTHINGTON RD., SUITE 100
WESTERVILLE, OH 43082

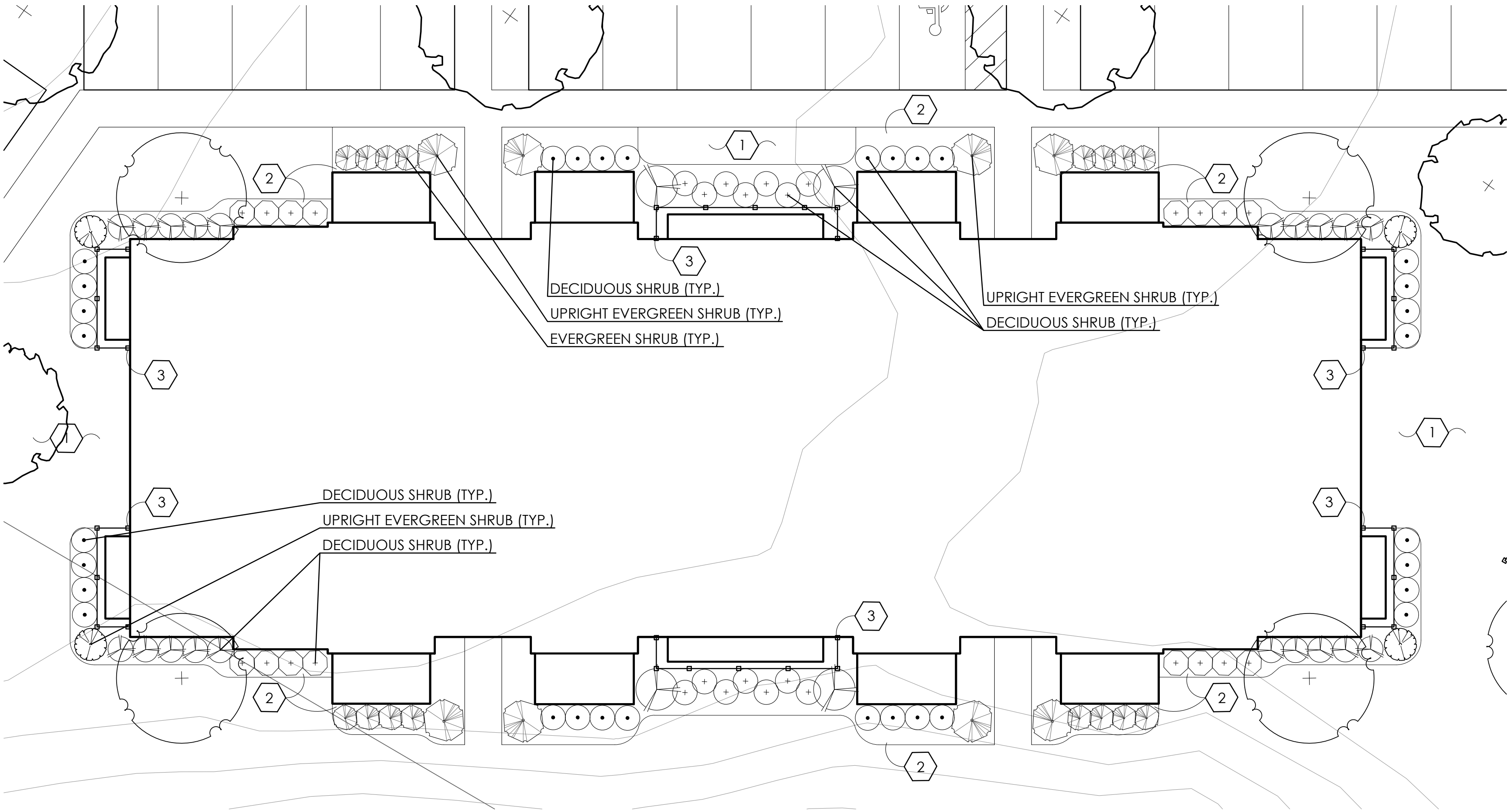
Paris Planning & Design

LAND PLANNING
243 N. 5th Street
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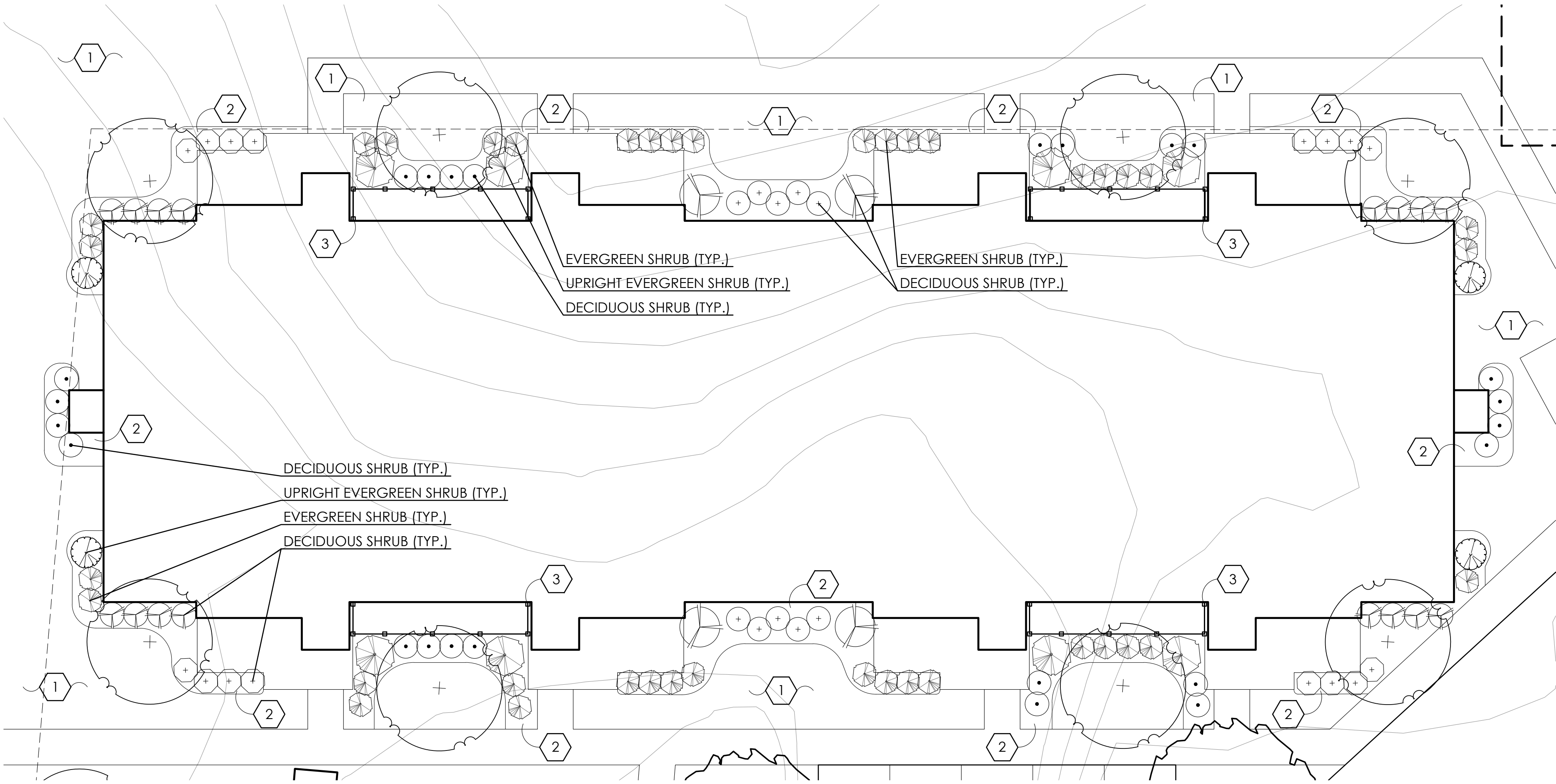
DATE	9/24/18
PROJECT	18081
SHEET	

D-2

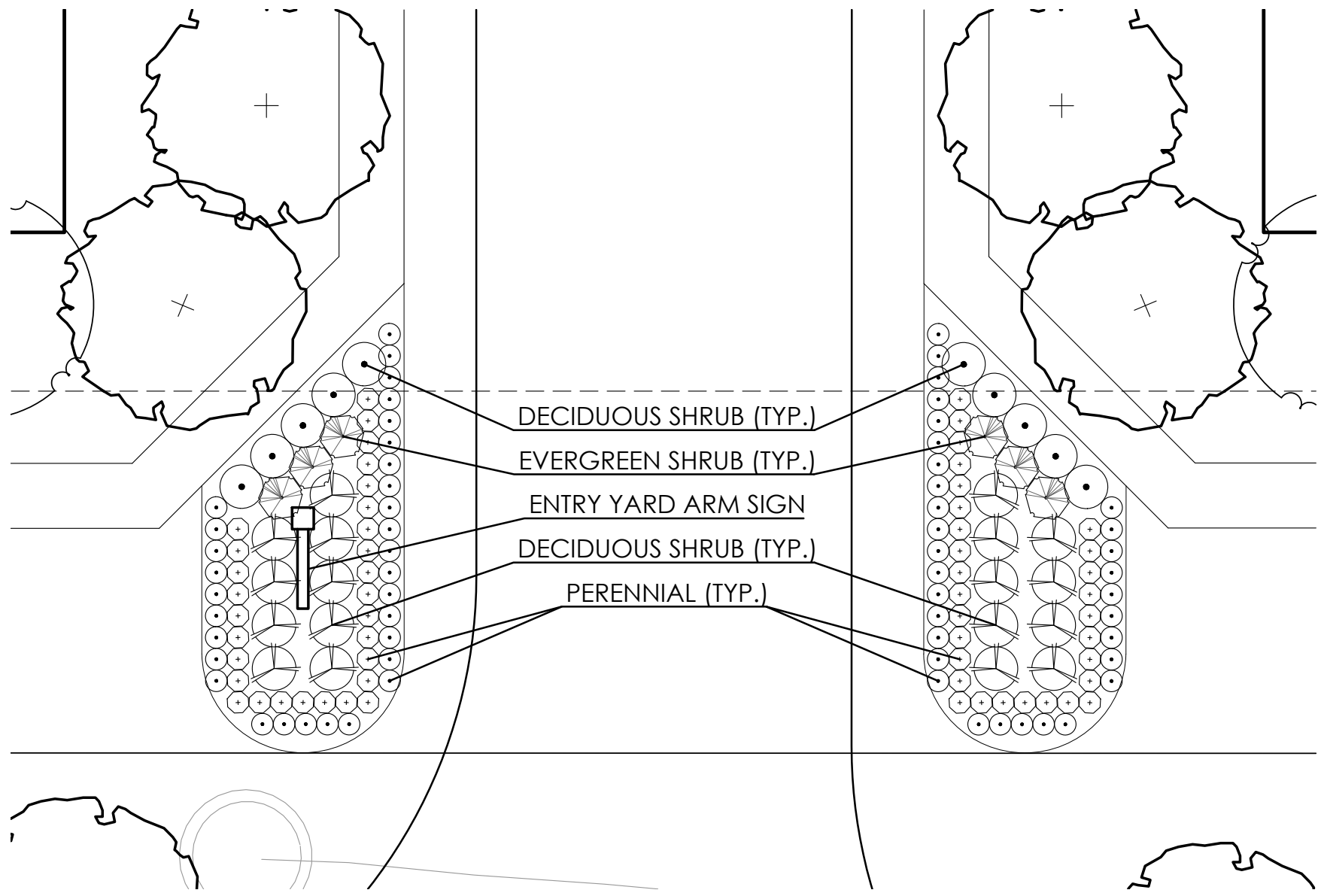
Attachment: EX. D-2 Landscape Enlargements (App# 2018-4, 1220-1222 Waggoner Rd, Metro Development LLC)



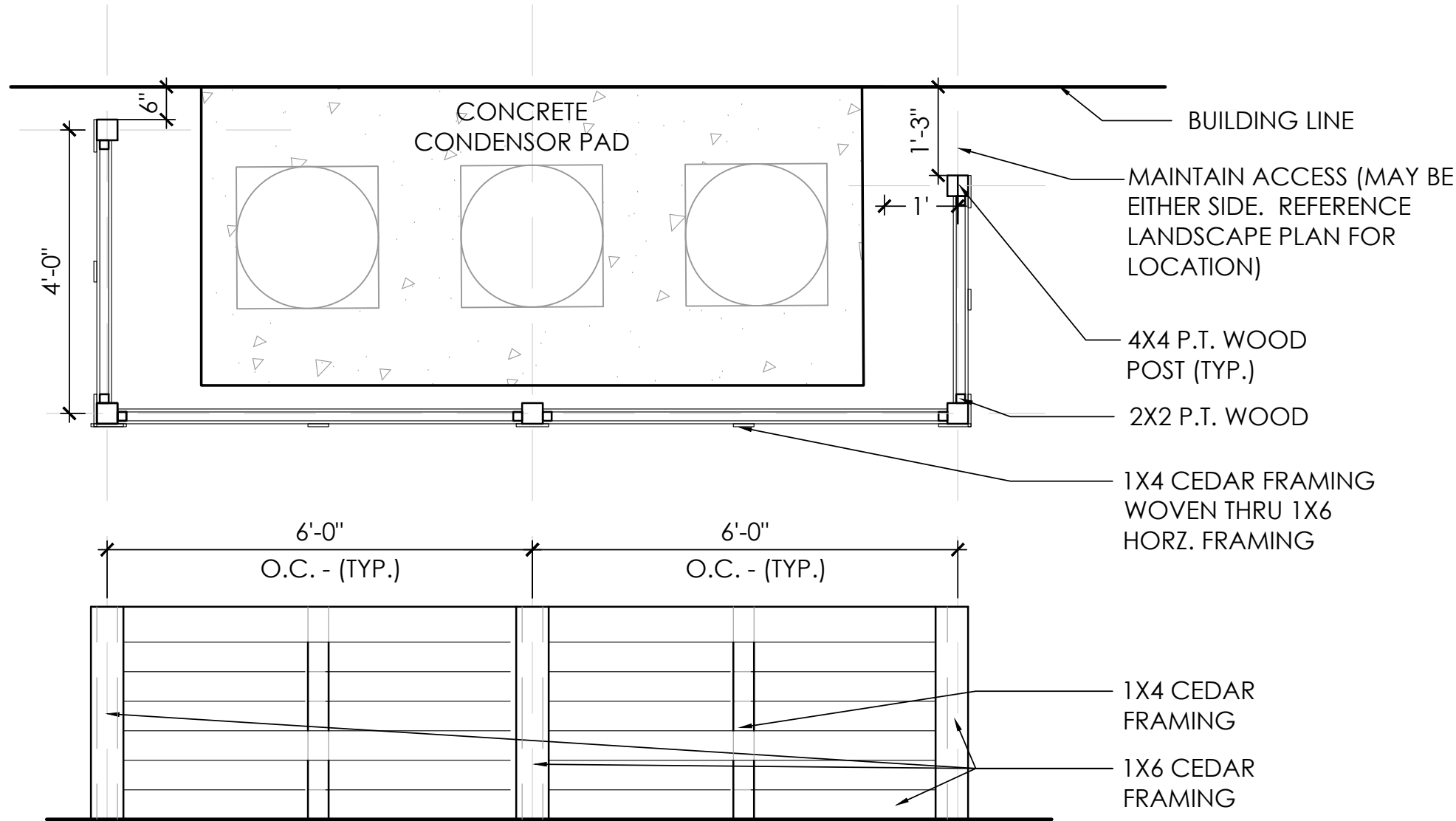
1 TYPICAL 3 STORY BUILDING PLANTING
SCALE: 1"=10'



2 TYPICAL 2 STORY BUILDING PLANTING
SCALE: 1"=10'



3 ENTRY ENLARGEMENT
SCALE: 1"=10'



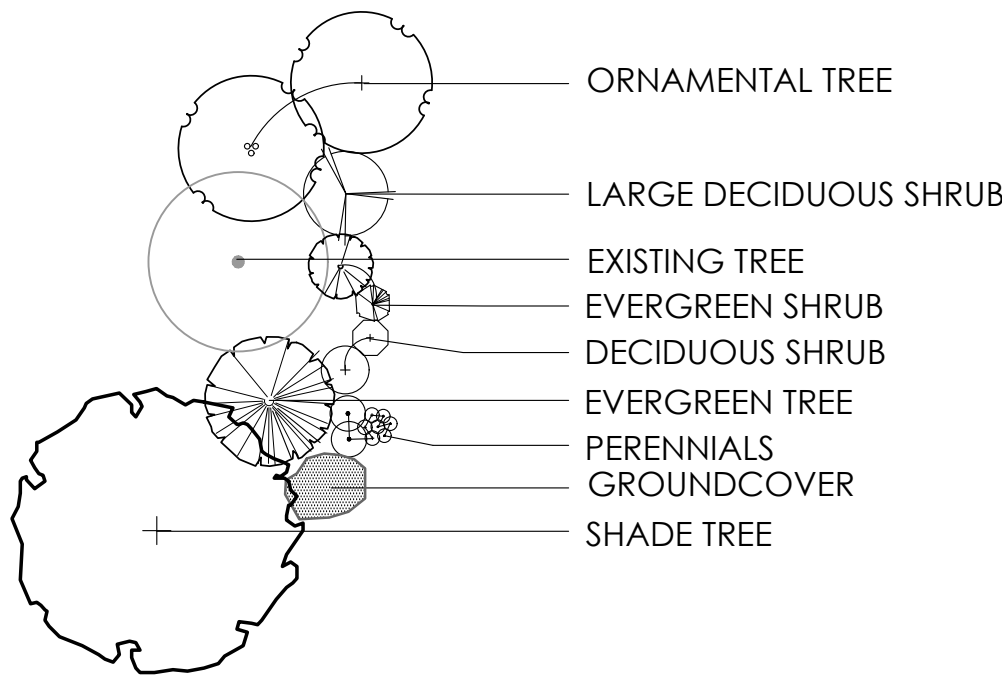
4 A/C CONDENSOR SCREENING FENCE
N.T.S.

CONSTRUCTION NOTES:

- 1 LAWN AREA. PROVIDE POSITIVE DRAINAGE ACROSS ALL SURFACES.
- 2 LANDSCAPE AREA. PROVIDE POSITIVE DRAINAGE ACROSS ALL SURFACES.
- 3 A/C CONDENSER AREA WITH SCREENING FENCE. SEE DETAIL 4 ON THIS SHEET

PLANT KEY TYPICALS

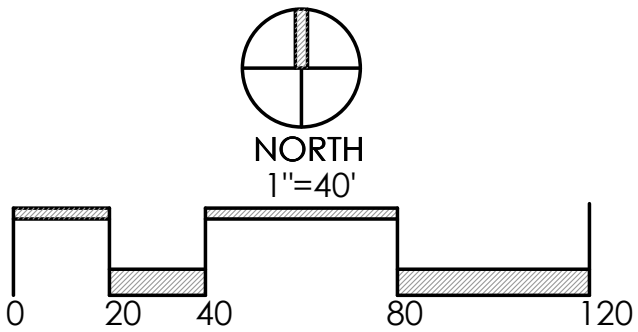
SEE PLANT LIST FOR SPECIFIC PLANT SPECIES





SITE DATA

TOTAL ACRES	± 9.08 ACRES
TOTAL OPEN SPACE	± 3.14 AC. (34%)



REVISIONS	

OPEN SPACE PLAN

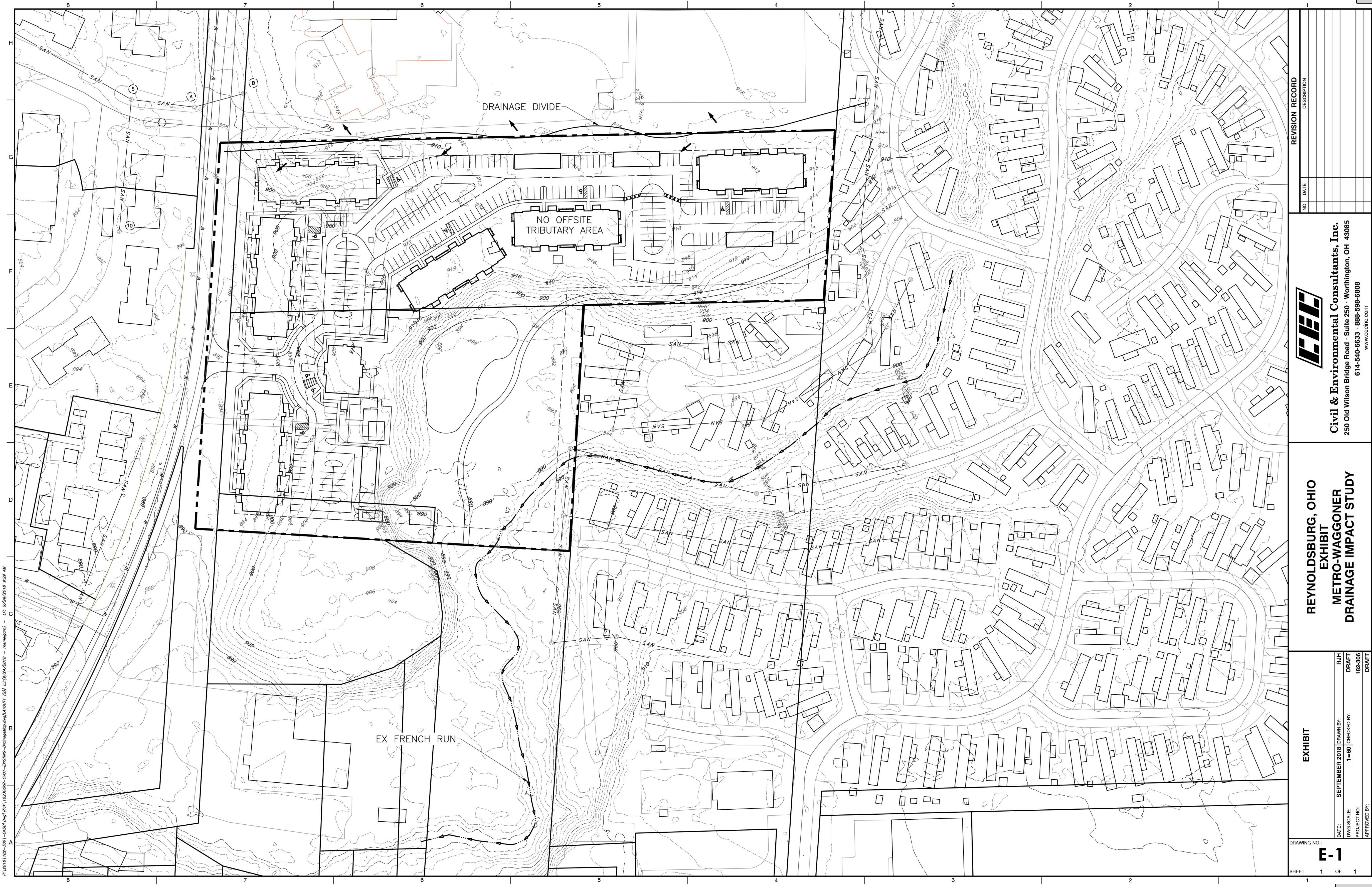
BENTLEY HOUSE
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Paris Planning & Design

LAND PLANNING LANDSCAPE ARCHITECTURE
243 N. 5th Street Suite 401 Columbus, OH 43215
p (614) 487-1944 www.parisplanninganddesign.com

DATE	9/24/18
PROJECT	18081
SHEET	

D-3



A:\2018\182-306-CADD\Drawings\182306-CADD-ESTING-DRAINAGE.dwg (LAYOUT) (2) LS(9/24/2018 - 10:00am) - LP: 9/24/2018 8:29 AM

REVISION RECORD	
NO	DATE



Civil & Environmental Consultants, Inc.
250 Old Wilson Bridge Road · Suite 250 · Worthington, OH 43085
614-540-6633 · 888-598-6808
www.ceeinc.com

**REYNOLDSBURG, OHIO
EXHIBIT
METRO-WAGGONER
DRAINAGE IMPACT STUDY**

DATE:	SEPTEMBER 2018	DRAWN BY:	RJH
DWG SCALE:	1"=60'	CHECKED BY:	DRAFT
PROJECT NO:	182-306	APPROVED BY:	DRAFT

A 12/18/18 182-306 - CAD01 Dwg (Rev) 182306R-CAD1 - EOSTING-CAD1 - EOSTING-CAD1 (3) 15/09/24/2018 - mmmmmmm - LP: 9/24/2018 9:29 AM



JOB # 182-306															Civil & Environmental Consultants, Inc.										BY: RAH		
PROJECT: Waggoner Road (Wilson Ridge)															SANITARY SEWER DESIGN										CHECK: RH		
DATE: 6/29/18																											
DESIGN DATA: Avg San Flow= 0.00015 cfs/person/day															Infiltration= 0.0005 cfs/ac										Manning Coef= 0.013		
(based on)															100 gal/person/day												
Struct	Struct Desc	Station	Tributary Area (Ac)	Total	Units	Per Ac	Per Unit	Incr	Total	Avg San	Peak Factor	Peak	Infil	Total (CFS)	Total (MGD)	Sewer Data Dia. IN	Slope %	Length FT	Vel Full fps	Q Full cfs	Q %F	Inverts In	Out	T/C			
B	MH	919.00	8.90	8.90	120	0.00	2.90	346.0	346.0	0.054	5.983	0.322	0.004	0.327	0.211							888.05		903.30			
B	MH	919.00	5.00	13.90	80	50.00	5.00	400.0	748.0	0.116	5.253	0.608	0.007	0.615	0.398	8	0.60%	72.00	2.69	0.9	65.54%						
A	MH	847.00	0.00	13.90	0	0.00	2.90	0.0	748.0	0.116	5.253	0.608	0.007	0.615	0.398	8	0.60%	102.00	2.69	0.9	65.54%	887.52	887.62	899.00			
5	MH	745.00	2.30	16.20	37	0.00	2.90	107.3	855.3	0.132	5.135	0.680	0.008	0.688	0.445	8	0.60%	204.00	2.69	0.9	73.28%	886.81	886.91	896.00			
4	MH	541.00	2.30	18.50	45	0.00	2.90	130.5	985.8	0.153	5.012	0.765	0.009	0.774	0.500	8	1.12%	303.00	3.67	1.3	60.36%	885.48	885.58	893.50			
3	MH	238.00	0.40	18.90	6	0.00	2.90	17.4	1003.2	0.155	4.987	0.776	0.009	0.785	0.508	8	2.62%	97.00	5.62	2.0	40.04%	877.00	882.09	890.60			
2	MH	141.00	1.00	19.90	12	0.00	2.90	34.8	1038.0	0.161	4.968	0.798	0.010	0.808	0.522	8	0.80%	141.00	2.69	0.9	86.11%	874.36	874.46	888.50			
1	MH	0.00	0.00	19.90	0	0.00	2.90	0.0	1038.0	0.161	4.968	0.798	0.010	0.808	0.522	21	x	0.00	#VALUE!	#VALUE!	#VALUE!	873.51		880.70			

REVISION RECORD

NO	DATE	DESCRIPTION

REYNOLDSBURG, OHIO
EXHIBIT
METRO-WAGGONER
SANITARY SEWER IMPACT STUDY

Civil & Environmental Consultants, Inc.
250 Old Wilson Bridge Road · Suite 250 · Worthington, OH 43085
614-540-6633 · 888-598-6808
www.cecinc.com

DATE: SEPTEMBER 2018
DWG SCALE: 1"=60'
PROJECT NO: 182-306
APPROVED BY:

RAH
DRAFT
182-306
DRAFT

DRAWING NO.: E-2

SHEET 1 OF 1

Packet Pg. 238

3. Facilities Demand Worksheet

(To be completed for Major Site Plan, Zoning District Change, and Plot, Grade, & Utility Plan Applications.)

1. Water:

- a. What will the total demand for water be in gallons per day (gpd) for this proposed site improvement? 36,000 gpd
- b. How much pressure is required? min. 35 psi

Coordinate with the City Engineer to determine if a Water Usage/Flow Study is required (614.322.6810).

2. Sanitary Sewer:

- a. What will the total anticipated flow in gallons per day for this proposed site improvement?

48,000 gpd

Coordinate with the City Engineer to determine if a Utility Study is required (614.322.6810).

3. Traffic:

a. Definitions:

- i. Traffic Access Study: This type of study is to be used for small scale projects generating 50- 200 trip ends during the peak hour of the adjacent street or during the peak hour of the generator, whichever is higher. These studies are applicable to projects that do not have a significant impact on the overall transportation system, but will have impacts on site access points. Analysis is typically limited to review of access point location, type, and size. Analysis of turn lane requirements on the public road at the proposed access point may also be reviewed.
- ii. Traffic Impact Study: An impact study is to be completed for uses that generate more than 200 trip ends during the peak hour of the adjacent street or during the peak hour of the generator, whichever is higher. This type of evaluation usually includes all access points and nearby intersections. The scope of the Traffic Impact Study is to be determined by affected agencies and the Applicant.
- iii. Regional Traffic Analysis: This type of analysis is suited for large scale or groups of smaller projects that impact a large geographical area significant enough in the judgment of City to require an evaluation of impacts on a Comprehensive or Thoroughfare Plan Scale. Road segments, intersections, and perhaps alternative road networks shall be analyzed and long term needs identified. The scope is to be determined by affected agencies and the Applicant.

- b. What are the anticipated Average Daily Traffic (ADT), Generator Peak Traffic, Adjacent Street Peak Traffic volumes, generated by the site improvement and what are the Peak Hours of operation (using ITE Trip Generation Manual).

866 ADT

Generator Peak	Adjacent Street Peak	Peak Hour
<u>67</u> AM	<u>57</u> AM	<u>67</u> AM
<u>81</u> PM	<u>69</u> PM	<u>81</u> PM

- c. USE FOR ZONING DISTRICT CHANGES: Is a zoning district being requested for uses that can generate 200 or more peak hour trip ends that the current zoning does not anticipate?

 Yes, Traffic Impact Study or Regional Traffic analysis is required.

 X No, Traffic Access Study Required.

- d. USE FOR MAJOR SITE PLANS: Check the following as applicable to the site development:

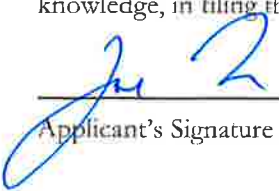
 There are 200 or more Peak Hour trips anticipated.
(Traffic Impact Study or Regional Traffic Study is required.)

 X There are between 50-200 Peak Hour trips anticipated.
(Traffic Access Study is required.)

 There are less than 50 Peak Hour trips anticipated. (No additional requirements.)

- e. The information presented in this section is to assist the applicant with the requirements for traffic analysis within the City of Reynoldsburg. The City reserves the right to change these requirements if special conditions exist. If a Traffic Impact Statement or Regional Traffic Analysis is required, the applicant and the City Engineer must schedule a scope verification meeting with the City and any other local, state, or federal agencies affected by the proposed site improvements.

I certify that the information provided with this application is correct and accurate to the best of my knowledge, in filing this application with the City of Reynoldsburg.


Applicant's Signature

9/21/18
Date

Traffic Study Subarea	Land Use	Time of Day	Data Set from: <i>Trip Generation Manual, 10th Edition</i> (Unless noted Otherwise)	Override with Average	Regression Equation from: <i>Trip Generation Manual 10th Edition</i>	Total Trips	Entering		Exiting	
							%	Total Trips	%	Total Trips
1	Multifamily Housing (Low-Rise) (ITE Code #220) Ind. Variable (X) – 120 Dwelling Units	Daily	Weekday	☐	$T = 7.56(X) - 40.86$	866	50%	433	50%	433
		AM Peak	Peak Hour of Adj. Street Traffic, One Hour between 7 & 9 AM	☐	$\ln(T) = 0.95 \ln(X) - 0.51$	57	23%	13	77%	44
		PM Peak	Peak Hour of Adj. Street Traffic, One Hour between 4 & 6 PM	☐	$\ln(T) = 0.89 \ln(X) - 0.02$	69	63%	43	37%	26
		AM Peak	AM Peak Hour of Generator	☒	$\ln(T) = 0.94 \ln(X) - 0.29$	67	28%	19	72%	48
		PM Peak	PM Peak Hour of Generator	☐	$T = 0.66(X) + 1.41$	81	59%	48	41%	33

TABLE 1 - SITE TRIP GENERATION SUMMARY

Waggoner Road Site Traffic Study - 10/2018

Any traffic analysis that will be required by the City of Reynoldsburg will be forthcoming.

7232 E. Main Street
Reynoldsburg, OH 43068
614-322-6829
ewheeler@ci.reynoldsburg.oh.us

November 19, 2018

A PUBLIC HEARING TO BE HELD BEFORE THE REYNOLDSBURG PLANNING COMMISSION ON THURSDAY, DECEMBER 6, 2018 AT 6:00 P.M., IN CITY COUNCIL CHAMBERS, MUNICIPAL BUILDING, 7232 E. MAIN ST., REYNOLDSBURG, OHIO; 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 – 1220-1222 Waggoner Rd., Reynoldsburg, OH, from AR2c, R-1, and Unzoned District to PND District; Applicant: Metro Development LLC.

EMILY WHEELER
PLANNING & ZONING ADMINISTRATOR
DEPARTMENT OF DEVELOPMENT
CITY OF REYNOLDSBURG

This notice is given pursuant to the provisions of the City of Reynoldsburg Charter.

Service Department**Bill Sampson****7232 E. Main Street****Reynoldsburg OH 43068****614-322-6884 Phone****RESOLUTION REQUEST****DATE: January 14, 2019****TO: Public Service and Transportation Committee**

RE: RESOLUTION AUTHORIZING THE CITY OF REYNOLDSBURG TO PARTICIPATE
IN THE STATE OF OHIO COOPERATIVE PURCHASING PROGRAM; AND
DECLARING AN EMERGENCY.

Approval:

Completed Brad McCloud	Completed Jed Hood	Completed Stephen Cicak
---------------------------	-----------------------	----------------------------

Emergency/Suspension: Emergency

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

The State of Ohio requires that the resolution be passed and sent to them prior to use of contract.
This contract will allow departments to utilize the state bid on various items.

The State of Ohio requires that the resolution is passed and sent to them before use of the
contract. This contract will allow departments to utilize the state bid on various items.

AUTHORIZING the **City of Reynoldsburg** TO PARTICIPATE**IN THE State of Ohio COOPERATIVE PURCHASING PROGRAM**

WHEREAS, Ohio's Cooperative Purchasing Act. (AM. Sub. H.B. No. 100), as signed into law
on December 4, 1985; and

WHEREAS, effective March 6, 1986, Ohio's Cooperative Purchasing Act provides the
opportunity for counties, townships, municipal corporations, regional transit authorities, regional
airport authorities or port authorities and school districts, conservancy districts, township park
districts and park districts and other authorities, to participate in contracts distributed by the state

Service Department

Bill Sampson

7232 E. Main Street

Reynoldsburg OH 43068

614-322-6884 Phone

of Ohio, Department of Administrative Services, Office of Cooperative Purchasing for the purchase of supplies, services, equipment and certain materials; now therefore,

BE IT ORDAINED BY THE **City of Reynoldsburg**

Section 1. That the **City Auditor, Stephen M. Cicak** hereby requests authority in the name of the **City of Reynoldsburg** to participate in state contracts which the Department of Administrative Services, Office of State Purchasing has entered into and the Office of Cooperative Purchasing has distributed for the purchase of supplies, services, equipment and certain other materials pursuant to Revised Code Section 125.04.

Section 2. That the **Mayor of the City of Reynoldsburg** is hereby authorized to agree in the name of the **City of Reynoldsburg** to be bound by all contract terms and conditions as the Department of Administrative Services, Office of Cooperative Purchasing prescribes. Such terms and conditions may include a reasonable annual membership fee to cover the administrative costs which the Department of Administrative Services incurs as a result of **City of Reynoldsburg** participation in the contract. Further, that the **Mayor of the City of Reynoldsburg** does hereby agree to be bound by all such terms and conditions and to not cause or assist in any way the misuse of such contracts or make contract disclosures to non-members of the Coop for the purpose of avoiding the requirements established by ORC 125.04.

Section 3. That the **Mayor of the City of Reynoldsburg** is hereby authorized to agree in the name of the **City of Reynoldsburg** to directly pay the vendor, under each such state contract in which it participates for items it receives pursuant to the contract, and the **Mayor of the City of Reynoldsburg** does hereby agree to directly pay the vendor.

RESOLUTION/ORDINANCE MUST BE APPROVED, DATED AND FILED WITH THE OFFICE OF COOPERATIVE PURCHASING PRIOR TO USE OF A CONTRACT. ADDITIONALLY, **THE PAYMENT OF THE APPROPRIATE ANNUAL FEE MUST BE MADE PRIOR TO CONTRACT USE.**

Signed _____ Dated _____



Office of
Procurement Services
Cooperative Purchasing Program

PROGRAM ENROLLMENT FORM

Dear Potential Ohio DAS Cooperative Purchasing Member and/or Renewal Participant;

Thank you for your interest in the Ohio Department of Administrative Services (DAS) Cooperative Purchasing Program. Please check one (1) of the following Political Divisions to determine your eligibility in the program. For political subdivision reference, please review Ohio Revised Code (ORC) 125.04.

- | | |
|--|---|
| ☐ Airport Authority | ☐ Private Fire Company |
| ☐ Chartered Non-Public School | ☐ Public Fire District |
| ☒ City | ☐ Public Library District |
| ☐ Community School | ☐ School District |
| ☐ Conservancy District | ☐ State Institution of Higher Education |
| ☐ County | ☐ Township |
| ☐ County or City Hospital per <u>ORC 339.01</u> | ☐ Transit Authority |
| ☐ Education Service Center | ☐ Village |
| ☐ Metropolitan Housing Authority | ☐ Regional Water and Sewer District |
| ☐ Park District | ☐ Other political subdivision as described |
| ☐ Port Authority | in the Revised Code: |
| ☐ Private EMS District | (name) _____ |

This program is intended for political subdivisions named in the ORC. Please contact us if you have political subdivision questions prior to completing the entire enrollment, resolution and payment process. Should the Ohio DAS Cooperative Purchasing Program determine your status as ineligible, we will contact you.

Very Sincerely,

Tonya Prickett, CPPO
Procurement Manager

Service, Support, Solutions for Ohio Government



Office of
Procurement Services
Cooperative Purchasing Program

PROGRAM ENROLLMENT FORM

All prospective members of the Ohio DAS Cooperative Purchasing Program are requested to complete this Enrollment Form with accurate information, so that we can quickly communicate important information and program developments to you. Return this completed form with your Resolution, payment for the appropriate membership fee, and check the appropriate political subdivision box on the program enrollment form on page 1. (Please type or print clearly.)

Name of Political Subdivision: City of Reynoldsburg

Contact Person: Stephen Cicak Title: Auditor

Street Address: 7232 Main St P.O. Box _____

City/Village/Township: Reynoldsburg County: Franklin Zip Code: 43068

Phone: 614-322-6801 Fax: 614-6857 Email: scicak@ci.reynoldsburg.oh.us

Please return to:
DAS Office of Finance
c/o Cooperative Purchasing Program
Ohio Department of Administrative Services
L-3686
Columbus, OH 43260-3686

Please make checks payable to:
Treasurer, State of Ohio

Service, Support, Solutions for Ohio Government



Office of
Procurement Services
Cooperative Purchasing Program

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- | | |
|--|---|
| ☐ Airport Authority | ☐ Private Fire Company |
| ☐ Chartered Non-Public School | ☐ Public Fire District |
| ☒ City | ☐ Public Library District |
| ☐ Community School | ☐ School District |
| ☐ Conservancy District | ☐ State Institution of Higher Education |
| ☐ County | ☐ Township |
| ☐ County or City Hospital per <u>ORC 339.01</u> | ☐ Transit Authority |
| ☐ Education Service Center | ☐ Village |
| ☐ Metropolitan Housing Authority | ☐ Regional Water and Sewer District |
| ☐ Park District | ☐ Other political subdivision as described |
| ☐ Port Authority | in the Revised Code: |
| ☐ Private EMS District | (name) _____ |

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Very Sincerely,

Tonya Prickett, CPPO
Procurement Manager

Service, Support, Solutions for Ohio Government



Office of
Procurement Services
Cooperative Purchasing Program

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Name of Political Subdivision: City of Reynoldsburg

Contact Person: Stephen Cicak Title: Auditor

Street Address: 7232 Main St P.O. Box _____

City/Village/Township: Reynoldsburg County: Franklin Zip Code: 43068

Phone: 614-322-6801 Fax: 614-6857 Email: scicak@ci.reynoldsburg.oh.us

Please return to:
DAS Office of Finance
c/o Cooperative Purchasing Program
Ohio Department of Administrative Services
L-3686
Columbus, OH 43260-3686

Please make checks payable to:
Treasurer, State of Ohio

Service, Support, Solutions for Ohio Government

Human Resources Dept.**Sandra Boller****7232 E. Main Street****Reynoldsburg OHIO 43068****614-322-6868 Phone****ORDINANCE REQUEST****DATE: January 14, 2019****TO: Finance and Administration Committee**

RE: Ordinance Repealing and Replacing Ordinance No. 127-18 Passed December 17, 2018 Which Read, "ORDINANCE AUTHORIZING MAYOR TO ENTER INTO CONTRACT FOR CITY INSURANCE FOR 2019 AND DECLARING AN EMERGENCY"; AND DECLARING AN EMERGENCY.

Approval:

Completed Brad McCloud	Completed Jed Hood	Stephen Cicak
---------------------------	-----------------------	---------------

Emergency/Suspension: Emergency

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

Statement of necessity:

ORDINANCE REPEALING AND REPLACING ORDINANCE NO. 127-18 PASSED December 17, 2018 WHICH READ, "That the Mayor be and is hereby authorized and directed to enter into contract for city property, liability, automobile and cyber insurance coverage for a one year period beginning January 1, 2019 and ending December 31, 2019 with Willis of Ohio, Inc. and its related companies in the amount not to exceed one hundred ninety thousand dollars (\$190,000.00)."

Section 1 or Ordinance 127-18 which read:

ORDINANCE REPEALING AND REPLACING ORDINANCE NO. 127-18 PASSED

Human Resources Dept.**Sandra Boller****7232 E. Main Street****Reynoldsburg OHIO 43068****614-322-6868 Phone**

December 17, 2018 WHICH READ, “That the Mayor be and is hereby authorized and directed to enter into contract for city property, liability, automobile and cyber insurance coverage for a one year period beginning January 1, 2019 and ending December 31, 2019 with Willis of Ohio, Inc. and its related companies in the amount not to exceed one hundred ninety thousand dollars (\$190,000.00).”

Should read:

SECTION 3. That the Mayor be and is hereby authorized and directed to enter into contract for city property, liability, automobile and cyber insurance coverage for a one year period beginning January 1, 2019 and ending December 31, 2019 with Willis of Ohio, Inc. and its related companies in the amount not to exceed two hundred ten thousand dollars (\$210,000.00).

Request Council Repeal and Replace Ordinance 127-18 to reflect the correct information.

Corrected version attached.

ORDINANCE NO. 127-18PASSED: December 17, 2018

ORDINANCE AUTHORIZING MAYOR TO ENTER INTO CONTRACT FOR CITY INSURANCE FOR 2019 AND DECLARING AN EMERGENCY.

BE IT ORDAINED BY THE COUNCIL OF THE CITY OF REYNOLDSBURG, OHIO:

SECTION 1. That the Mayor be and is hereby authorized and directed to enter into contract for city property, liability, automobile and cyber insurance coverage for a one year period beginning January 1, 2019 and ending December 31, 2019 with Willis of Ohio, Inc. and its related companies in the amount not to exceed ~~one hundred ninety thousand dollars (\$190,000.00)~~ two hundred ten thousand dollars (\$210,000).

SECTION 2. That pursuant to Reynoldsburg City Code Section 175, competitive bidding for said insurance is hereby suspended.

SECTION 3. That this ordinance is deemed to be an emergency measure necessary for the financial needs of the city and further that the current policy expires on December 31, 2018; wherefore upon adoption by Council this ordinance shall be in effect immediately upon signature by the Mayor.

Doug Joseph
Doug Joseph, President of Council

ATTEST: April L. Beggerow
April L. Beggerow, Clerk of Council

APPROVED: Bradley L. McCloud
Bradley L. McCloud, Mayor

DATE 12/18/18

CERTIFICATE

I, April L. Beggerow, Clerk of Council, City of Reynoldsburg, Ohio do hereby certify the foregoing to be a true and correct copy of Ordinance No. 127-18 as passed by Council of said City on the 17th day of December, 2018 and as recorded in the Record of Proceedings of said Council.

April L. Beggerow
April Beggerow, Clerk of Council

Filed with Mayor:

Attachment: 127-18 2019 City Insurance repeal and replace (Repeal and Replace Ordinance 127-18)

Human Resources Dept.**Sandra Boller****7232 E. Main Street****Reynoldsburg OHIO 43068****614-322-6868 Phone****ORDINANCE REQUEST****DATE: January 14, 2019****TO: Finance and Administration Committee**

RE: ORDINANCE TO AMEND THE CODE OF ORDINANCES OF THE
CITY OF REYNOLDSBURG, OHIO: Amending Section 160.02 (g)
(4)(a) Stormwater Utility Division pf 160.02 AUTHORIZED
POSITIONS, PERSONNEL, CLASSIFICATION AND PAY GRADE

Approval:

Completed Brad McCloud	Completed Jed Hood	Completed Stephen Cicak
---------------------------	-----------------------	----------------------------

Request Authorization to Change Chapter 160.02 (G) (4)(A) Stormwater Utility Division (see attached)

Authorization to Change Chapter 160.02 (G) (4)(A) Stormwater Utility Division (see attached)

160.02 AUTHORIZED POSITIONS, PERSONNEL, CLASSIFICATION AND PAY GRADE

<u>Position</u>	<u>Personnel</u>	<u>Classification</u>	<u>Pay Grade</u>
(a) ADMINISTRATIVE			
Mayor	1	Unclassified	See Sect.141.01
Auditor	1	Unclassified	See Sect.143.01
City Attorney	1	Unclassified	See Sect.147.03
Asst. City Attorney	1	Unclassified	19
Asst. City Prosecutor	2 p/t	Unclassified	19
City Attorney Secretary	1	Unclassified	15
City Attorney Clerk	1	Classified	12
Criminal Justice Program Administrator	1	Unclassified	12
Mayor's Secretary*	1p/t	Unclassified	15
Clerk of Courts	1	Unclassified	16
Assistant Clerk of Courts	1	Classified	11
Data Entry Operator	1p/t	Classified	6
Data Entry Operator	1	Classified	6
Clerk of Council	1	Unclassified	16
Asst. Clerk of Council	1 p/t	Unclassified	10
Tax Administrator	1	Classified	15
Deputy Auditor	1	Unclassified	15
Auditor's Secretary	1 p/t	Unclassified	10
Finance Manager	1	Classified	21
Civil Service			
Administrative Assistant	2 p/t	Unclassified	15
Special Events/Media Coordinator	1	Unclassified	12
* Mayor's Secretary to be shared with Human Resources Department			
(b) DEPARTMENT OF COMPUTER SYSTEMS			
Director of Computer Systems	1	Unclassified	22
Network Systems Administrator	1	Classified	19
(c) DEPARTMENT OF DEVELOPMENT			
Development Director	1	Unclassified	22
Development Director			
Administrative Assistant	1	Unclassified	13
Planning & Zoning Administrator	1	Classified	19
(d) HUMAN RESOURCES DEPARTMENT			
Director of Human Resources	1	Unclassified	22
Human Resources Generalist	1	Unclassified	12

(e) PARKS & RECREATION DEPARTMENT

Director	1	Unclassified	22
Administrative Assistant	1	Unclassified	13
Senior Center Manager	1	Classified	16
Special Events/Media Coordinator	1	Unclassified	12

<u>Position</u>	<u>Personnel</u>	<u>Classification</u>	<u>Pay Grade</u>
Senior Citizens Assistant	2 p/t	Classified	7
Senior Center Activities Instructor	1 p/t	Classified	5
Recreation Superintendent	1	Classified	16
Grounds Superintendent	1	Classified	16
Assistant Grounds Superintendent	1	Classified	12
Parks Grounds Maintenance	2	Classified	3
Parks Maintenance	2	Classified	6
Horticulturist	1	Classified	10
Seasonal & Occasional	Variable	Unclassified	See 160.03(d) & (e)

(f) POLICE DEPARTMENT

Director of Public Safety	1	Unclassified	22
Chief of Police	1	Classified	26A
Deputy Chief of Police	1	Classified	24A
Lieutenant	2	Classified	22A
Sergeant	9	Classified	See Chapter 166
Police Officer	57	Classified	See Chapter 166
Dispatcher	8	Classified	See Chapter 162
Support Services Supervisor	1	Classified	16
Property Room Coordinator	1	Classified	10
Property Room Clerk	1p/t	Classified	7
Chief of Police			
Administrative Assistant	1	Classified	14
Public Service Records Technician	3	Classified	9
Court Specialist	1	Classified	9
Detective Bureau Administrative Assistant	1	Classified	9
Command & Staff Administrative Assistant	1	Classified	10
Accreditation Manager	1 p/t	Classified	10
Training Manager	1p/t	Classified	10
Court Liaison	2 p/t	Classified	13

(g) SERVICE DEPARTMENT

(1) Director of Public Service	1	Unclassified	22
Service Administrative Assistant	1	Unclassified	13

Secretary	1	Classified	8
Maintenance Foreman	1	Classified	16
Custodian	3	Classified	5
Maintenance Crew Leader	1	Classified	9
(2) Building Division			
Chief Building Official	1	Classified	19
Asst. Chief Building Inspector	1	Classified	17
Building Inspector I	3	Classified	14
Permit Technician	1	Classified	11
Code Compliance Officer	2	Classified	6
(3) Water/Wastewater Division			
Superintendent	1	Classified	18
Asst. Superintendent	1	Classified	15
Maintenance Spec/Equip Operator	6	Classified	10
Billing Supervisor	1	Classified	13
Account Clerk 2	4	Classified	7
(4) Street Division			
Superintendent	1	Classified	17
Asst. Superintendent	1	Classified	15
Administrative Assistant	1	Classified	8
(To be shared with Storm Water Utility Division)			
Maintenance Spec/Equip Operator	5	Classified	10
Maintenance Spec/Equip Operator	1*	Classified	10
(To be shared with Storm Water Utility Division)			
Fleet Maintenance Supervisor	1	Classified	14
Fleet Maintenance Technician	1	Classified	10
(4)(a) Storm Water Utility Division			
Asst. Superintendent	1	Classified	13 14
Administrative Assistant	1	Classified	8
(To be shared with Street Division)			
Pollution Control Technician	1	Classified	10
Maintenance Spec/Equip Operator	<u>1 2</u>	Classified	10
Maintenance Spec/Equip Operator	1*	Classified	10
(To be shared with Street Division)			
(h) DEPARTMENT OF ENGINEERING			
Director of Engineering	1	Unclassified	22

Police Department**David Plesich****7240 E. Main Street****Reynoldsburg OHIO 43068****614-322-6947 Phone****ORDINANCE REQUEST****DATE: January 14, 2019****TO: Public Safety, Law and Courts Committee****RE: Ordinance Authorizing City Auditor to Remove Equipment from the City's Fixed Asset List.**

Approval:

Completed Brad McCloud	Jed Hood	Skipped Stephen Cicak
---------------------------	----------	--------------------------

2712 Netgear Smart Wireless Controller
Kustom Signals SN: MA12716 Dell T3500

1665 Compaq Proliant 3000

2178 Firebox

2218 TCR Systems SN: C74300651G20802

2069 Dell Dimension 4550

2129 Sound Communication Server

1481 Dispatcher Chair

1875 CVSA Laptop - current equipment outdated

Police Department**David Plesich****7240 E. Main Street****Reynoldsburg OHIO 43068****614-322-6947 Phone****ORDINANCE REQUEST**

DATE: January 14, 2019

TO: Public Safety, Law and Courts Committee

RE: ORDINANCE APPROPRIATING FUNDS FROM
UNAPPROPRIATED GENERAL FUND TO AN ACCOUNT IN
THE POLICE DEPARTMENT

Approval:

Completed Brad McCloud	Completed Jed Hood	Completed Stephen Cicak
---------------------------	-----------------------	----------------------------

We would like \$500.00 appropriated. It should be refunded into account 110.111.5399 - Miscellaneous Expenses as this was money that was credited to the city in error into the general fund and belongs to the Police Department Reserve program.

Ordinance Appropriating Funds from General Fund to 110.111.5399 - Miscellaneous Expenses for Monies Received.

PAYMENT DATE
07/30/2018
COLLECTION STATION
Auditor
RECEIVED FROM
Cops For Kids Inc
DESCRIPTION

City of Reynoldsburg
7232 E. Main Street
REYNOLDSBURG, OH 43068

BATCH NO. 11.b.a
2018-07001182
RECEIPT NO.
2018-00031168
CASHIER
Josie Bailey

PAYMENT CODE	RECEIPT DESCRIPTION	TRANSACTION AMOUNT																
AUD 004	Contributions/Donations Heroe's for Helpers donation	\$500.00																
Payments:	<table><tr><th>Type</th><th>Detail</th><th>Amount</th></tr><tr><td>Check</td><td>1018</td><td>\$500.00</td></tr></table>	Type	Detail	Amount	Check	1018	\$500.00											
	Type	Detail	Amount															
	Check	1018	\$500.00															
	<table><tr><td>Total Cash</td><td>\$0.00</td></tr><tr><td>Total Check</td><td>\$500.00</td></tr><tr><td>Total Charge</td><td>\$0.00</td></tr><tr><td>Total Wire</td><td>\$0.00</td></tr><tr><td>Total Other</td><td>\$0.00</td></tr><tr><td>Total Remitted</td><td>\$500.00</td></tr><tr><td>Change</td><td>\$0.00</td></tr><tr><td>Total Received</td><td>\$500.00</td></tr></table>		Total Cash	\$0.00	Total Check	\$500.00	Total Charge	\$0.00	Total Wire	\$0.00	Total Other	\$0.00	Total Remitted	\$500.00	Change	\$0.00	Total Received	\$500.00
	Total Cash	\$0.00																
	Total Check	\$500.00																
	Total Charge	\$0.00																
	Total Wire	\$0.00																
	Total Other	\$0.00																
	Total Remitted	\$500.00																
Change	\$0.00																	
Total Received	\$500.00																	

Total Cash	\$0.00
Total Check	\$500.00
Total Charge	\$0.00
Total Wire	\$0.00
Total Other	\$0.00
Total Remitted	\$500.00
Change	\$0.00
Total Received	\$500.00

Development Department

Andrew Bowsher
7232 E. Main Street
Reynoldsburg OHIO 43068
614-322-6831 Phone

ORDINANCE REQUEST

DATE: **January 14, 2019**

TO: **Development, Parks and Recreation Committee**

RE: **ORDINANCE TO ADOPT THE CITY OF REYNOLDSBURG**
COMPREHENSIVE PLAN

Approval:

Skipped Brad McCloud	Completed Jed Hood	Completed Stephen Cicak
-------------------------	-----------------------	----------------------------

This ordinance is the agreement to pass, and start implementation of the unique comprehensive master plan created by staff and OHM Advisors.

FINAL COMPREHENSIVE PLAN UPLOADED 12/17/2018

12/14/2018 VERSION ALSO ATTACHED FOR COMPARISON

The Comprehensive Plan will provide both a short- and a long-range framework for the built environment in the City. It will guide the appropriate use of lands within the City in order to protect the public health and safety and to promote general welfare. Among other issues, the comprehensive plan will assist City Officials tracking, logging, and coordinating our future comprehensive plan for commercial, housing and mixed-use development; locations where the City should increase density, use redevelopment, or intervene in other ways; opportunities to extend and/or improve open space, recreational areas, and civic facilities; strategies for increasing economic development; environmental, historic and cultural resources that need conservation; and strategies for improving infrastructure issues.

REYNOLDSBURG COMPREHENSIVE PLAN 2018

Attachment: Reynoldsburg Plan Final 12.5.18 (Implementation of the Comprehensive Plan)

ACKNOWLEDGMENTS

Thank you to the steering committee members, stakeholders and community members who invested their time and expertise in the creation of this plan for the future of the City of Reynoldsburg.

Steering Committee:	Position:
Andrew Bowsher	Development Director
Barth Cotner	City Council
Bill Sampson	Public Service Director
Brad McCloud	Mayor
Debbie Dunlap	Vice President, City of Reynoldsburg School District
Donna Bauman	Parks and Recreation Director
Kerstin Carr	Director of Planning & Environment, MORPC
Patt Zollars	Chair, Reynoldsburg Planning Commission
Stacie Baker	City Council
Stephen Cicak	City Auditor

This plan was prepared for:

This plan was prepared by:

with support from:



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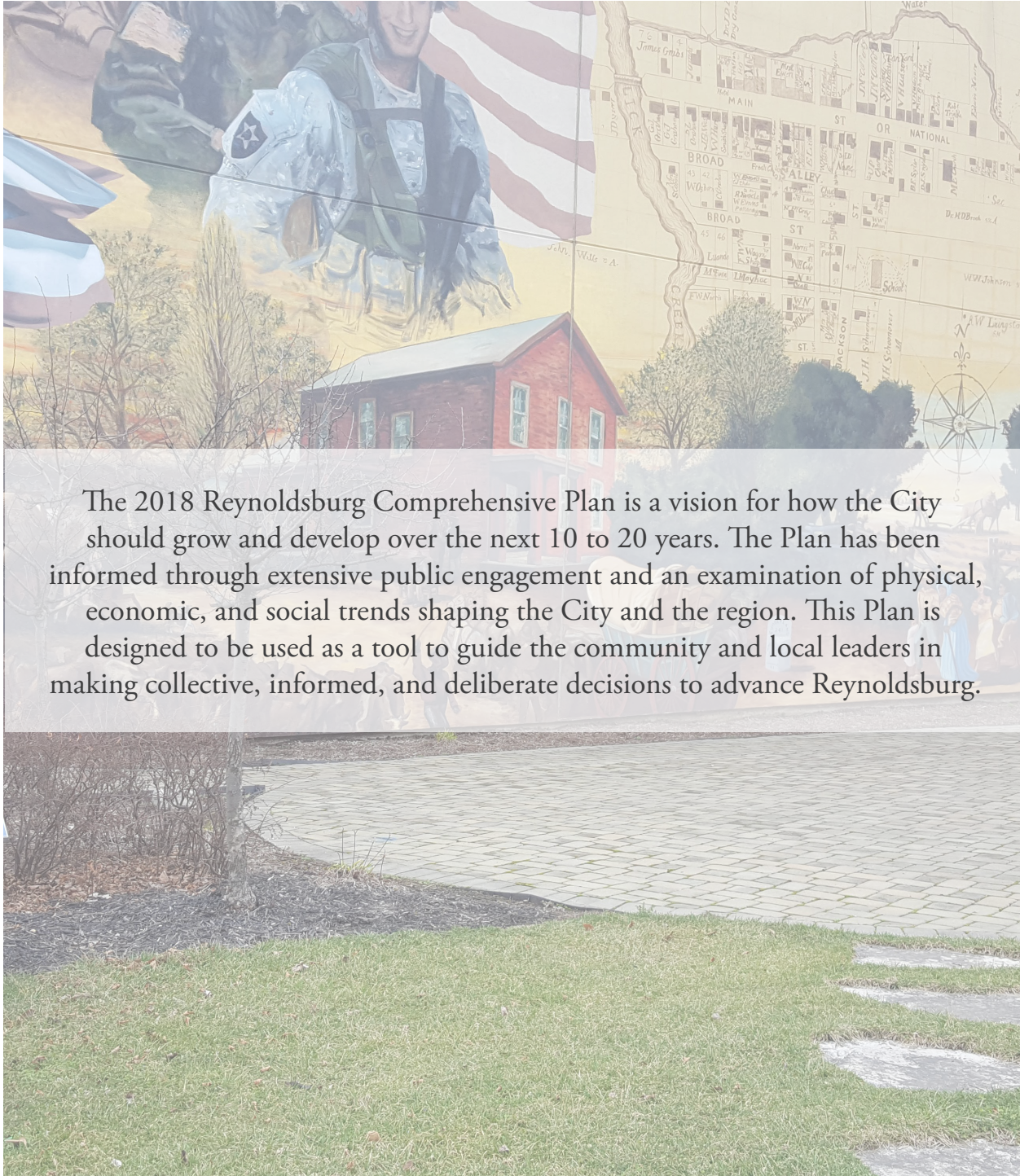
01	INTRODUCTION	
02	COMMUNITY OVERVIEW & PUBLIC ENGAGEMENT	
03	HOUSING, ECONOMY, AND LAND USE	
04	MOBILITY	
05	UTILITIES & INFRASTRUCTURE	
06	COMMUNITY IMAGE AND BRAND	
07	FOCUS AREAS	
	APPENDIX	

01

INTRODUCTION

01

INTRODUCTION



The 2018 Reynoldsburg Comprehensive Plan is a vision for how the City should grow and develop over the next 10 to 20 years. The Plan has been informed through extensive public engagement and an examination of physical, economic, and social trends shaping the City and the region. This Plan is designed to be used as a tool to guide the community and local leaders in making collective, informed, and deliberate decisions to advance Reynoldsburg.

WHAT IS A COMPREHENSIVE PLAN?

A comprehensive plan is the culmination of a community-driven effort to determine goals and a corresponding plan for the future, serving as a guide for investment, policy, and decision-making. Among other items, a comprehensive plan provides an opportunity to prioritize development and land use patterns, identify important and potentially transformative projects, and align resources to address growth and improve a community's quality of life.

Comprehensive plans involve an engaging process that brings the community together to discuss their ideas for the future. These ideas may focus on anything from the environment, economy, infrastructure, recreation, or any other issue of importance to those in the community. The planning process helps shape these ideas into a feasible and actionable strategy.

THE REYNOLDSBURG COMPREHENSIVE PLAN AIMS TO:

GUIDE...

...the community in evaluating future growth and development.

INFORM...

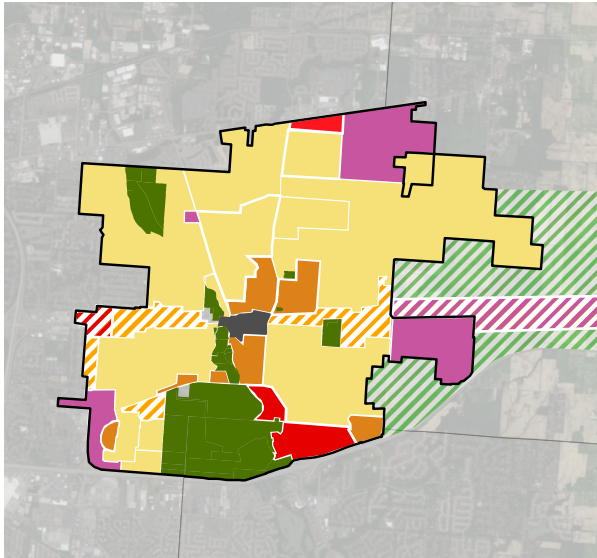
... residents and City staff on the implications of future growth.

DEVELOP...

...a unique vision for the City based on its own set of challenges and opportunities.

MEASURE...

...future progress and implementation of City improvement efforts, planning initiatives, and development projects.



Future Land Use Plan (See Chapter 3).



Concept for new park in Olde Reynoldsburg, (See Chapter 7)

INTRODUCTION

WHO WAS INVOLVED?

LOCAL LEADERSHIP

The City of Reynoldsburg identified a need in the community for a long-term vision for the future and championed the creation of this plan to fulfill that need. City staff and elected officials played a critical role by providing ongoing guidance and expertise and by gathering many of the community's best and brightest stakeholders to convene and strategize.

STEERING COMMITTEE

A group of Reynoldsburg community members, residents, and business owners were assembled to guide and inform the planning process. Ultimately, these community members will serve as long-term stewards of the Plan.

GENERAL PUBLIC

The public was integral in developing the vision of this Plan. Throughout the process, the public had the opportunity to provide insight and feedback through public meetings, a telephone survey, and online. The first public meeting, an open house at the Reynoldsburg Farmer's Market, gathered input from dozens of residents providing ideas and insight into the needs and wants of the community. An Open House later in the summer tested the outcome of the planning process and set up implementation of the plan. A telephonic survey, conducted by

Aimpoint Research, provided statistically accurate data on community preferences and opinions related to growth in Reynoldsburg.

Those who were unable to attend the public gatherings were encouraged to visit the project website, which hosted a community survey and virtual versions of the public meeting activities. A more detailed explanation of public meeting activities and results is outlined in Chapter 2, Community Overview and Public Engagement.

SMALL GROUP MEETINGS

Through the recommendation of City staff and the steering committee, small focus groups were convened to provide additional insight and feedback in the drafting of the Plan. Each small group brought a specialized focus and unique perspective to the process.

CONSULTANT TEAM

OHM Advisors, an integrated engineering, architecture, and planning firm, specializing in community involvement and urban design was retained to guide the planning process. CT Consultants provided engineering related assessments and recommendations, while Aimpoint Research led the statistically valid survey to gather community input.

Project Schedule:

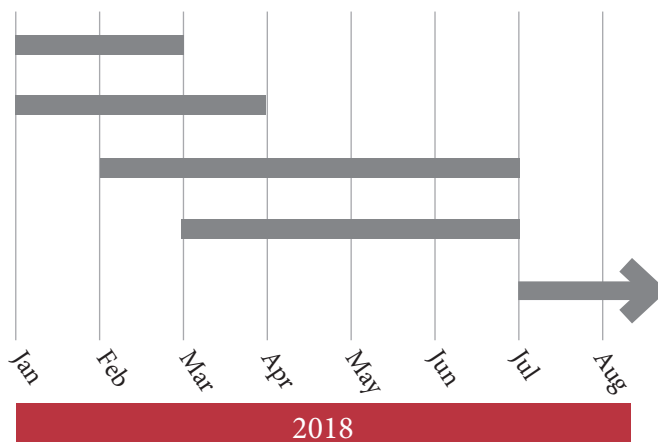
PREPARING FOR THE PLAN

UNDERSTANDING THE CONTEXT

ENGAGE AND LISTEN

DEVELOPING THE PLAN

FINALIZING THE PLAN & SETTING UP IMPLEMENTATION



PLAN INPUTS

The Plan was informed by a range of community and technical inputs including:



» **Public Meetings:** A robust public engagement process included two public open houses.



» **Online and Telephonic Surveys:** Online opportunities and a statistically valid telephone survey increased the opportunity for the public to engage in the process.



» **Existing Conditions Analysis:** Local and regional factors were analyzed to develop a logical and fiscally sustainable land use pattern that accommodates growth.



» **Best Practices:** Community development best practices, from autonomous vehicle adoption to residential development, informed plan principles, goals, and recommendations.

FROM PLAN TO ACTION

A plan without an implementation strategy is naturally limited in its effectiveness. The policy framework (which can be found both in the applicable plan chapters as well as the appendix, Plan provides a blueprint for both the City administration and the community to implement the goals of this Plan.

Five plan principles were developed and solidified with the Steering Committee throughout the planning process. Each principle frames a tangible set of goals and actions for the City to accomplish, in order to advance the core themes of this Plan.

Focus Areas

Additionally, Chapter 7 identifies a number of focus areas that are prime for redevelopment within the City. The strategies presented in this Chapter build upon the research and vision outlined throughout this Plan.

HOW TO USE THE PLAN

This plan is meant to guide public and private land use and community development decisions. All community entities are responsible for upholding this plan including the following:

Public Entities. Individual City departments and administrators should be cognizant of the contents of the Plan when preparing annual work programs, budgets, capital improvement plans, and economic incentives. When deciding on administrative and legislative approvals for development proposals, this Plan should be used as a tool to communicate with property owners and the development community on the desired character and form of the City.

Private Development. Private developers should consider the goals and strategies of the plan as they make land use and investment decisions. The private development community should understand the vision of this Plan and ensure that development proposals meet the intent of this document.

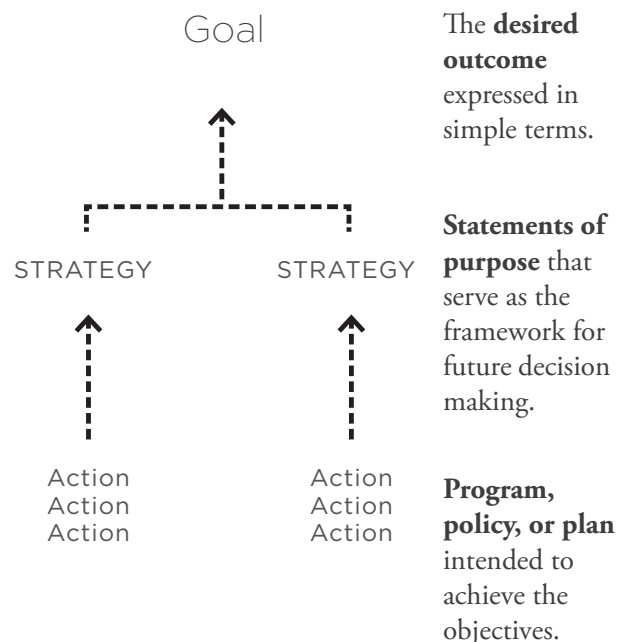


Figure 1: Policy Framework

02

COMMUNITY OVERVIEW AND PUBLIC ENGAGEMENT

02

COMMUNITY OVERVIEW
AND PUBLIC ENGAGEMENT

Community Overview

A GROWING REGION

Reynoldsburg is situated within the Central Ohio region, which is expected to grow rapidly by 2050 (see Figure 3). Population estimates suggest that the region will grow by upwards of one million people over the next 30 years. East Main Street, Reynoldsburg's primary east-west corridor, will be an important point in that development. Therefore, land use decisions made today will go a long way toward shaping the City's identity and development in the future.

EXISTING COMMUNITY PROFILE

The following chapters provide a more in-depth existing conditions analysis. A snapshot of Reynoldsburg is below:

- » **Population:** Approximately 37,000 in 2016, up 15.6% from 32,000 in 2000.
- » **Racial Diversity:** At ~64% white and ~25% African-American with a strong Southeast Asian community, the City of Reynoldsburg has a diverse tapestry of residents.
- » **Median Household Income:** At \$61,648 in 2016, Reynoldsburg's median household income is higher than both the City of Columbus and Franklin County.

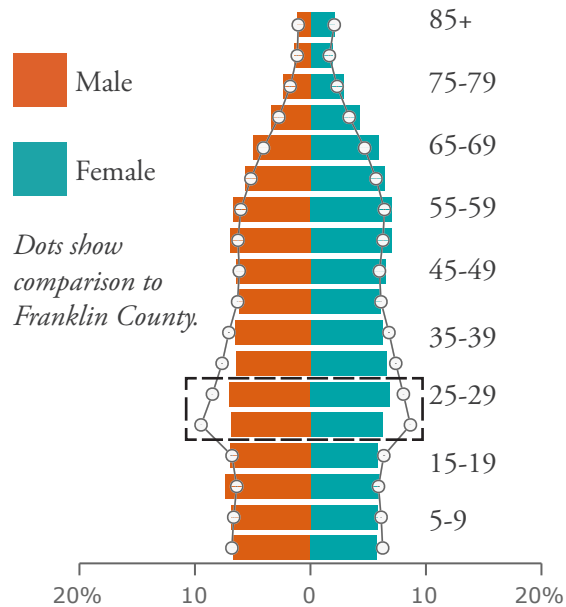


Figure 2: Population Pyramid -- Reynoldsburg

- » **Reynoldsburg's Population Distribution:** The graph above highlights the percentage of Reynoldsburg's population (in 5 year increments, by gender) and compares it to Franklin County. Reynoldsburg has significantly fewer millennials than Franklin County as a whole. Attracting millennials with appealing housing options is an important component of growing a strong local economy while attracting and retaining future home buyers.

REYNOLDSBURG COMPREHENSIVE PLAN

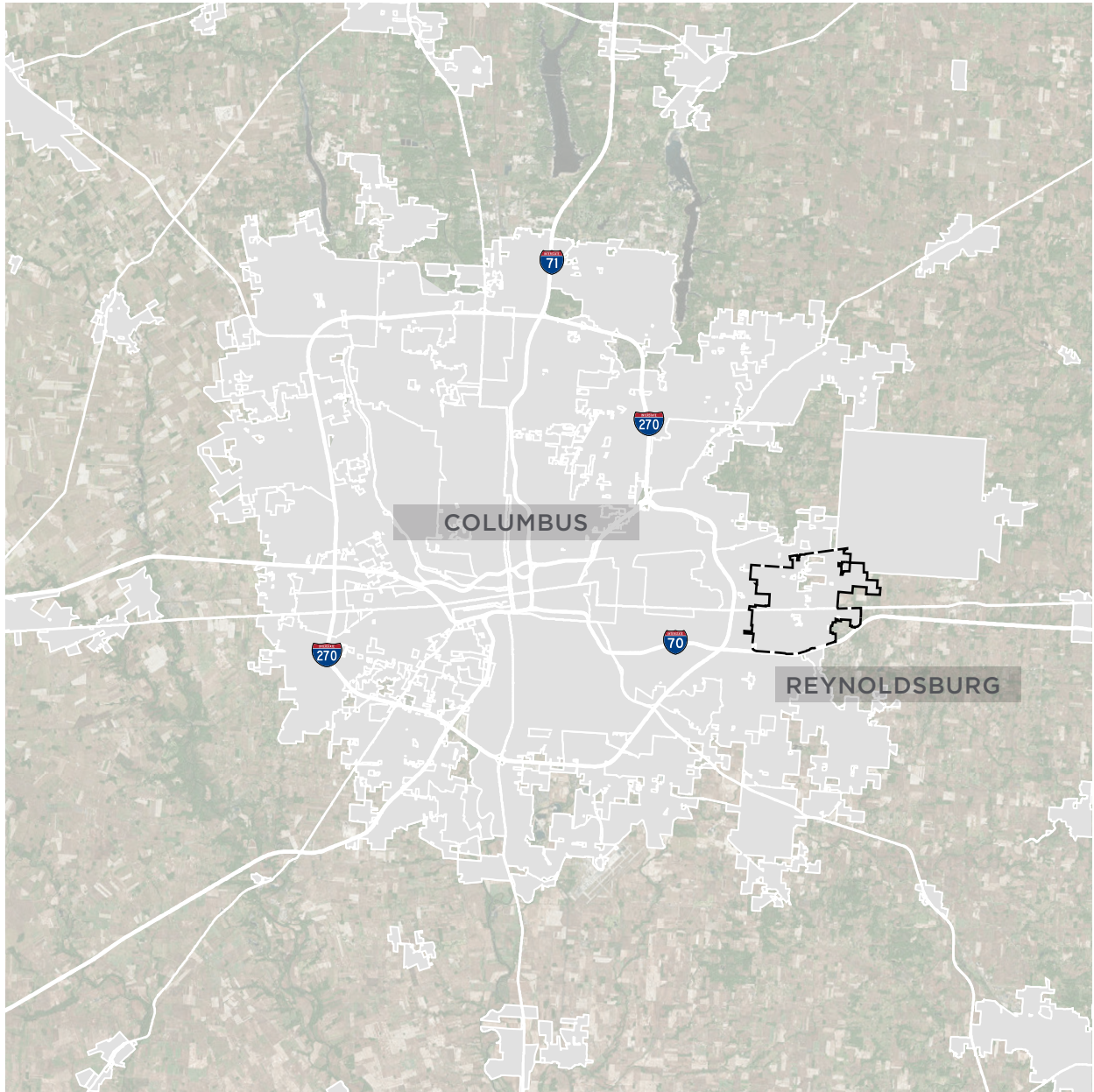


Figure 3: Regional Context Map



02

COMMUNITY OVERVIEW
AND PUBLIC ENGAGEMENT

Community Vision

OVERVIEW

The planning team solicited ideas, questions, and feedback from Reynoldsburg residents and employees throughout the planning process. A summary of the findings are on the following pages. Full results of the Aimpoint telephone survey are contained in an Appendix to this Plan.

Small Group Meetings: The planning team facilitated four group workshops with different community members. The workshops were high-level conversations designed to understand the pulse of the community.

Public Meetings: The planning team held an open house at the Reynoldsburg farmer's market. This event was used to gain specific feedback from residents on a number of the different concepts presented throughout the steering committee process.

Telephonic Survey: In collaboration with Aimpoint, a local market-research firm, the planning team conducted a survey designed to get a perspective on how and where the City should grow.

Online Engagement: The online survey was replicated on the project website for those not surveyed by phone.

ENGAGEMENT BY THE NUMBERS

TELEPHONIC SURVEY

300 responses

ONLINE SURVEY

117 responses

SMALL GROUP WORKSHOPS

50+ stakeholders

OPEN HOUSE

100+ attendees

STEERING COMMITTEE

10 regular attendees

500+ PEOPLE ENGAGED

REYNOLDSBURG COMPREHENSIVE PLAN

WHAT WE HEARD

Small Group Meetings

The following is summary of key issues and opportunities facing Reynoldsburg that were identified in each small group meeting.

CHAMBER OF COMMERCE

Issues and Opportunities:

- » “We don’t have an identity.”
- » “Big-Box vacancies.”
- » “Downtown is not an established space.”
- » “Promote walkability in Olde Reynoldsburg.”
- » “Celebrate the City’s diversity.”

FOCUS AREAS:

Olde Reynoldsburg:

- » Make Olde Reynoldsburg a destination.
- » Strengthen design standards.

Kroger Site:

- » An opportunity for office, or medical office.

RELIGIOUS LEADERSHIP

The Big Opportunity:

- » Strong Downtown = Strong Identity.
- » Strong enthusiasm for enhancing the Downtown, adding a public space.

STUDENTS

Issues and Opportunities:

- » “The vacant buildings give us a poor image.”
- » “There are no job opportunities for youth.”
- » “Our parks need to have ‘something to do.’”

First Open House-Farmer’s Market (June)

At the first open house, the planning team presented draft concepts of the focus areas and the future land use plan to the public, in order to validate what the team had heard from the community in the survey.

The planning team received positive responses about the draft concepts. In smaller conversations, and voting exercises, over 100 visitors endorsed the focus areas outlined in Chapter 7 and a draft of the future land use strategy as seen in Chapter 3.

Second Open House-Farmer’s Market (September)

As the plan evolved, the planning team went back to the farmer’s market to present refined concepts to the public. These concepts included new recommendations for Olde Reynoldsburg, along with a refined policy framework. Residents expressed enthusiasm around the new concepts and ideas.



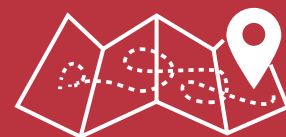
KEY FINDINGS



Transform vacant and underperforming retail.



Create a cohesive community feel throughout the City.



Grow Olde Reynoldsburg as a local and regional destination.

COMMUNITY OVERVIEW AND PUBLIC ENGAGEMENT

Telephonic Survey

A statistically valid telephone survey was conducted to gather input from the community. The demographics of survey respondents were designed so that the sample size properly reflected the demographics of Reynoldsburg residents, drawing generalizations which statistically fit the community at large. A summary of the results is provided below.

QUALITY OF LIFE

In general, survey participants are satisfied with living in Reynoldsburg. The majority of respondents (over 60%) believe that the community is heading in the right direction. When asked to rate the quality of life in Reynoldsburg, approximately 86% of respondents gave a rating of 6 or above with the overall average at 7.16.

Residents' overall satisfaction translates to a desire to remain in the community. Around 70% of respondents said that they see themselves living in Reynoldsburg in the next five years, including nearly half of those ages 18 to 34 and the majority of all other age groups. The relatively high percent for those planning to remain in the City may further indicate a need to ensure a diverse housing stock and amenities to serve a range of ages, lifestyles, and household sizes.

IDENTITY

Slightly more than half of survey respondents believe that Reynoldsburg has a distinct identity and cited the City as friendly, family-oriented, and multi-cultural. For those who did not believe the City had an identity, they were asked what they would like the identity to be. Respondents emphasized similar themes of family, community involvement, and diversity.

PROFILE OF SURVEY RESPONDENTS

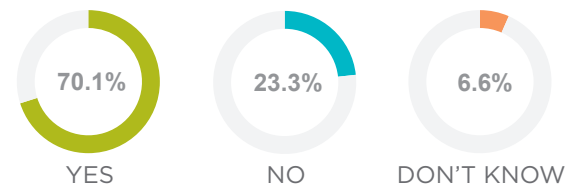
300 RESIDENTS



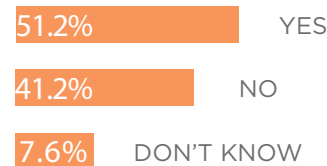
Q: ON A SCALE OF 1-10, HOW WOULD YOU RATE THE QUALITY OF LIFE IN REYNOLDSBURG?



Q: DO YOU SEE YOURSELF IN REYNOLDSBURG IN THE NEXT 5 YEARS?



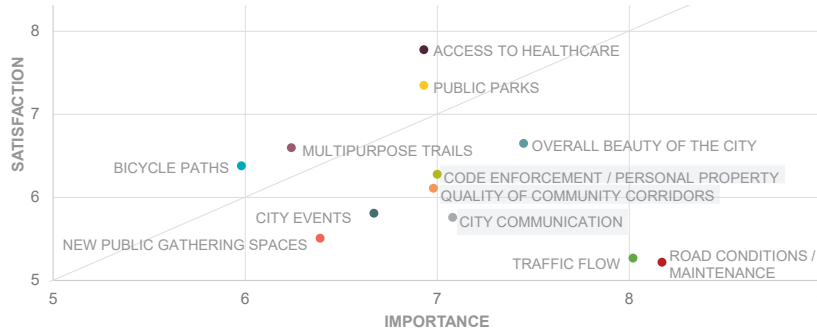
Q: DO YOU BELIEVE THE CITY HAS A DISTINCT IDENTITY?



REYNOLDSBURG COMPREHENSIVE PLAN

CITY SERVICES

When asked the most significant challenge facing Reynoldsburg, the most common response was infrastructure conditions. In many communities this is regularly considered a top issue by residents. Other services that rated lower satisfaction and higher importance by survey respondents included city communication, quality of community corridors, code enforcement, and overall beauty of the city.



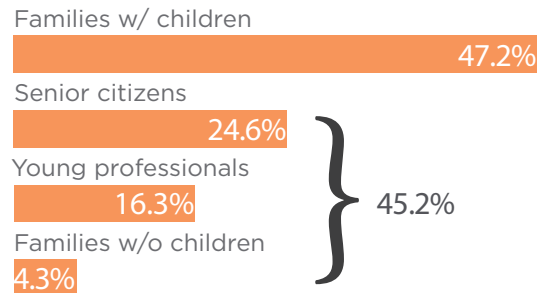
Q: HOW SATISFIED ARE YOU WITH THE FOLLOWING SERVICES? HOW IMPORTANT IS IT TO IMPROVE THE FOLLOWING FACTORS?

GROWTH AND HOUSING

According to survey results, Reynoldsburg should focus on redeveloping existing properties and growing businesses over the next 30 years. Over half of respondents said that redeveloping existing properties is the most or second most important factor, suggesting a desire for a new vision on existing sites.

As residents consider future housing needs, high quality materials, a range of options, cost, and diversity in housing types. When asked whether families with or without children will need more children, survey respondents were nearly split, indicating a need for Reynoldsburg to ensure a diverse housing stock into the future to accommodate all types and sizes of households.

Q: WHAT GROUP OF PEOPLE MIGHT NEED MORE HOUSING WITHIN REYNOLDSBURG OVER THE NEXT TEN YEARS? (ONLY SELECT ONE)



KEY FINDINGS



Reimagine primary corridors throughout the City.



The City should re-enforce the community's identity.



Housing diversity is important to many residents.

COMMUNITY OVERVIEW AND PUBLIC ENGAGEMENT

PLAN GOALS AND FRAMEWORK

The results from the public engagement process, along with the existing conditions analysis (incorporated throughout the next four chapters) guided the development of the following plan principles. These principles inform the structure of the plan, the mission of the focus areas (Chapter 7) and the policy and implementation framework (outlined in the appropriate chapters and the appendix).



1. PROMOTE A DIVERSE MIX OF HOUSING OPTIONS

Encourage a mix of housing options that support existing and future residents and increases the character of the community (see page 22).



2. DIVERSIFY AND BALANCE A MIX OF LAND USE TYPES THAT CREATES ECONOMIC RESILIENCY WHILE PROMOTING DISTINCT CHARACTER.

Support development that aligns with strategic land use goals (see page 28).



3. PROVIDE A RANGE OF MOBILITY OPTIONS.

Improve and expand the transportation network to safely and efficiently support all modes of travel (see page 50).

REYNOLDSBURG COMPREHENSIVE PLAN



4. COORDINATE FUTURE INFRASTRUCTURE INVESTMENTS WITH ANTICIPATED DEVELOPMENT CHANGES.

Ensure infrastructure supports the long-term needs of the community (see page 66).



5. DEFINE, GROW, AND PROMOTE THE CITY'S IMAGE AND BRAND.

Create and grow a unique image and brand within the community through physical improvements and messaging. (see page 76).

03

HOUSING, ECONOMY, AND LAND USE

03

HOUSING, ECONOMY,
AND LAND USE

Housing

OVERVIEW

Housing conditions in Reynoldsburg are an important factor in shaping the social and economic health of the community. Reynoldsburg currently has a diverse range of housing options, with a large share of rental units and aging multi-family properties. Rents are fairly affordable, but the City has an opportunity to offer newer housing units to both retain current residents while attracting newcomers.

In This Section:

- » **Existing Conditions and Trends:** Housing Tenure, Age, Type, and Cost. Anticipated Population Growth in Central Ohio. The Missing Middle.
- » **Key Findings:** Existing Conditions, Trends, and Public Engagement

EXISTING CONDITIONS AND TRENDS

Housing Tenure

At 56%, the majority of housing in Reynoldsburg is owner-occupied. However, the City has a higher percentage of renters than comparable communities in Central Ohio. Its share of renters has also increased since 2000. (See Table 1) This is a trend shared by many communities nationwide, as prospective homeowners have chosen to rent smaller, more flexible housing units in the aftermath of the Great Recession.

Housing Age

According to 2016 census data, the median age of housing in Reynoldsburg is 33 years old. Franklin County Auditor data shows that multi-family

Table 1: Growth in Renters

2000	34.9% renters
2010	36.6% renters
2016	41.1% renters

The share of Reynoldsburg's population that rents has risen steadily since 2000, a byproduct in part of the recession.

REYNOLDSBURG COMPREHENSIVE PLAN

housing in Reynoldsburg is even older, with a median age of 40 years old. Older properties present challenges related to higher maintenance costs, lower quality amenities, limited efficiency, and lower rents. Communities around Central Ohio, from Worthington, to Grandview Heights to Gahanna, have allowed for new investments in multi-family housing, a move that has helped change the image and brand of their respective communities, retain current residents who may prefer to downsize, and attract new residents, specifically the growing number of Central Ohio households without children.

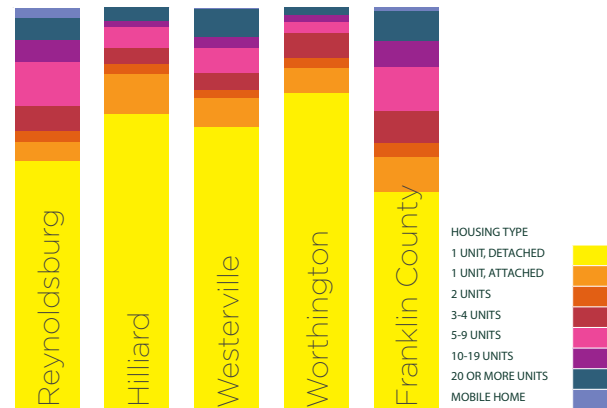
Housing Type

Figure 3 shows Reynoldsburg has a lower share of single-family detached housing than other nearby suburban communities. Reynoldsburg has the existing diversity in its housing stock to begin meeting the expected increase of smaller household sizes. However, the median multi-family housing unit is approximately 40 years old, presenting a strong opportunity to begin offering a new housing product on the market.

Housing Costs

When looking at the cost of rent, housing in Reynoldsburg is comparable to other communities in Central Ohio. Table 2 shows the median rent of select communities within the region, as well as

Figure 4: Housing by Unit Type, Reynoldsburg and Select Area Communities



Compared to select area communities, Reynoldsburg has a diverse range of housing types.

Source: 2012-2016 American Community Survey 5-Year Estimates

the metro area. A look at future market demand provides an insight into how these rent comparisons may hold in the coming years. As shown in Table 4, the forecasted growth in rents projected by the U.S. Department of Housing and Urban Development will be greater across Delaware and Franklin counties than median rents in Reynoldsburg. The estimated demand figures reflect a growing attitude that some people are willing to spend more for a desirable rental property than pursue ownership. This demonstrates Reynoldsburg's opportunity to pursue new residential development that charges higher incomes.

Table 2: Area Median Rents, (Studios, 1 bedroom and 2 bedroom housing units)

	Reynoldsburg	Worthington	Westerville	Hilliard	Columbus MSA
Median Gross Rent (All Units)	\$948	\$882	\$927	\$1004	\$855
Median Gross Rent (Studio)	\$593	\$843	\$1375	\$675	\$600
Median Gross Rent (1 bedroom)	\$723	\$548	\$674	\$791	\$683
Median Gross Rent (2 bedroom)	\$903	\$858	\$854	\$1041	\$860

Source: U.S. Department of Housing and Urban Development, Comprehensive Housing Market Analysis, April, 2016

HOUSING, ECONOMY, AND LAND USE

Table 3 outlines Reynoldsburg's potential to capture new residential development. Expected monthly rent for newly constructed apartments throughout Central Ohio is commanding rents much higher than the average rents in Reynoldsburg. Furthermore, the development of new multi-family residential development may help repurpose underutilized commercial sites throughout the City.

Anticipated Preferences for New Residential and Walkable Spaces

As the region anticipates adding up to 1 million people by 2050, the growth will be defined by a few important characteristics. According to a recent demographic projection by Dr. Arthur Nelson, **87% of the growth in households by the year 2030 will be households without children.** Furthermore, **56% of the population growth over the same time period will be from senior households.** Nationally, older households, and households without children (which tend to be younger) prefer attached, smaller lot homes over homes with larger lots. (See Figure 4).

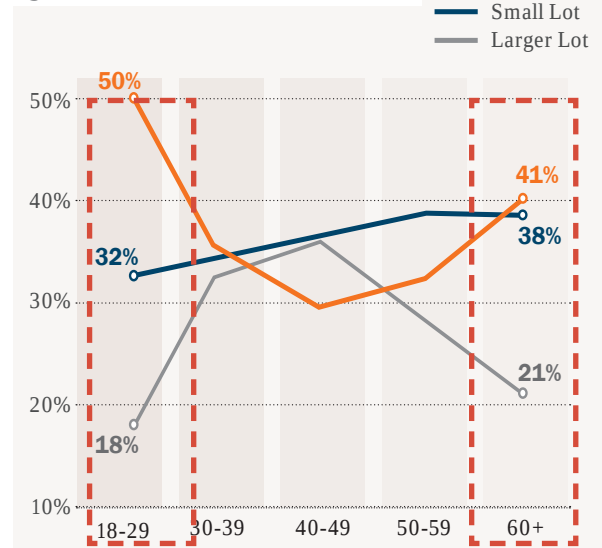
Furthermore, according to survey data accompanying the Insight 2050 analysis, a majority of Ohioans have expressed a desire to live in walkable places and neighborhoods. Currently, 20% of residents believe that they have this option. Reynoldsburg's best opportunity to develop new residential districts is along major commercial corridors (i.e. East Main Street and Brice Road), that have the potential to transform into walkable districts.

Table 3: Estimated Demand for New Market-Rate Rental Housing

One Bedroom		Two Bedroom	
Monthly Gross Rent	Units of Demand	Monthly Gross Rent	Units of Demand
\$900 - \$1,099	1425	\$1,200 - \$1,399	1425
\$1,100 - \$1,299	1425	\$1,400 - \$1,599	1425
\$1,300 - \$1,499	1425	\$1,600 - \$1,799	1425
\$1,500 +	470	\$1,800 +	470

Source: U.S. Department of Housing and Urban Development, Comprehensive Housing Market Analysis, April, 2016

Figure 5: Housing Preference by Age



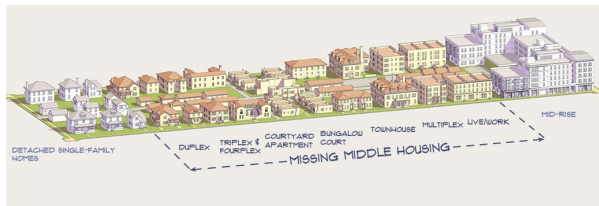
Nationally, those in the 18-29 year range and those above 60, prefer attached homes and smaller lots sizes. This represents a significant portion of Reynoldsburg's current and future population.

Source: National Association of Realtors (2011)

REYNOLDSBURG COMPREHENSIVE PLAN

The “Missing Middle”

As seen in Figure 4, baby boomers and millennials, who together make up about half of the U.S. population, and a significant portion of anticipated growth in the Central Ohio region, share similar housing preferences. Both groups increasingly prefer housing options in walkable neighborhoods. Survey data indicates that over half of Ohio residents prefer to live in walkable neighborhoods, while only 20% feel like they currently live in a walkable neighborhood.



Finding opportunities to offer this housing type throughout Reynoldsburg can help attract and retain residents. Middle housing includes townhomes, duplexes, quadplexes, condos, carriage houses, etc.

- » Middle housing that does exist in U.S. cities tends to be outdated and aging.
- » Middle housing allows for a housing stock which is diverse, affordable, and sustainable and meets a growing demand for an urban, walkable lifestyle.
- » Middle housing can function as an entry-point to individuals and families who may become single-family homeowners.
- » Because the “missing middle” is a market problem, cities which appropriately diversify their housing stock have a competitive edge.

KEY FINDINGS-HOUSING



Existing Conditions

- » Central Ohio is expected to grow by up to one million people by 2050. East Main Street is expected to be a priority corridor for this growth. (*Insight 2050*).
- » The City of Reynoldsburg has a more diverse, but old, housing stock (i.e. less single-family homes) than select Central Ohio communities. (*Franklin County Auditor*).
- » The older housing stock is not commanding the rents that newer multi-family buildings throughout the region are charging. (*U.S. Census Bureau, HUD*).
- » Moving forward, there will be demand for new residential options in the region. Reynoldsburg has the physical space to accommodate this population growth.



Public Engagement

- » When residents are thinking about new housing options, the three most important factors are: high quality materials, a range of housing options, and cost. (*Aimpoint Survey*)
- » Half of residents think that families with children should be targeted for new housing; half think that households without children should be prioritized. (*Aimpoint Survey*)
- » Residents think that the City should focus on redeveloping existing property and growing new businesses. (*Aimpoint Survey*)

HOUSING, ECONOMY, AND LAND USE

IMPLEMENTATION

The implementation framework includes a series of goals with related strategies and actions for each plan area. The development of the framework is a result of the public engagement process, existing conditions analysis, and understanding of best practices. It is intended to be used regularly by staff and members of the local leadership to make informed decisions regarding where and how the City grows.

The following goal, strategies, and actions relate to recommendations around Housing.

RESPONSIBLE PARTIES	
	City Council (CC)
	Planning Department (PD)
	Planning Commission (PC)
	Parks & Recreation Department (P&R)
	Public Service Department (PS)
	Community Organizations (CO)

TIMEFRAME		
Short	S	0-1 years
Medium	M	1-3 years
Long	L	3+ years
Ongoing	O	Continuous

GOAL 1 (*Housing*)

PROMOTE A DIVERSE MIX OF HOUSING OPTIONS.

	TIMEFRAME	POTENTIAL PARTNERS
STRATEGY 1.1: Promote a mix of housing options.		
Action 1.1.1: Plan for new senior housing options that are integrated with parks, recreation facilities, trails and other community amenities.	O	PC/PD
Action 1.1.2: Promote a mix of housing types such as flats, townhomes, cottages, etc., that cater to those who would like to live or remain in Reynoldsburg but would prefer not to live in a single-family home.	O	PC/PD
Action 1.1.3: Prioritize a mix of housing options, including senior housing options, within new development along the East Main Street corridor.	O	PC/PD

GOAL 1 (Housing)

PROMOTE A DIVERSE MIX OF HOUSING OPTIONS.

	TIMEFRAME	POTENTIAL PARTNERS
STRATEGY 1.2: Create new standards that will define the character and level of quality for future residential development.		
Action 1.2.1: Any new single-family or multi-family residential development should integrate quality greenspace.	O	PC/PD
Action 1.2.2: New residential developments should strengthen the street character. New multi-family buildings should have minimal setbacks. New single family developments should have rear-facing garages and rear-loaded alleyways where possible. New residential developments should incorporate sidewalks and integrated, accessible greenspace.	O	PC/PD
STRATEGY 1.3: Target new multi-family developments in the Focus Areas outlined in this Plan.		
Action 1.3.1: Promote residential development and mixed-use development near Brice and Main street.	S	PD
Action 1.3.2: Continue to find opportunities to add residential development in or around Olde Reynoldsburg.	M	PD
STRATEGY 1.4: Strengthen existing single-family neighborhoods and multi-family districts.		
Action 1.4.1: Bolster code enforcement in older, or more targeted neighborhoods. This includes strengthening existing City rental inspection programs.	S/O	PS
Action 1.4.2: Continue to maintain and invest in infrastructure with a high-level of service throughout single-family neighborhoods.	O	PS
Action 1.4.3: Pursue neighborhood improvement and grant programs to provide needed assistance in neighborhoods.	S/O	PD/PS

03

HOUSING, ECONOMY,
AND LAND USE

Economy

OVERVIEW

Reynoldsburg's location in Central Ohio provides many economic opportunities for the local economy. Easy access to I-70 and I-270 allows companies that locate in Reynoldsburg to distribute their goods and services to providers across the region. However, Reynoldsburg's should consider national trends both in retail and workplace automation as it seeks to reposition its economy in the 21st century.

Retail makes up a significant portion of Reynoldsburg's local economy. A vibrant retail sector

can help build a city's brand and identity. Like many communities across the country, Reynoldsburg has a retail footprint that is largely auto-oriented and does not fit the needs of a 21st century economy. Likewise, new technologies are driving shifts in the labor force, rewarding certain skillsets and education backgrounds while posing challenges to traditional "blue-collar" jobs. An evolving 21st century economy and changing technologies will continue to have a significant impact on Reynoldsburg's economy.

In This Section:

- » **Existing Conditions and Trends:** Retail Typologies and Implications for Reynoldsburg. Existing Employment and Trends in Automation. Economic Incentives in Reynoldsburg.
- » **Key Findings:** Existing Conditions, Trends, and Public Engagement



The old K-Mart site on Brice Road and East Main Street is unlikely to return to its original use as a big-box retail site. Successful big-box stores in Central Ohio now locate in clusters, such as Polaris and Easton.

EXISTING CONDITIONS & TRENDS

Communities across the U.S. are suffering the physical, financial, and social consequences of having a surplus of commercial and retail space. This is at least in part due to growth in online shopping, consumer spending on travel, eating out, and a preference for experiences over goods. Data from the Bureau of Economic Analysis shows spending on travel, recreation, and eating out has steadily increased over the last decade while spending on household goods, clothing, and other goods has steadily dropped. Similarly, according to research from the Harris Group, nearly 80% of millennials say they would choose to spend money on an experience or event as opposed to an item or good.

Spending on travel, recreation, and eating out has steadily increased over the last decade. Spending on household goods, clothing, and other similar items has steadily dropped.

aging strip malls also fail to provide the “experience” that many consumers are seeking. This has a fiscal impact on Reynoldsburg’s ability to remain competitive.

The Rise of Online Shopping

Online shopping is shifting the physical shape of retail. According to the Pew Research Center, only 22% of Americans had made any online purchase in the year 2000 compared to 2015 when 45% reported shopping online at least a few times a month. Retail expert Jan Rogers Kniffen argues that 50% of all retail not tied to bars and restaurants will be purchased online by 2030. This increase in e-commerce has brought competition to the brick-and-mortar retail market not anchored in an experience. Simultaneously, the majority of purchases made at brick-and-mortar retail stores, start with an online search. Although e-commerce will likely continue to grow, supporting healthy brick and mortar retail will remain valuable to the local economy.

RETAIL TYPOLOGIES

Big-Box Stores

Regionally, big-box stores manage to stay competitive by locating in experiential or destination locations (e.g. the Easton Town Center and Polaris). Others now offer cooking or fitness classes, community gathering spaces, restaurants, and service amenities, beyond traditional shopping. Vacant big-box properties in Reynoldsburg are generally isolated from these types of uses and are located in a format that is functionally obsolete. The Focus Areas chapter explores strategies to address specific big-box vacancies within the City.

Strip Malls

Strip Malls in Reynoldsburg have higher occupancy rates than big-box stores. However, existing strip malls in Reynoldsburg are not anchored in destination locations like Polaris and Easton. These

Implications for Reynoldsburg

Reynoldsburg’s aging commercial centers, combined with the projected trends in the retail landscape, guide many of the land use recommendations throughout this document. The Future Land Use section of this chapter includes comprehensive land use recommendations on a city-wide scale. Chapter 7 outlines redevelopment strategies for some of the key underutilized sites along primary commercial corridors. Furthermore, the chapter includes targeted zoning code recommendations that will allow the recommended concepts to move forward.

HOUSING, ECONOMY, AND LAND USE

EMPLOYMENT

Existing Employers

Retail jobs make up the highest share of the total employment in Reynoldsburg, which is not surprising given its significant presence throughout the City. A breakdown of employment by sector for the top four industries is shown in Table 5. The Retail Trade sector is also the top third industry in the state of Ohio. As shown in Table 6, the top four employers in the City has changed slightly in the last decade, but retail and civic or government related employers continue to employ the most workers. As the City looks to update the condition and character of retail in the community, attracting employment from a diverse range of industries will be important. The Brice and Livingston focus area in Chapter 7 addresses this diversification issue through a recommended land use shift.

Trends in Automation

More generally, advances in technology and automation will significantly shift the needs of employers and their workforce in the future. A study published in the fall 2017 by the McKinsey

Table 4: Reynoldsburg Top Employment by Industry

Industry	Share
Retail Trade	24.2%
Health Care & Social Assistance	16.6%
Accommodation & Food Services	15.4%
Administration & Support, Waste Management and Remediation	11.7%

Source: U.S. Census Bureau, Center for Economic Studies, 2015
Reynoldsburg Work Area Profile Report

IN 2016, **6 OF THE TOP 10**
EMPLOYERS IN REYNOLDSBURG
WERE **RETAIL BUSINESSES.**

Table 5: Reynoldsburg Top Employers Over Time

2007	Rank	Employer	Nature of Business	# of Employees
	1	Limited Logistics Services	Retail Sales	3,218
	2	Reynoldsburg City Schools	Public Education	830
	3	Walmart	Retail Sales	420
	4	Limited Service Corporation	Retail Sales	406
2016	Rank	Employer	Nature of Business	# of Employees
	1	Mast Logistics Services Inc. (The Limited)	Distribution	3,704
	2	Reynoldsburg City Schools	Public Education	981
	3	State of Ohio	Government	680
	4	Walmart	Retail	445

Source: City of Reynoldsburg Comprehensive Annual Financial Report, 2016

REYNOLDSBURG COMPREHENSIVE PLAN

Global Institute is typical of many. Namely, that a very large number of workers in the United States may need to shift occupational categories and learn new skills in the near future, as up to one-third of job activities may be automated or replaced by technology (See Figure 6). The jobs most susceptible to automation include those which are predictable in nature such as operating machinery, preparing fast food, or processing data. The top employer in Reynoldsburg is a distribution business which may experience a rise in automation of jobs. Within the different industries, the lower-wage jobs, primarily those related to service, are also at a high risk of automation.

Reynoldsburg's current top employer is a distribution company, a field that is highly susceptible to automation of work moving forward.

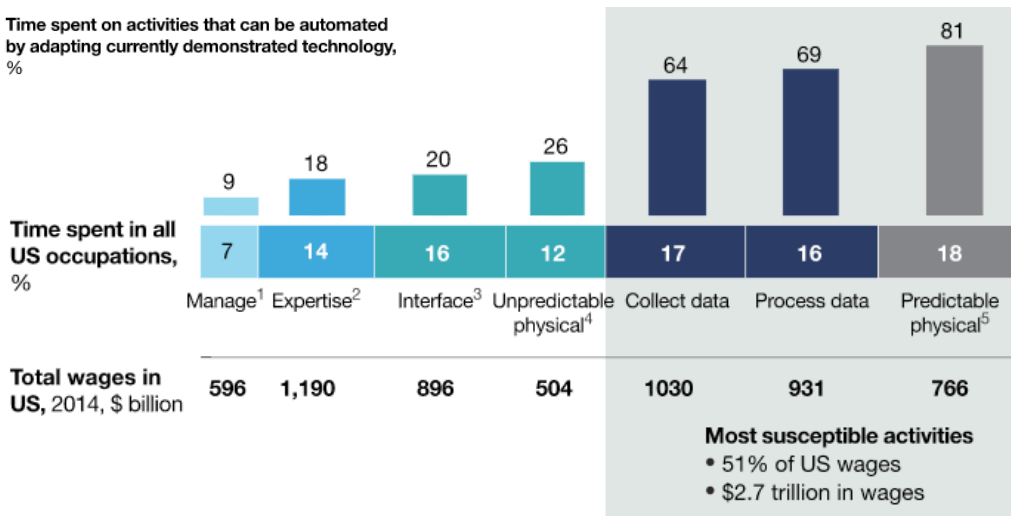
For labor which is not directly replaced by automation, technological advances may still require higher education and experience levels than are presently demanded, meaning that even the lower-wage jobs will be out of reach for

some of the most vulnerable populations. While many Reynoldsburg employees currently work in fields that require human talents and interpersonal skills, such as education, there is still potential for automation within these sectors. Additionally, the residents of Reynoldsburg, regardless of where they work, may need additional workforce training.

Reynoldsburg should look to engage with workers in the community most at-risk of being displaced by automation and technological change. Workers with a high school diploma or less will be less resilient in adapting to forecasted changes than their neighbors with a higher educational attainment.

Ensuring access to job training for residents and workers, as well as collaboration and coordination with educational institutions and employers across Central Ohio, will be important for the City's economic and social well-being moving forward.

Figure 7: Automation Potential By Type of Work



Source: McKinsey Global Institute, 2017

HOUSING, ECONOMY, AND LAND USE

ECONOMIC INCENTIVES

Opportunity Zones

Opportunity Zones, created in 2017, are located in economically distressed areas where new investments may be eligible for preferential tax treatment. They were created to help encourage investment in disadvantaged communities by providing tax benefits to investors. Reynoldsburg has an Opportunity Zone located at Brice and Main. This area encompasses the previous site of Kmart, which currently sits vacant and ready for development.

TIF's and JEDD's

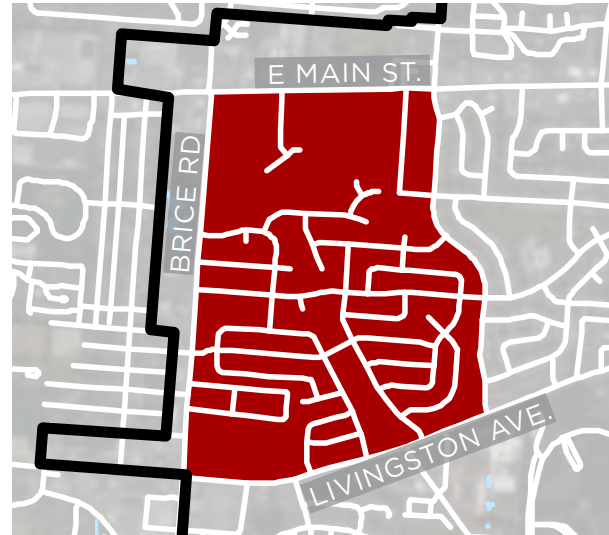
Two economic development tools that can have a significant impact on economic development are Tax Increment Financing (TIF) and a Joint Economic Development District (JEDD). TIF's can be used by local governments to finance public infrastructure improvements and residential rehabilitation. Within a district, a certain percentage of property taxes will go into a fund for public improvements in that area in an effort to make needed improvements and increase property values. Currently the City has a TIF on nearly every commercial property on East Main Street, Brice Road, and Broad Street.”

JEDD's are an arrangement where a municipality and township may develop township land for commercial or industrial uses. Both the township and municipality will share taxes within the property and the water and sewer service may be extended into to the property without annexation.

The City currently has a JEDD with Etna Township that was established in 2017 under Ordinance 92-17. The purpose of the JEDD is to work with the Township to collaboratively share the costs of operating and improving the district.

The first JEDD encompasses 5 parcels totaling approximately 230 undeveloped acres of land east of Mink Street & south of Refugee Road (just north of the Prologis Park – 70 Etna development). The agreement overlays the City of Reynoldsburg's 1.5% income tax on the future employees of the defined

Figure 8: Brice and Main Opportunity Zone



site as well as on the net profits of the companies located on the property. Per the agreement, funds are distributed between the three contracting entities as follows: 20% to the City of Reynoldsburg, 70% to Etna Township, and 10% to the JEDD board.

The second JEDD includes multiple parcels of land totaling about 330 acres to the east of Mink Road, between Refugee Road and Rt. 40 and near Etna's existing corporate park.

CIC's

Community Improvement Corporations (CIC) are economic development entities or land banks that promote, encourage, and facilitate economic and civic development. This can be done through promoting existing opportunities in the City, working to attract and retain businesses, creating public-private partnerships, and developing funds for land acquisitions, incentives, etc. Many communities throughout Ohio have CIC's to assist with economic development.

KEY FINDINGS-ECONOMY



Existing Conditions

- » Based on an estimate using GIS analytics, there is roughly 50 s.f. of retail and space per person in Reynoldsburg. This is significantly higher than the national average of approximately 25 s.f. of retail space per person.
- » Moving forward, the demands for retail space will change. Shopping online and spending money on “experiences” as opposed to goods, will drive down demand for traditional retail.
- » Specifically, Reynoldsburg has two types of retail that will impacted by national and regional trends:
 - » Big-Box – Today, successful big-box stores tend to locate next to other big-boxes (such as Polaris and Easton), rather than succeed in isolation (such as the former K-Mart site).
 - » Strip Malls – This retail form is becoming less desirable, largely because they are not anchored in an experience, which is where people are increasingly spending their time and money.



Public Engagement

- » Redevelop in existing infill corridors, rather than building large scale retail. (Survey)
- » Reynoldsburg should accommodate population growth by growing new businesses (Survey).
- » Shopping and supporting Downtown to create a strong Downtown (with vibrant retail) is important for a strong identity. (Stakeholder Groups)

03

HOUSING, ECONOMY,
AND LAND USE

Future Land Use

OVERVIEW

The Future Land Use Plan is a critical component of the Comprehensive Plan. It is used to guide city staff, planning commission, and private citizens and the development community on future development throughout the City. The planning process revealed a set of priorities reflected in the Future Land Use Plan. This includes accommodating shifting population demographics, the changing fundamentals of retail, and the continued need to diversify the local economy.

Future Land Use Plan Objectives

The Future Land Use Plan shown on the following page is composed of nine districts. Each of these districts has recommended land uses, design characteristics and key features to guide development within the district.

There are a number of City-wide objectives supported in the Future Land Use Plan. The top priorities include:

- » **Reimagining the East Main Street corridor.** East Main Street is largely lined with auto-oriented retail. Trends in retail and population growth (as previously discussed) indicate that this is not the highest and best use of land along this corridor. Diversification of uses along this corridor is a priority.

- » **Diversifying the local economy.** Currently, Reynoldsburg is heavily reliant on the tax base from The Limited. Transforming the Brice and Livingston intersection from retail into a mixed-use center focused on logistics will help diversify local income tax revenues.
- » **Strengthening Olde Reynoldsburg.** Olde Reynoldsburg is the heart and soul of the City. The Future Land Use Plan offers a guide to define and strengthen the District.

Using the Future Land Use Plan

While each of the districts have broad requirements to help guide development, some issues facing the City require a more detailed approach. These include specific issues related to site design, public improvements, and open space. These issues are addressed in the policy implementation section of this plan.

The Future Land Use Plan is not a zoning map, nor do the recommendations take the place of the existing zoning districts or designations. However, it is recommended that the zoning code be updated to reflect the proposed characteristics and uses of the adopted Future Land Use map. Future land use and zoning changes should be in alignment with the map and recommendations herein.

REYNOLDSBURG COMPREHENSIVE PLAN



HOUSING

Reynoldsburg's Existing Housing

A diverse, but aging housing stock.

Reynoldsburg has a diverse housing stock (e.g. a well-distributed number of single-family, duplex, and multi-family units). However, the median age of multi-family housing in Reynoldsburg is approximately 40 years old, making it difficult to compete with other Central Ohio communities for residents.

Potential to capture higher rents. Data from the U.S. Department of Housing and Urban Development shows that forecasted rents for new apartments in Central Ohio are significantly higher than existing rents being charged in Reynoldsburg.

Housing and Population trends

Growing region with smaller household sizes.

Central Ohio is growing rapidly. Approximately 87% of the population growth through 2030 will be households without children.

A growing preference for walkable places. In Ohio, survey data shows a majority of residents would prefer to live in walkable places. Currently, about 20% believe they currently live in a walkable place.



RETAIL

Reynoldsburg's Existing Retail

Reynoldsburg has an overbuilt retail sector.

Many experts say that the U.S. has an overbuilt retail sector, with estimates as high as 25 s.f. per person. An UrbanFootprint estimate revealed that Reynoldsburg has a higher retail footprint per capita than the U.S. at over 50 s.f. per person (UrbanFootprint Estimates).

The style of Reynoldsburg's retail is becoming obsolete. Big-box stores and strip malls, which dominate Reynoldsburg's retail landscape, are not necessarily meeting the needs of Reynoldsburg's future businesses.

Retail Trends

Consumer preference for "experiences." The Harvard Business Review, among other sources, indicate that a significant growth area in retail moving forward will come from eating out and "experiences," such as the ability to shop, eat out, and go to events in a downtown or neighborhood.

Rise in online shopping. Shifting trends in supply-chains and distribution mean that businesses no longer need stores with larger footprints.

Key Takeaways

1

DEVELOP NEW HOUSING STOCK THAT MEETS POPULATION SHIFTS AND MARKET DEMAND.

2

TRANSFORM OBSOLETE COMMERCIAL AREAS INTO VIBRANT RESIDENTIAL AND COMMERCIAL DESTINATIONS.

HOUSING, ECONOMY, AND LAND USE

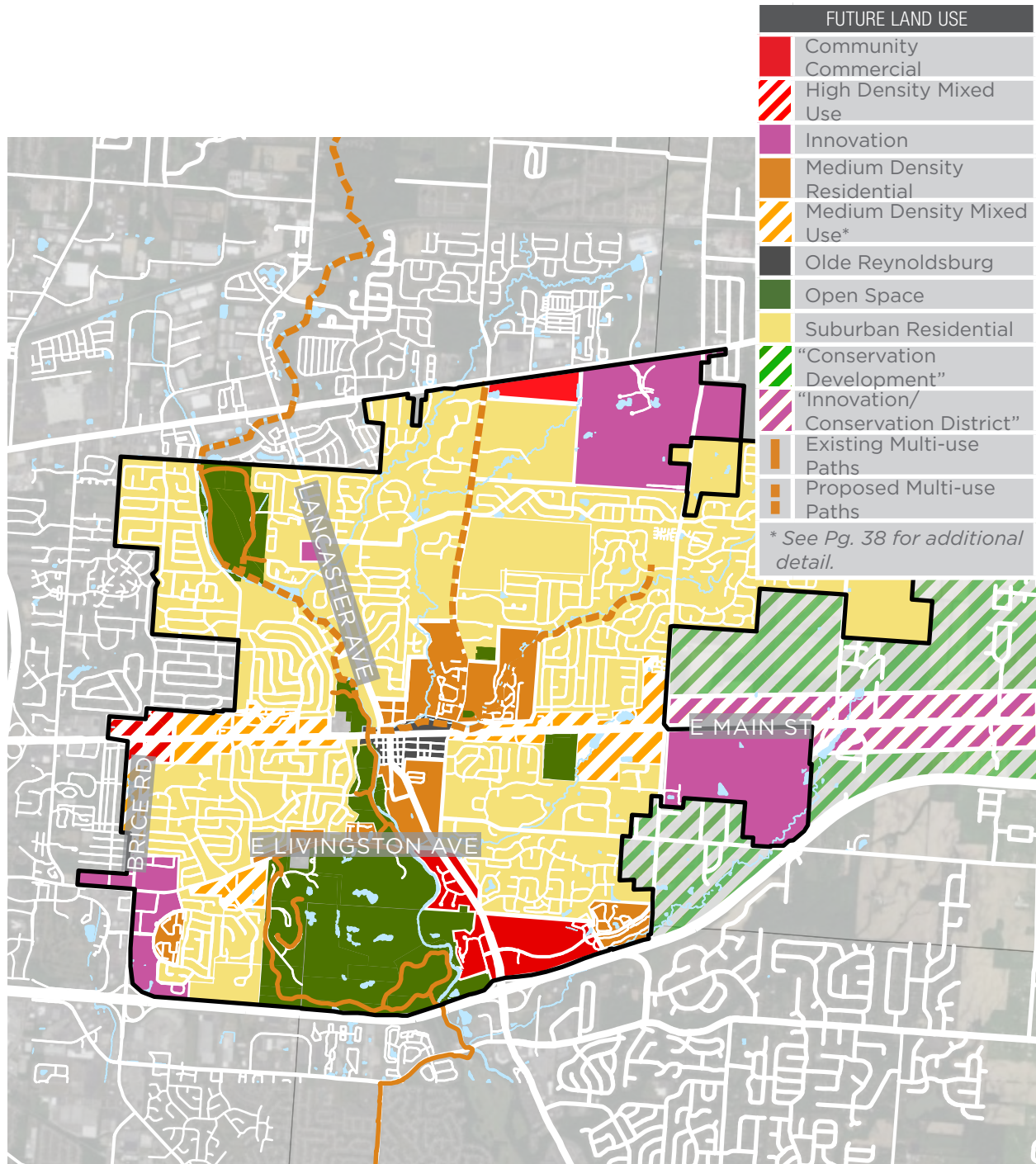


Figure 9: Future Land Use Map

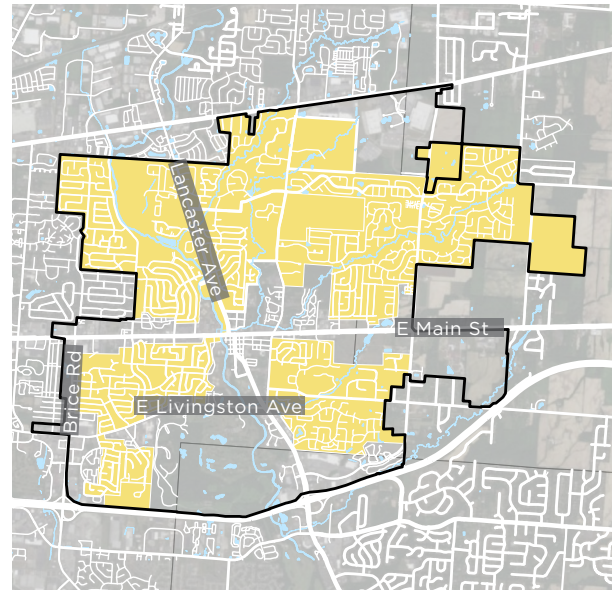


REYNOLDSBURG COMPREHENSIVE PLAN

SUBURBAN RESIDENTIAL

Suburban Residential Districts should largely consist of single-family homes situated on medium-sized lots. The Suburban Residential Districts highlighted in the map to the right are largely developed; however, future development should be characterized by a few different traits.

Walkability is an important trait in Suburban Residential Districts. This starts with the street network, which should have sidewalks, street trees, and short block lengths to promote walkability. Furthermore, walkable neighborhoods aren't exclusively pleasant places to walk within. They need to have destinations to walk to. Where possible, each home should be within a half-mile from a park or significant open space, to provide residents the opportunity to walk to recreational activities. Integrating institutional uses, such as schools and day-care centers, are complementary and encouraged in residential districts. Connecting new residential development to trail systems where appropriate is highly encouraged.



Key Features

- » Walkable neighborhoods with street trees and sidewalks
- » Short blocks with frequent connections to adjacent developments or future development
- » Local parks and green space with walking paths, benches, play structures, etc., accessible to each residence
- » Institutional uses, including neighborhood schools, may be integrated throughout the site

Development Character

Development Intensity	3-6 units / acre
Parking	Rear or side facing garages Alley access where appropriate
Front Setback	25-30 ft
Suggested Uses	• Single-family detached • Single-family attached • Duplex • Schools • Religious Institutions



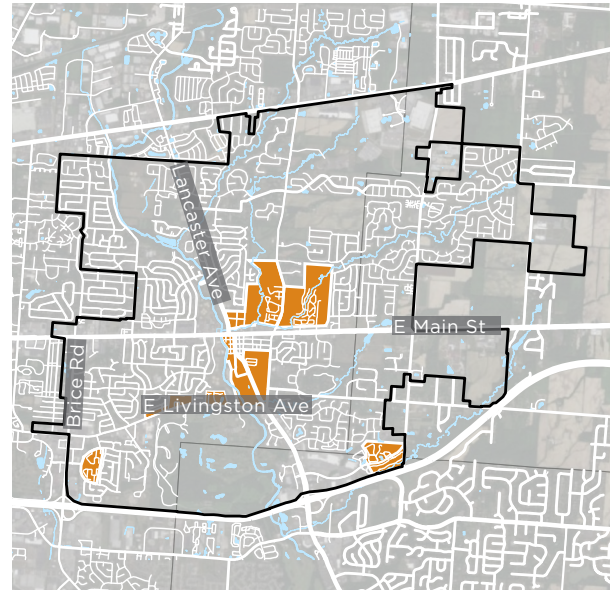
HOUSING, ECONOMY, AND LAND USE

MEDIUM DENSITY RESIDENTIAL

Medium Density Residential Districts are dispersed throughout the community and complement single-family residential by accommodating a more diverse range of housing options.

Future development in Medium Density Residential Districts should be well integrated with surrounding uses while allowing for more compact development to accommodate growth, smaller household sizes, an aging population, and a growing number of households without children. Two-unit buildings are encouraged where appropriate. Developments may include a range of housing options with different price points and styles including townhomes, dense single-family, row houses, and apartments.

High quality, pedestrian-friendly roadway networks between Medium Density Residential Districts and adjacent areas should be a top priority to allow continued and cohesive development throughout the City of Reynoldsburg.



Key Features

- » Short walkable blocks with common open spaces
- » Senior-friendly residential options
- » Shared recreational amenities
- » Variety of unit types (townhome, duplex, flat, etc.)
- » Smaller setbacks and improved streetscape to promote walkability

Development Character

Development Intensity	7-12 units / acre
Parking	Rear or side facing parking lots On-street parking Alley access where appropriate
Front Setback	0-20 ft
Suggested Uses	• Single-family attached • Multi-family • Duplex • Townhome

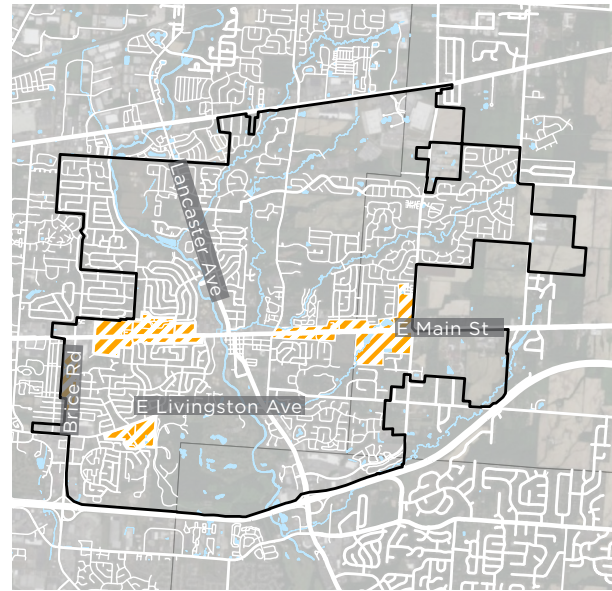


MEDIUM DENSITY MIXED USE

Medium Density Mixed Use Districts are situated along heavily traveled corridors on East Main Street and Brice Road and include a well-integrated mix of housing, neighborhood-oriented retail, and public space, all connected by a network of comfortable, pedestrian-friendly streets.

Future development in Medium Density Mixed Use Districts should connect gateways into Reynoldsburg with the downtown, as well as serve commercial needs scaled to accommodate the immediate neighborhoods. The districts should incorporate a mixture of small commercial and office uses, residential units, and retail uses, including shopping and dining. Development should integrate public spaces, such as pocket parks, and the structures should help define the character of the street.

Attractive streetscapes and walkability should be emphasized to encourage pedestrian and transit activity along the corridors, and to create cohesive character amongst neighboring development. Sidewalk cafes, awnings, and landscaping are encouraged to help define the character of the development.



Key Features

- » **Along East Main Street, from Brice Road to Olde Reynoldsburg, only commercial uses (office and retail) should be allowed on the first floor. East of Olde Reynoldsburg to Taylor Road, residential is a conditional use on the first floor.*
- » Smaller retail and office users that support local residents and provide experiences at cafes, restaurants, and retail
- » Medium density residential above retail and office where appropriate

Development Character

Development Intensity	20,000 - 25,000 sf / acre (residential units at 10 to 20 units per acre)
Parking	Placed to the rear or side of buildings, well-screened On-street parking
Front Setback	10-20 ft
Suggested Uses	• Duplex/Quad-plex • Multi-family • Dense single-family • Neighborhood commercial • Neighborhood office



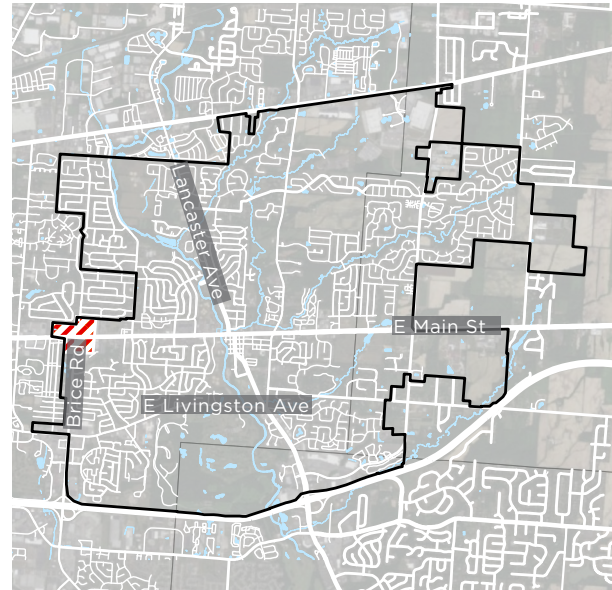
HOUSING, ECONOMY, AND LAND USE

HIGH DENSITY MIXED USE

High Density Mixed Use Districts serve similar functions as Medium Density Mixed Use Districts, but should be located at strategic gateways which are best positioned to accommodate higher-intensity development.

Future development in High Density Mixed Use Districts should be four to five stories with high-quality architecture, minimal setbacks, and pedestrian-friendly site design. Building facades and entrances should be oriented to the street with parking accessible from the rear or side of the building. Signage and wayfinding should be included, as appropriate, to welcome and direct visitors to Reynoldsburg and key community assets.

Residential uses should be intermixed among commercial and office uses. Public parks and green spaces should be integrated throughout future developments and include places for play, pets, and recreation.



Key Features

- » Internal street network within development
- » Pedestrian-friendly streets with high quality streetscapes
- » Residential uses include mid-rise apartment and condo buildings, and units above retail or office
- » Identifiable character, branding, and signage
- » Multi-modal transportation network within close proximity.

Development Character

Development Intensity	20,000 - 40,000 sf / acre (residential units at 15 to 20 units per acre)
Parking	Placed to the rear or side of buildings, well-screened Podium parking where appropriate On-street parking
Front Setback	0-20 ft
Suggested Uses	• Multi-family • Condominium/Townhome • Neighborhood commercial • Institutional Office



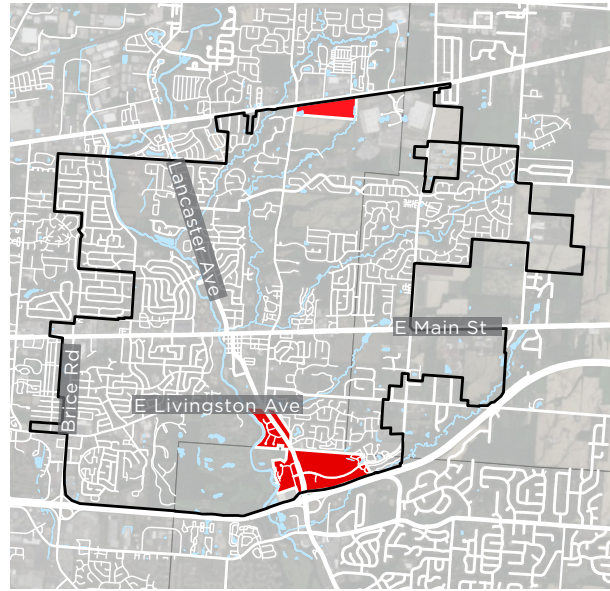
REYNOLDSBURG COMPREHENSIVE PLAN

COMMUNITY COMMERCIAL

The Community Commercial District is intended to serve residents of Reynoldsburg and the surrounding areas. With easy access to I-70 and I-270, the districts should promote businesses that rely on a larger geographic market area for their consumer base, along with offices and companies with a regionally-based workforce that can access the district from adjacent, heavily-traveled corridors.

Traditionally, big-box retail has been developed on large lots with ample surface parking. However, changes in online shopping and distribution, along with the imminent rise of automated delivery and autonomous vehicles, will likely diminish the demand for this type of retail in the future.

Future development in the Community Commercial District should accommodate these changes in retail and transportation. Smaller lots and smaller footprints will allow flexibility for current retailers while providing stronger opportunities for adaptive reuse. Streets should be developed as adaptable, interconnected grids, and introduction of other uses may be needed to allow these areas to be successfully repositioned for the future.



Key Features

- » High quality streetscape and roadway materials throughout the district
- » Well-designed buildings with distinct architectural character
- » High quality building standards and abundant landscape treatments within sites, including parking lots, to reflect the brand of the district

Development Character

Development Intensity	15,000-20,000 s.f. per acre
Parking	Rear parking lots, or well-screened side lots
Front Setback	25-30 ft
Suggested Uses	• Regional Commercial • Flex Office

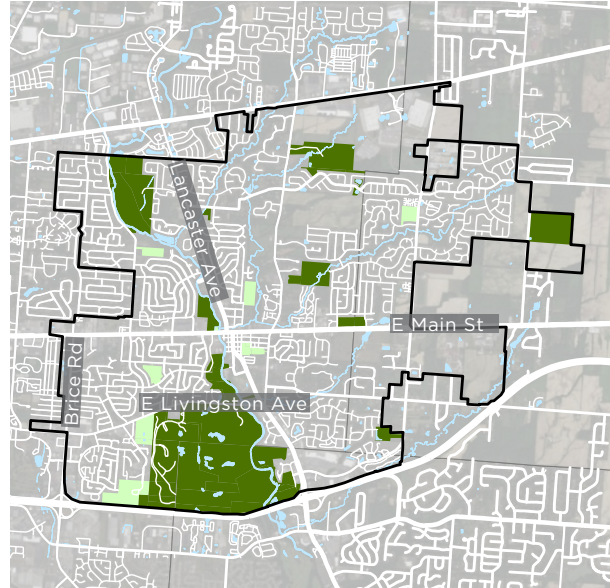


HOUSING, ECONOMY, AND LAND USE

OPEN SPACE

Parks, trails, and open spaces are critically important to the health and well-being of Reynoldsburg's residents. The Open Space District can include a variety of open spaces such as golf courses, ball fields, playgrounds, natural passive areas, and neighborhood pocket parks. These parks vary in their users, from attracting people across the region to a smaller, neighborhood scale.

Moving forward, Reynoldsburg should continue to develop green space with both active and passive uses. Trails are an increasingly popular recreational amenity in communities. When planning for trail improvements, trails should connect key destinations in the community, including Olde Reynoldsburg, civic uses, and existing parks. Schools and residential developments without a significant park within a half-mile of residents should be considered a priority for new open space. (The map to the right highlights existing walk access times to existing public spaces and schools throughout Reynoldsburg and can be used as a tool for future open space planning efforts).

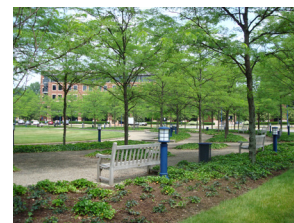
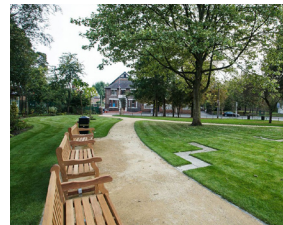


Key Features

- » Shared-use paths as corridors connecting neighborhoods
- » Play structures, picnic areas, recreational fields
- » Open space for City programming or leisure activities
- » Community gardens and dog parks
- » Educational opportunities and facilities
- » Natural wildlife habitats and preserves

Development Character

Development Intensity	N/A
Parking	Off-street where appropriate
Front Setback	N/A
Suggested Uses	• Neighborhood Parks • Golf Courses • Athletic Fields • Shared-Use Paths • Natural/Conservation Areas • City Parks



REYNOLDSBURG COMPREHENSIVE PLAN

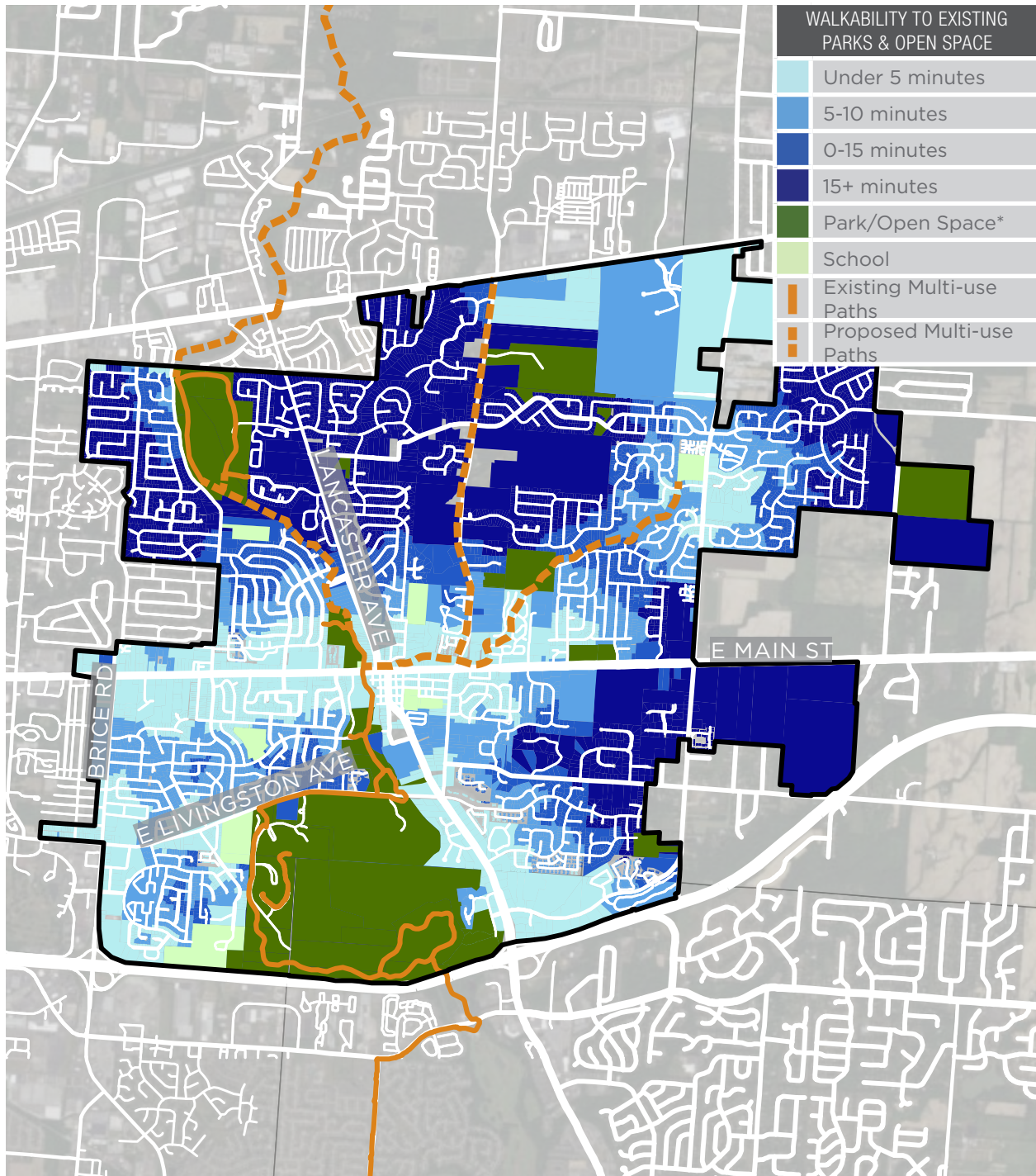


Figure 10: Walkability to Open Space*



*School grounds included as open space.

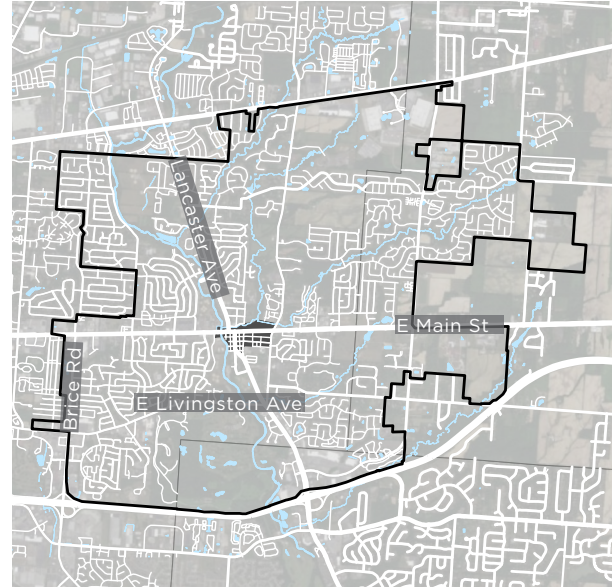
HOUSING, ECONOMY, AND LAND USE

OLDE REYNOLDSBURG

Olde Reynoldsburg is the heart and identity of the City. With a blend of historic buildings, walkable retail and restaurants, small offices, and government buildings, the District is an important gathering place for Reynoldsburg residents and helps strengthen the identity and brand of the city.

Future development in Olde Reynoldsburg should strengthen the historic character of the District. Historic buildings, facades, and public spaces should be maintained in accordance with best practices for historic preservation. Interesting and stimulating pedestrian environments should be a primary feature of the District. Sidewalk cafe seating is encouraged, ground-floor retail with large windows should be promoted whenever possible, and pedestrians should feel safe and comfortable on the streets and sidewalks throughout the district. New residential development is highly encouraged to help bolster and support the vibrancy of the downtown.

The boundaries of this district extend west, over Blacklick Creek, to include the current municipal buildings and campus. Incorporating the civic uses, including the YMCA, of this area into Olde Reynoldsburg can strengthen the mix of uses in the area, promoting a diverse and vibrant place.



Key Features

- » Identifiable character, branding, and signage
- » Walkable streets with sidewalks, short blocks, and a high quality streetscape
- » Public spaces with attractive landscaping, public art, and pedestrian access
- » Integration of retail, office, and residential uses in a true mixed-use approach

Development Character

Development Intensity	20,000 - 40,000 sf / acre (residential - varied)
Parking	Located to the rear or side of the building, well-screened On-street parking
Front Setback	0-15 ft
Suggested Uses	• Neighborhood Retail • Bars and Restaurants • Small-Scale Office • Multi-family Residential • Municipal Buildings • Community Centers and Civic Uses

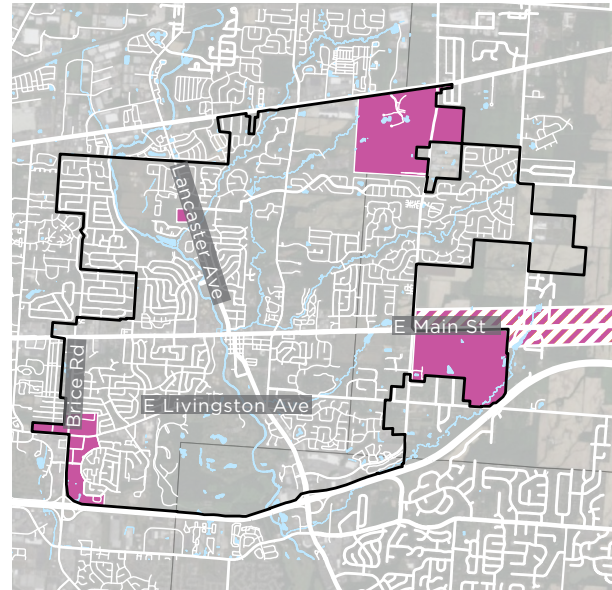


REYNOLDSBURG COMPREHENSIVE PLAN

INNOVATION DISTRICT

Innovation districts include a mix of industrial and office uses intended to serve as economic centers for Reynoldsburg and surrounding communities. Professional office users such as research and development, laboratory, and technology businesses, among others are encouraged. Light industrial, manufacturing, and warehouse uses may be appropriate near major roadways. (In particular, the intersection of Brice Rd. and East Livingston Ave. is a strong opportunity for warehousing and logistics companies to locate and take advantage of the close proximity to I-70 and I-270 to distribute their goods to market. See Chapter 7 for additional information).

Buildings and sites should be well designed, incorporate green infrastructure, have distinct architectural character, and be well integrated with surrounding development and amenities. Attractive landscaping, streetscape elements, and signage should be used to integrate larger sites into the existing street network. Pedestrian crossings should be provided along adjacent streets throughout the districts.

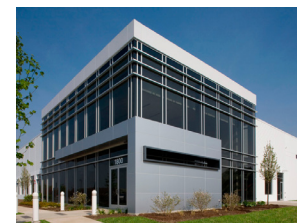


Key Features

- » Signature buildings should serve as a gateway into Reynoldsburg
- » Attractive landscaping and green infrastructure features such as ponds, fountains, small parks, bioswales, etc., are encouraged
- » Small to mid-sized manufacturing warehouses with limited noise and toxin pollution
- » Signage and branding elements incorporated throughout the district

Development Character

Development Intensity	20,000 - 25,000 s.f. per acre
Parking	Rear parking lots, or well-screened side lots
Front Setback	10-25 ft
Suggested Uses	• Industrial • Office • Logistics • Warehousing

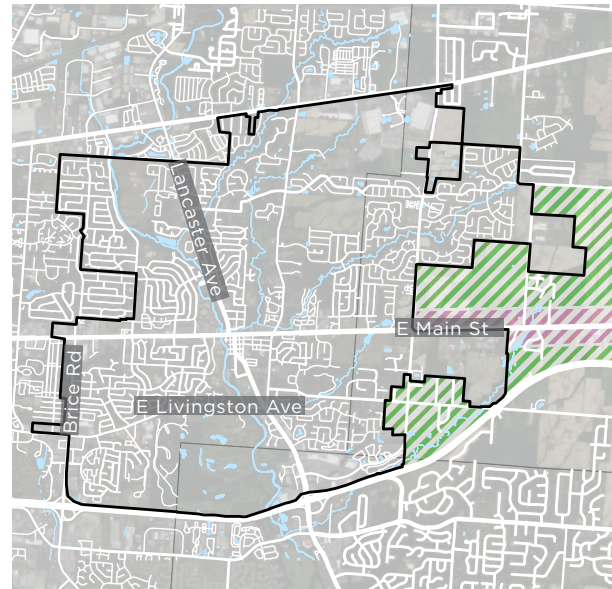


HOUSING, ECONOMY, AND LAND USE

CONSERVATION DISTRICT

As Reynoldsburg's boundaries are currently drawn, the vast majority of land and neighborhoods within the City are already developed. However, if land along the eastern portion of Reynoldsburg's boundary gets incorporated into the City, it should be developed in a clustered pattern that preserves farmland, natural features, and open space. Furthermore, clustered residential development often requires less roadway, water, and sewer infrastructure to design, providing potential cost savings to the City.

The district can offer a number of housing types, from single-family detached, to attached, to townhomes. Open space should promote both passive spaces that preserve farmland or wooded areas, areas for green infrastructure, and more active recreational areas. Both greenspace and residential development should be connected through off-road bicycle and pedestrian trails.

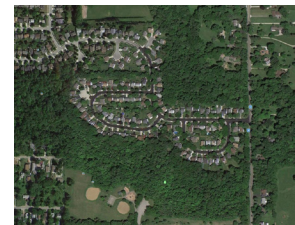


Key Features

- » Clustered single-family development that preserves natural features
- » Typically, 50%-70% of the District is conserved
- » Integrates quality landscaping and green infrastructure throughout the developed portion of the district
- » Innovation zone along East Main Street (indicated with a purple hash) indicates areas reserved for new innovative uses that preserves open space

Development Character

Development Intensity	4 to 6 units per acre
Parking	Rear parking lots, 2 spaces per unit
Front Setback	10-20 ft
Suggested Uses	• Detached/Attached Single-Family • Schools • Community Centers • Research/Office Parks • Office/Warehousing



REYNOLDSBURG COMPREHENSIVE PLAN

IMPLEMENTATION

The implementation framework includes a series of goals with related strategies and actions for each plan area. The development of the framework is a result of the public engagement process, existing conditions analysis, and understanding of best practices. It is intended to be used regularly by staff and members of the local leadership to make informed decisions regarding where and how the City grows.

The following goal, strategies, and actions relate to recommendations around Economy and Land Use.

RESPONSIBLE PARTIES	
	City Council (CC)
	Planning Department (PD)
	Planning Commission (PC)
	Parks & Recreation Department (P&R)
	Public Service Department (PS)
	Community Organizations (CO)

TIMEFRAME		
Short	S	0-1 years
Medium	M	1-3 years
Long	L	3+ years
Ongoing	O	Continuous

GOAL 2 (*Economy and Land Use*)

DIVERSIFY AND BALANCE A MIX OF LAND USE TYPES THAT CREATES ECONOMIC RESILIENCY WHILE PROMOTING A DISTINCT CHARACTER.

	TIMEFRAME	POTENTIAL PARTNERS
STRATEGY 2.1: Update codes, regulations, and plans to align with the Future Land Use Map.		
Action 2.1.1: Update the City's Zoning Code to align with the Future Land Use Map and district descriptions and regulations.	S	PD/PC
Action 2.1.2: Align updates of the Capital Improvements Plan with the Comprehensive Plan.	S	PS
Action 2.1.3: Coordinate MORPC's regional planning initiatives with future planning documents and studies.	O	PS/PD/PR

HOUSING, ECONOMY, AND LAND USE

	TIMEFRAME	POTENTIAL PARTNERS
STRATEGY 2.2: Transition the Brice and Main area to a unique and dynamic mixed-use development.		
Action 2.2.1: Work with public and private agencies (e.g. REDI) to promote redevelopment of focus areas.	S	PD/CC
Action 2.2.2: Use existing TIF's and create new ones as needed to finance future capital improvements associated with development in the area.	O	PD/PS
Action 2.2.3: Leverage the potential of the Opportunity Zone to attract future private investment in the Brice Road area.	S	PD
Action 2.2.4: Work with MORPC and COTA to integrate mass transit into future development plans in the area.	O	PD/PS
STRATEGY 2.3: Grow Olde Reynoldsburg as the cultural and entertainment center of the community.		
Action 2.3.1: Create new public space areas that will serve to create a sense of place and provide opportunities for gathering and entertainment.	O	PD/PR
Action 2.3.2: Embrace the waterways in all future design decisions.	O	PD/PR
Action 2.3.3: Explore the opportunity to create on-street parking on East Main St. to expand parking options and improve walkability.	S	PD/PS
Action 2.3.4: Consider implementing tools to promote the growth and reinvestment of the Downtown District, including Tax Increment Financing, Designated Outdoor Refreshment Area (DORA), or a Special Improvement District, among other programs.	S	PD/CC/PR
Action 2.3.5: Create gateways that define and brand Olde Reynoldsburg, including arches, signage, public art, etc.	S	PD/PS
Action 2.3.6: Expand off-street parking options with high-quality landscape screening.	O	PD/PS/CC
STRATEGY 2.4: Transition the Brice Rd. and Livingston Ave. area to a light industrial, innovation, and logistics center that capitalizes and builds on access to the I-70 corridor.		
Action 2.4.1: Partner with the City of Columbus to transition outdated commercial uses into spaces competitive in the marketplace.	M	PD
Action 2.4.2: Develop a unique brand to promote the innovation in the Innovation District.	M	PD

REYNOLDSBURG COMPREHENSIVE PLAN



04

MOBILITY

04

MOBILITY

Mobility

OVERVIEW

Mobility in Reynoldsburg covers a variety of transportation modes. Beyond a traditional examination of traffic counts and whether or not roadway design can accommodate these traffic counts, this Chapter addresses safety and comfort for pedestrians, transit riders, and automobile drivers. While the future of transportation technology continues to evolve, a focus on developing a comfortable street and pedestrian network for all users will remain essential to helping Reynoldsburg maintain a strong quality of life. The intent of future transportation planning in Reynoldsburg is to balance function and character.

In This Chapter:

- » **Existing Conditions and Trends:**
Roadway, Non-motorized Transportation, Complete Streets, Regional Mobility Efforts
- » **Planned Roadway Improvements**
- » **Implementation Strategy**

As Reynoldsburg accommodates population growth and new development, strengthening connectivity and leveraging infrastructure investments will be critical. High quality streetscape design, improved pedestrian safety, and trail connectivity are important investments. Furthermore, the City can coordinate planned infrastructure investments, particularly along East Main Street, with other public and private investments, occurring locally and regionally.

The transportation component of this plan builds upon the principles and land use recommendations to define a vision for the future transportation network. It establishes a hierarchy of streets and street design criteria to support the land use vision and provides strategies to continue to expand the City's road network, bikeway system, transit service, pedestrian infrastructure and other mobility needs over the next 30 years and beyond.

Survey data indicates that Ohioans increasingly prefer to live in walkable communities. Figure 11 (to the right) indicates areas of strength and opportunity across Reynoldsburg.

REYNOLDSBURG COMPREHENSIVE PLAN

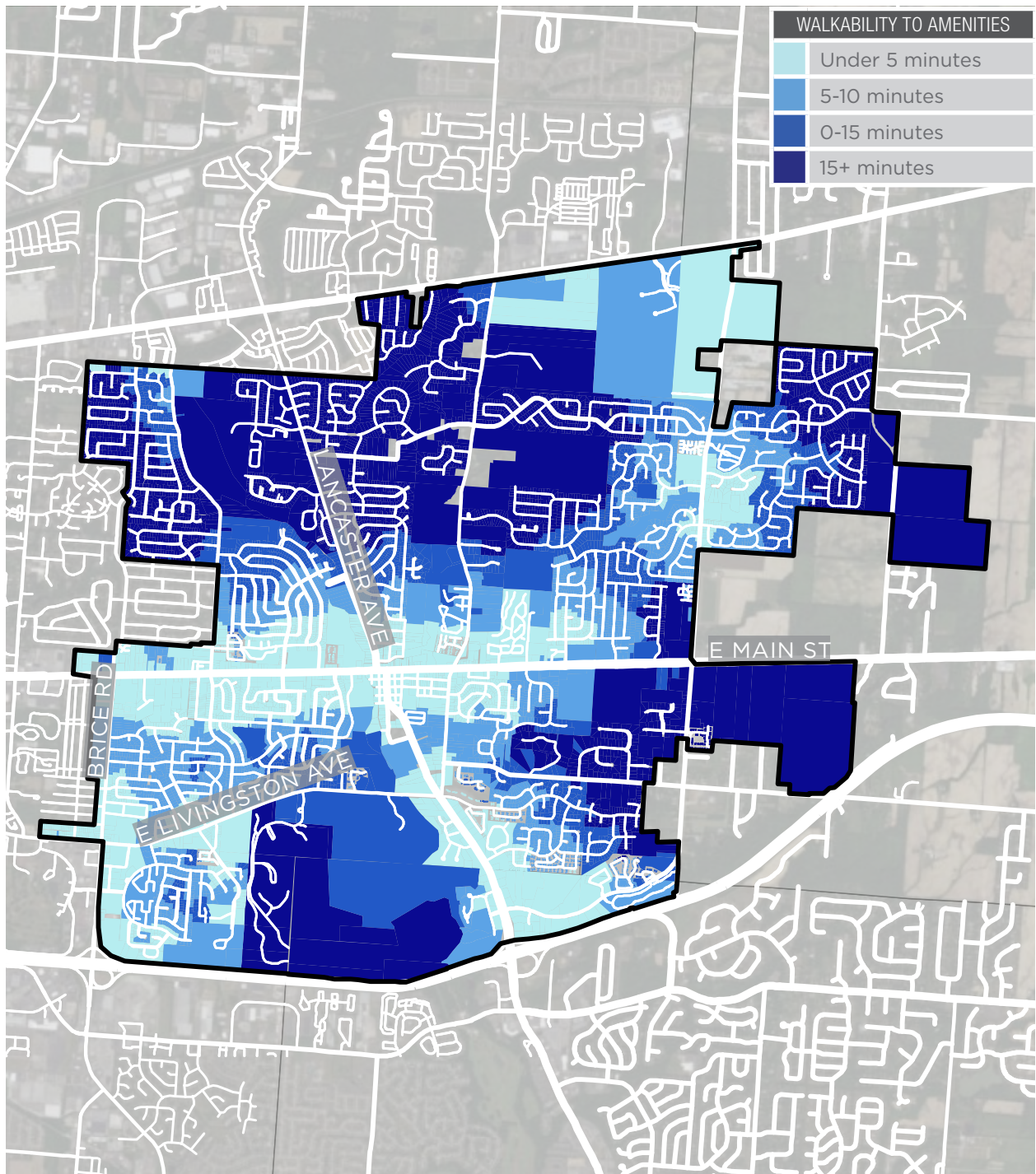


Figure 11: Walkability to Amenities



MOBILITY

EXISTING CONDITIONS AND TRENDS

ROADWAY

High Crash Locations

The transportation network must be designed to safely accommodate all modes of travel. More heavily traveled corridors will inherently have more crashes due to the higher volume of cars. However, examining the context of crashes helps identify potential improvements. The map on the following page shows areas marked in the top 100 crash locations in Central Ohio by MORPC. They experience both heavy traffic and have multiple curb cuts in close proximity with little to no access management (shared entrances and access drives).

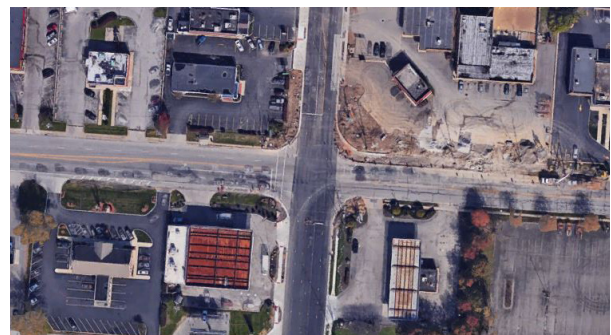
Traffic Volumes

While Reynoldsburg has several heavily traveled corridors, traffic volume is not as high in comparison with other suburbs. Traffic volumes are measured in terms of average vehicles per day or Average Daily Traffic (ADT). ADT varies considerably based on roadway context and design. High ADT corridors are often attractive for retail development, while less attractive for residential development. Corridors with certain levels of traffic may employ different designs (number of lanes, lane width, intersection type, etc.) depending on context. The new roadway network guidelines will ensure that even roads with high traffic volumes can develop in a safe way for all users.

The East Main Street corridor carries more than 32,000 vehicles per day and Lancaster Avenue nearly 25,000. While these are the busiest roadways in Reynoldsburg, ADT is lower than the busiest



Waggoner Road and Broad Street (#24 on Figure 12.)



Brice Road and East Livingston Avenue (#49 on Figure 12).



Brice Road and East Main Street (#90 on Figure 12.)

roadways in communities such as Dublin and Westerville, which have ADTs between 35,000 to 45,000 vehicles. Despite the high ADT's in these communities, both Dublin and Westerville's downtowns are still vibrant and walkable with a mix of uses. (See recommendations for Olde Reynoldsburg in Chapter 7).

REYNOLDSBURG COMPREHENSIVE PLAN

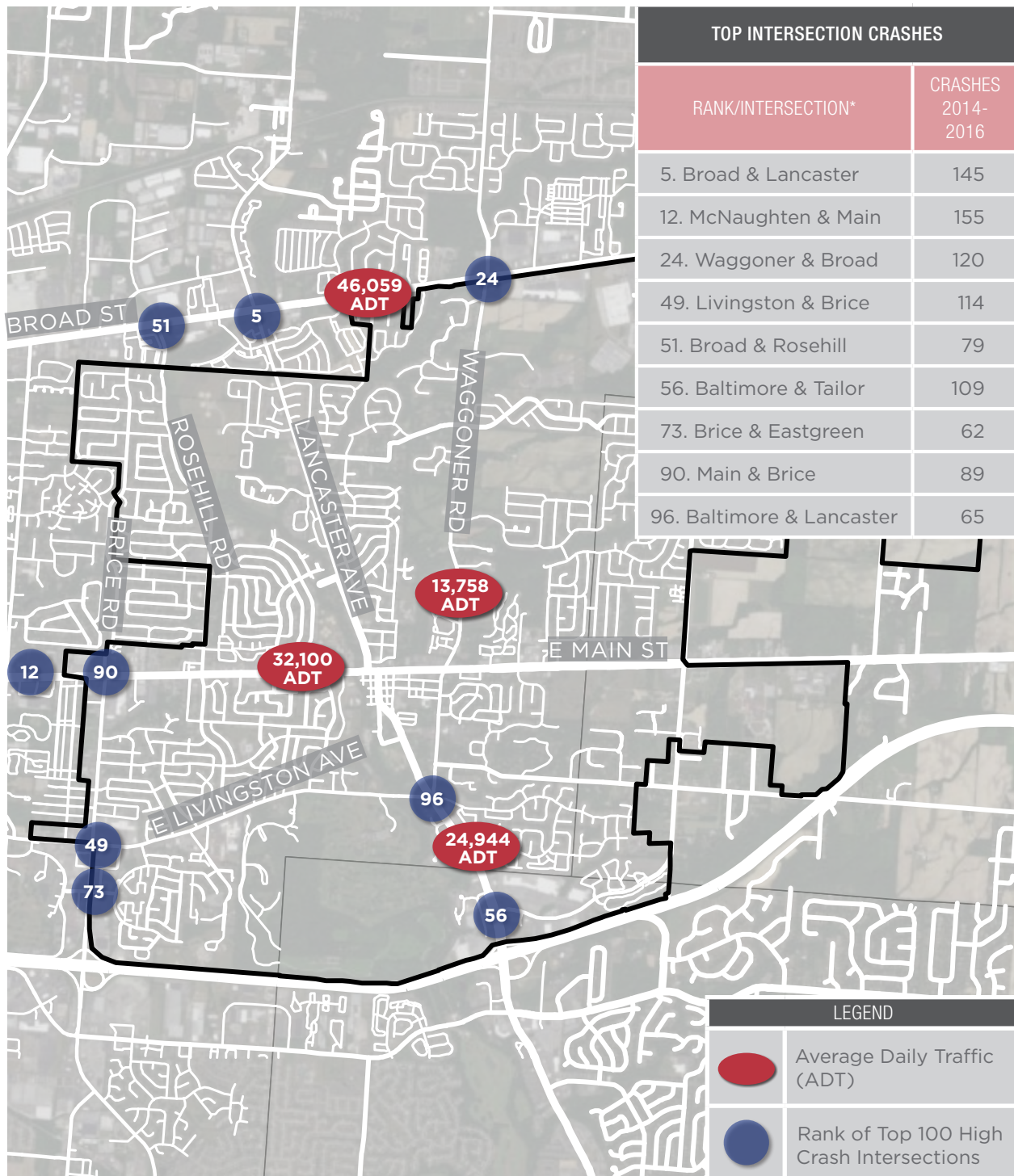


Figure 12: Traffic Counts and High Crash Data Locations



*Intersections are ranked on total crashes and crash severity.

MOBILITY

NON-MOTORIZED TRANSPORTATION

Existing Trail Network

The City has an extensive and growing bikeway network connecting to the regional trail and greenway network. As highlighted on the map on the following page, many of the City's parks and schools are connected to the existing bikeway network, and there are plans to provide additional connectivity between the remaining schools, parks, and future bicycle networks.

As Reynoldsburg plans future facilities, there are two different types of trails and paths that can be implemented: off-road trails and on-road bike lanes and facilities. Recommended off-road trails are highlighted here. Integrating on-road facilities into a Complete Streets philosophy and network are highlighted on the following page.

Columbus Area Active Transportation Plan

The 2016-2040 Columbus Area Metropolitan Transportation Plan also included the Columbus Area Active Transportation Plan to help identify regionally significant active transportation projects that include pedestrian, bicycle and transit accommodations.

The draft plan, completed in October 2015, includes tools such as an interactive map and cost estimator for construction costs for active transportation facilities. The interactive map identifies major transportation corridors with recommendations for appropriate transportation facilities for each type. As Reynoldsburg plans for future non-motorized facilities, this plan should be consulted.



A two-way bicycle lane (shown here in Columbus), is a safe, on-road facility protected from automobile traffic by parked cars.



Green painted lanes are an effective way to draw attention to cyclists, particularly at intersections.

Implications for Reynoldsburg

Off-road bicycle and trail facilities, while more expensive to construct than on-road bicycle lanes, are safe facilities for users of all ages. The map to the right highlights the parks, schools, and Olde Reynoldsburg. Many of these locations are currently connected by off-road bicycle trails. Filling in the missing links, along with prioritizing construction on trails that connect some of these uses, should be a priority for the City moving forward.

REYNOLDSBURG COMPREHENSIVE PLAN

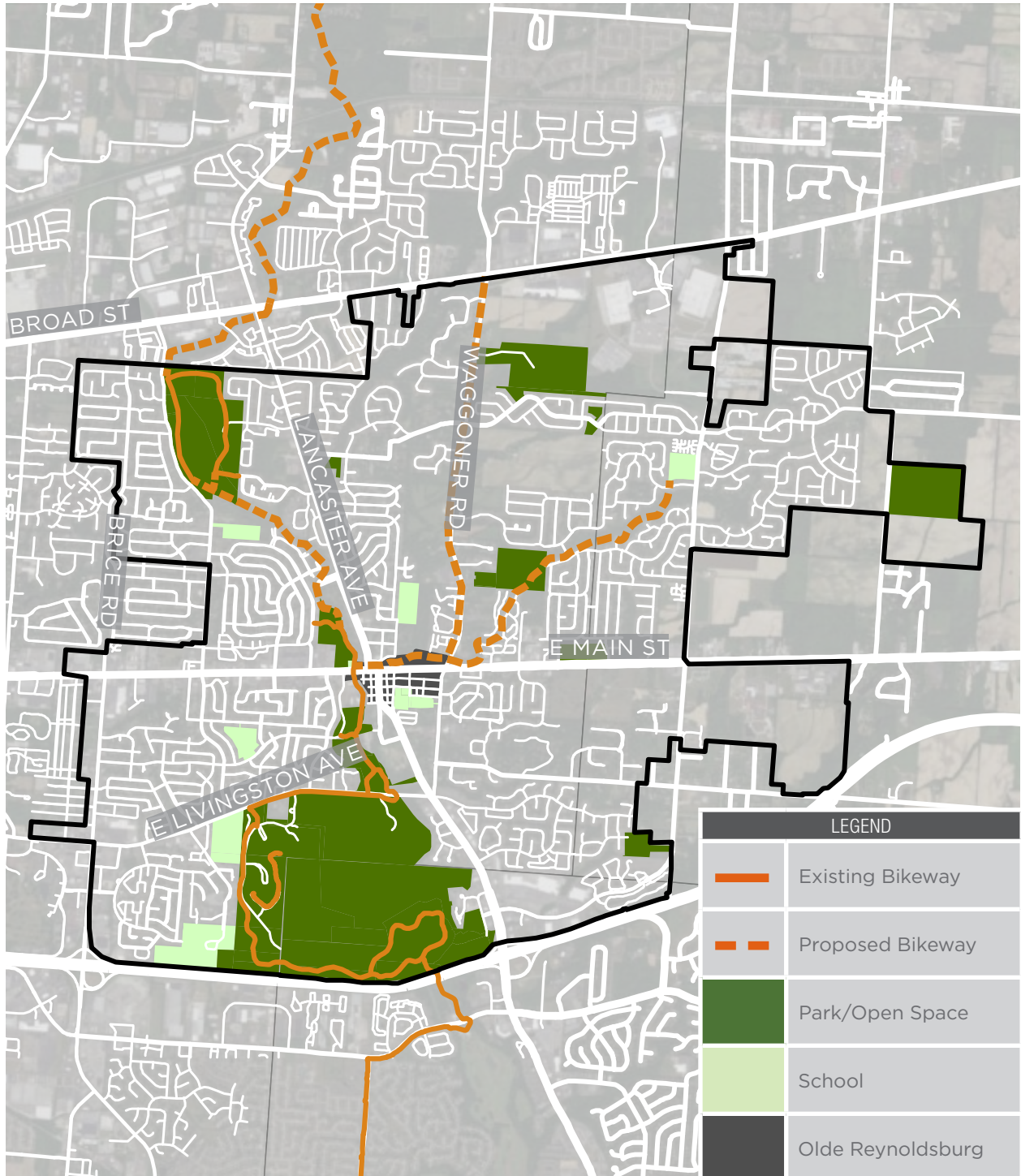


Figure 13: Non-Motorized Transportation Planning



MOBILITY

COMPLETE STREETS

Complete Streets is a philosophy used by cities to accommodate the need for an integrated, connected street network that serves users of all ages and abilities, including motorists, bicyclists, pedestrians, and transit riders.

Throughout the process, Reynoldsburg residents indicated a preference for walkability. A Complete Streets policy can help promote walkability.

Appropriate design standards and engineering requirements must be balanced to meet users' needs within the context of the street. Furthermore, the implementation of roadway improvements should accommodate the physical needs of all users of a transportation network, regardless of their age or physical ability.

The design of a "Complete Street" depends on its context. For example, a Complete Street in a rural area may not include sidewalks and curbs, but could feature a multi-use path on one side of the street to provide a meaningful transportation option in that setting. For that reason, not all "Complete Streets" will look the same.

Features of Complete Streets may include:

- » Sidewalks and bike lanes
- » Comfortable and accessible public transportation stops
- » Frequent and safe crossing opportunities, with accessible pedestrian signals
- » Curb extensions and median islands
- » Narrower travel lanes, and roundabouts

The priority roadway networks, highlighted in Figure 14, indicate roadway networks where a Complete Streets approach may have the most significant investment.

Roundabouts

Intersections typically require stop signs or traffic signals when traffic counts warrant. However, modern, low-speed roundabouts can reduce crashes, accommodate more traffic than traffic signals, cost less, and require less pavement than signalized intersections. Pedestrian crosswalks are located behind the "pause" line for automotive traffic. Although not all intersections are candidates, the roundabout is a viable traffic management tool.

- » **Safety:** Reduction of crashes and fatalities due to slower speeds and no left turns.
- » **Improved traffic flow:** Congestion is alleviated through continuous traffic flow.
- » **Complex intersection solution:** Roundabouts are ideal for 5-legged, sharp intersection and other unusual intersections.



Roundabouts are becoming increasingly common in Central Ohio. Newark, Ohio (above) installed four roundabouts around its Downtown square.

- » **Less conflict:** Roundabouts offer fewer points of conflict where crashes may occur.
- » **Easy maintenance:** Given the lack of traffic signals, roundabouts are easier to maintain and more energy efficient than signaled intersections.

REYNOLDSBURG COMPREHENSIVE PLAN

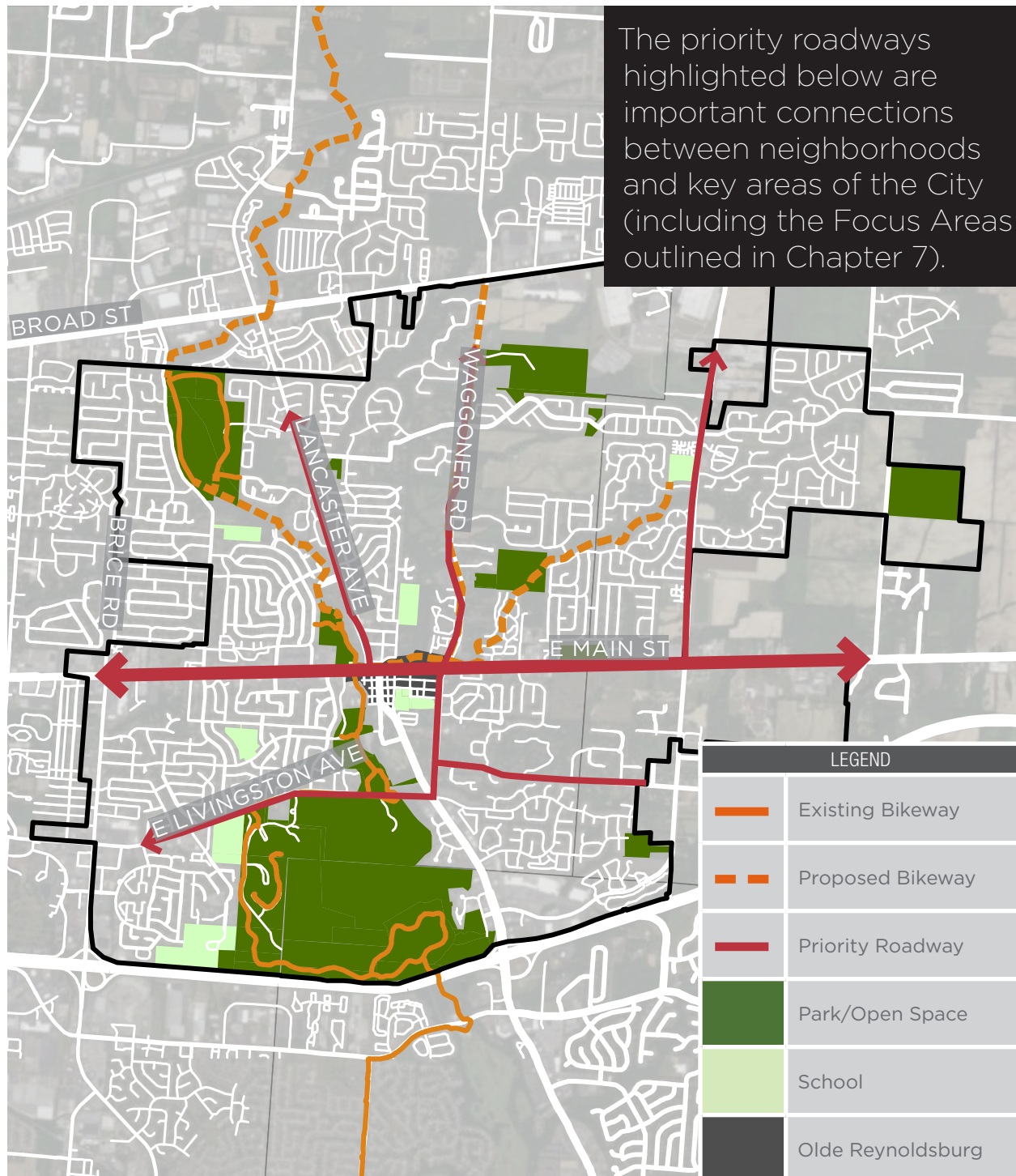


Figure 14: Major City Thoroughfares



See appendix for planned roadway improvements.

MOBILITY

REGIONAL MOBILITY EFFORTS

Throughout the Central Ohio region, several planning initiatives are underway that will help shape the future of mobility in Reynoldsburg. These key projects, likely to impact future development, land use, and transportation in Reynoldsburg, are highlighted below.

Insight 2050

The Insight 2050 planning process conducted by the Mid-Ohio Regional Planning Commission (MORPC) has estimated that Central Ohio is expected to grow by up to one million people by the year 2050. As part of planning for that population growth, MORPC has initiated a follow-up planning study that considers long-term land use and transportation strategies on five key corridors. These corridors are likely to accommodate significant population growth throughout the Central Ohio.

East Main Street, specifically the portion of the corridor from Downtown Columbus to Reynoldsburg, is one of these five corridors. Local staff and elected officials from jurisdictions along the corridor, along with regional planning officials and transit leaders, have begun planning for the implications of population growth. This includes identifying key nodes of residential development, public space investments, and future transportation options along the corridors.

NextGen

The Central Ohio Transit Authority (COTA) recently completed a long-range planning effort called NextGen to identify public transportation needs and opportunities through the year 2050. NextGen considers how future population growth and other trends will shape demand for public transportation. COTA recently reconfigured many of their routes to offer more frequent and faster transit service. The plan's Vision 2050 also includes 13 potential high capacity transit corridors centered

on some of Columbus' most dense corridors. East Main Street has been identified as a high-capacity corridor, with the potential for future Bus Rapid Transit services.

Smart Columbus

Municipal governments around the country are at the beginning stages of integrating technologies to improve city functionality and the overall quality of life for residents. In 2016, the City of Columbus won the U.S. Department of Transportation (USDOT) \$40 million Smart City Challenge with additional funds from private and philanthropic sectors. Smart Columbus aims to achieve the following:

- » Improve access to jobs through expanded mobility options in major job centers.
- » Compete globally through smart logistics.
- » Connect Columbus residents to safe, reliable transportation that can be accessed by all.
- » Better connect visitors to transportation options.
- » Develop a more environmentally-sustainable transportation system.

As Smart Columbus continues to evolve, the City of Reynoldsburg may be able to apply lessons learned to the future of mobility in Reynoldsburg.

Implications for Reynoldsburg

These regional mobility efforts have identified East Main Street as an important corridor, both for the City of Reynoldsburg and the region. Currently, East Main Street is the main transit corridor in the city (see map to the right). Redevelopment concepts for underutilized areas along this corridor, which can be found in the Focus Areas Chapter, reflect the efforts to accommodate future population growth and increase mobility options along this corridor.

REYNOLDSBURG COMPREHENSIVE PLAN

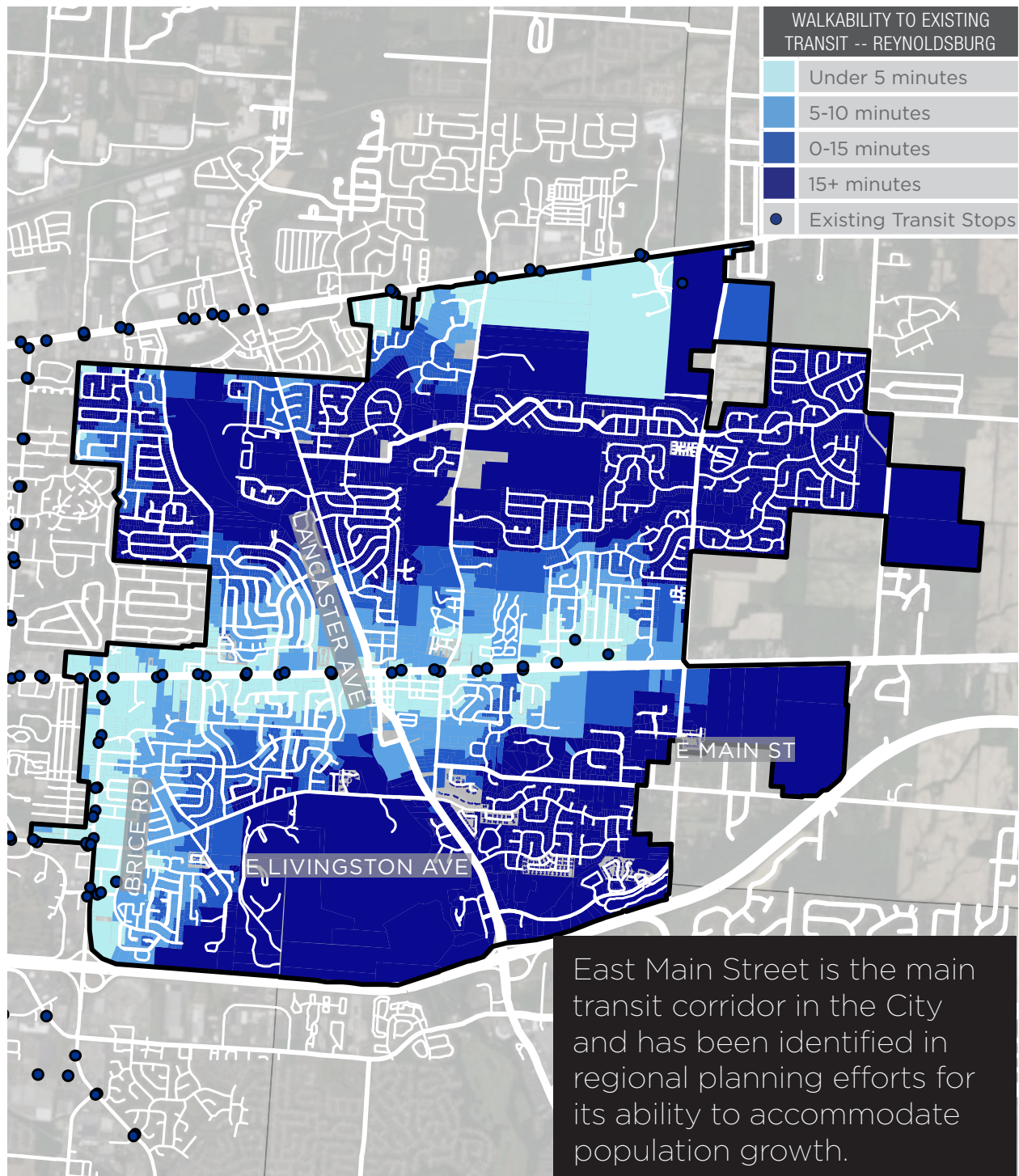


Figure 16: Walkability to Existing Transit



MOBILITY

KEY FINDINGS-MOBILITY



Existing Conditions

- » The City has an extensive bikeway network with additional connections planned to better link schools, parks, and destinations.
- » East Main Street, Reynoldsburg's main commercial corridor, continues to be a focus of regional planning efforts and local improvements:
 - » As a result of Insight 2050, local stakeholders are studying East Main Street as a corridor that is likely to accommodate significant population growth over the next 30 years.
 - » In the short term, East Main Street has plans for capital improvements by 2022. Infrastructure and streetscape improvements should be designed with the understanding that more residents will live along East Main Street in the future.
 - » East Main Street will be repaved in Olde Reynoldsburg in 2019. A new streetscape should include well-defined pedestrian markings and on-street parking to improve the safety, energy, and access in Olde Reynoldsburg. (U.S. Route 23 goes through the heart of Olde Reynoldsburg, it is a walkable street with on-street parking).



Public Engagement

- » Residents noted low satisfaction and high rate of importance for road conditions and traffic flow (Aimpoint).
- » Residents noted a preference for walkability throughout the process.
- » Improving trail connectivity throughout the City is important (Stakeholders). Multi-purpose trails and bicycle paths were moderately important to survey respondents. (Aimpoint).

REYNOLDSBURG COMPREHENSIVE PLAN

IMPLEMENTATION

The implementation framework includes a series of goals with related strategies and actions for each plan area. The development of the framework is a result of the public engagement process, existing conditions analysis, and understanding of best practices. It is intended to be used regularly by staff and members of the local leadership to make informed decisions regarding where and how the City grows.

The following goal, strategies, and actions relate to recommendations around Mobility.

RESPONSIBLE PARTIES	
	City Council (CC)
	Planning Department (PD)
	Planning Commission (PC)
	Parks & Recreation Department (PR)
	Public Service Department (PS)
	Community Organizations (CO)

TIMEFRAME		
Short	S	0-1 years
Medium	M	1-3 years
Long	L	3+ years
Ongoing	O	Continuous

GOAL 3 (Mobility)

A SAFE, EFFICIENT, AND ACCESSIBLE TRANSPORTATION NETWORK THAT INCLUDES A RANGE OF MOBILITY OPTIONS

	TIMEFRAME	POTENTIAL PARTNERS
STRATEGY 3.1: Expand the sidewalk and bikeway networks to provide connectivity within Reynoldsburg and the region.		
Action 3.1.1: Create multi-use paths along at least one side of new roadways where appropriate. While many residential streets may be appropriate for onstreet bike facilities, busier streets with higher vehicle counts are better suited for off-street paths.	O	PS/PD
Action 3.1.2: Establish partnerships with area jurisdictions and state agencies and organizations on bikeways and trails. Coordinate the extension of bikeways and trails into adjacent townships and municipalities by collaborating with Central Ohio Greenways, MORPC, Metroparks, City of Columbus, Townships, and other entities. Collaborative efforts may enable special funding or cost-sharing opportunities.	O	PS/PR/PD

MOBILITY

GOAL 3 (Mobility)

A SAFE, EFFICIENT, AND ACCESSIBLE TRANSPORTATION NETWORK THAT INCLUDES A RANGE OF MOBILITY OPTIONS

	TIMEFRAME	POTENTIAL PARTNERS
Action 3.1.3: Require that bicycle parking facilities (bike racks or shelters) are included on new development plans where appropriate. Include requirements for bike parking facilities within the suggested update to the City's zoning code.	O	PS/PR/PD
Action 3.1.4: Ensure that any roadway and non-motorized transportation improvements meet the needs of all users in Reynoldsburg, including seniors, young people, and those with physical limitations.	O	PS
STRATEGY 3.2: Reduce congestion and improve quality of main corridors and intersections.		
Action 3.2.1: Manage access points onto parkways and boulevards (arterials and major collectors). Access management should be applied on all boulevards and parkways and on avenues in commercial settings to provide for adequate, safe and properly designed entrances and exits to and from developments.	O	PS/PC/PD
Action 3.2.2: Consider the use of roundabouts at local intersections. Modern roundabouts have been demonstrated to improve efficiency and safety at critical intersections. The City should consider roundabouts at intersections where appropriate.	O	PS
Action 3.2.3: Require traffic impact studies for most development proposals. Development proposals that meet certain criteria should be required to submit a traffic impact study as part of the review process.	O	PS
Action 3.2.4: Develop partnerships to leverage the work of the City of Columbus' Smart City Grant. The Smart City Grant (from the US Department of Transportation), has made Columbus an epicenter for testing "intelligent" transportation systems.	O	PS/PD

GOAL 3 (Mobility)

A SAFE, EFFICIENT, AND ACCESSIBLE TRANSPORTATION NETWORK THAT INCLUDES A RANGE OF MOBILITY OPTIONS

	TIMEFRAME	POTENTIAL PARTNERS
STRATEGY 3.3: Expand public transportation options.		
Action 3.3.1: Continue to coordinate with the Central Ohio Transit Authority (COTA). Meet with COTA officials at least annually to identify opportunities to improve public transportation in the City. As needed, share significant development proposals to assess their design with regard to viability of transit.	O	PS/PD
STRATEGY 3.4: Ensure that new developments are connected into the existing transportation network.		
Action 3.4.1: Require street and trail connectivity between developments. Update the land development regulations to require that development plans include street and trail connections to adjacent development. At the edge of the City, stub streets should be included in subdivisions with the expectation that those streets will be connected to future development.	O	PS/PD/PC
STRATEGY 3.5: Expand trail connectivity in and around Olde Reynoldsburg.		
Action 3.5.1: Develop a connection west of the Main Street Bridge, on the north side of the street, to connect to the Blacklick Trail.	S	PD/PS/PR
Action 3.5.2: Develop and implement a non-motorized network through Old Reynoldsburg along the French Run Creek.	S	PD/PS/PR
STRATEGY 3.6: Ensure Reynoldsburg is prepared for the adoption of autonomous and connected vehicles.		
Action 3.6.1: Ensure that a zoning code update incorporates anticipated changes in land use and parking requirements as a result of autonomous vehicles.	S	PD
Action 3.6.2: Planning Commission should consider the impact of autonomous vehicles in development review.	O	PC

05

UTILITIES AND INFRASTRUCTURE

05

UTILITIES AND
INFRASTRUCTURE

Utilities and Infrastructure

OVERVIEW

Reynoldsburg's sewer, water and drainage systems are critical in providing for the public health and safety for residents, employees, and students within Reynoldsburg. Homes, businesses, schools, and institutions all benefit from the development, operations, and maintenance of Reynoldsburg's infrastructure.

The goal for Reynoldsburg's public utilities is to maintain excellent service with all utilities while utilizing proven technologies and best practices to make the City's systems more efficient and sustainable. The City's utilities are currently functioning at a high level, but there are opportunities in future development projects to continue to improve the systems' functionality.

In This Chapter:

- » **Existing Conditions:** Sanitary System, Storm System, Water System, Sewer Service Area, Fiber
- » **Best Practices:** Green Infrastructure and Street Design
- » **Implementation Strategy**

EXISTING CONDITIONS

Sanitary System

Reynoldsburg sanitary sewer lines perform the essential function of collecting household and commercial wastes and conveying them to points of discharge – primarily into the City of Columbus for treatment. The construction and management of a sanitary sewer system is a major component of the City's public works infrastructure network and imperative to community health.

The City of Reynoldsburg has a contractual agreement with the City of Columbus for sewage treatment. The existing sanitary sewer lines in the City are connected to Columbus. The City programmatically includes sanitary sewer line improvements in conjunction with street rehabilitation projects.

As Reynoldsburg plans for sewer service, areas that can flow by gravity to the existing subtrunks are the most efficient areas to serve. Areas that cannot be served via gravity lines can be accessed with lift stations, but these are expensive.

Sewer planning uses the Equivalent Dwelling Unit to determine future sewer needs. The 2002 study and county standards fall somewhere between 350

REYNOLDSBURG COMPREHENSIVE PLAN

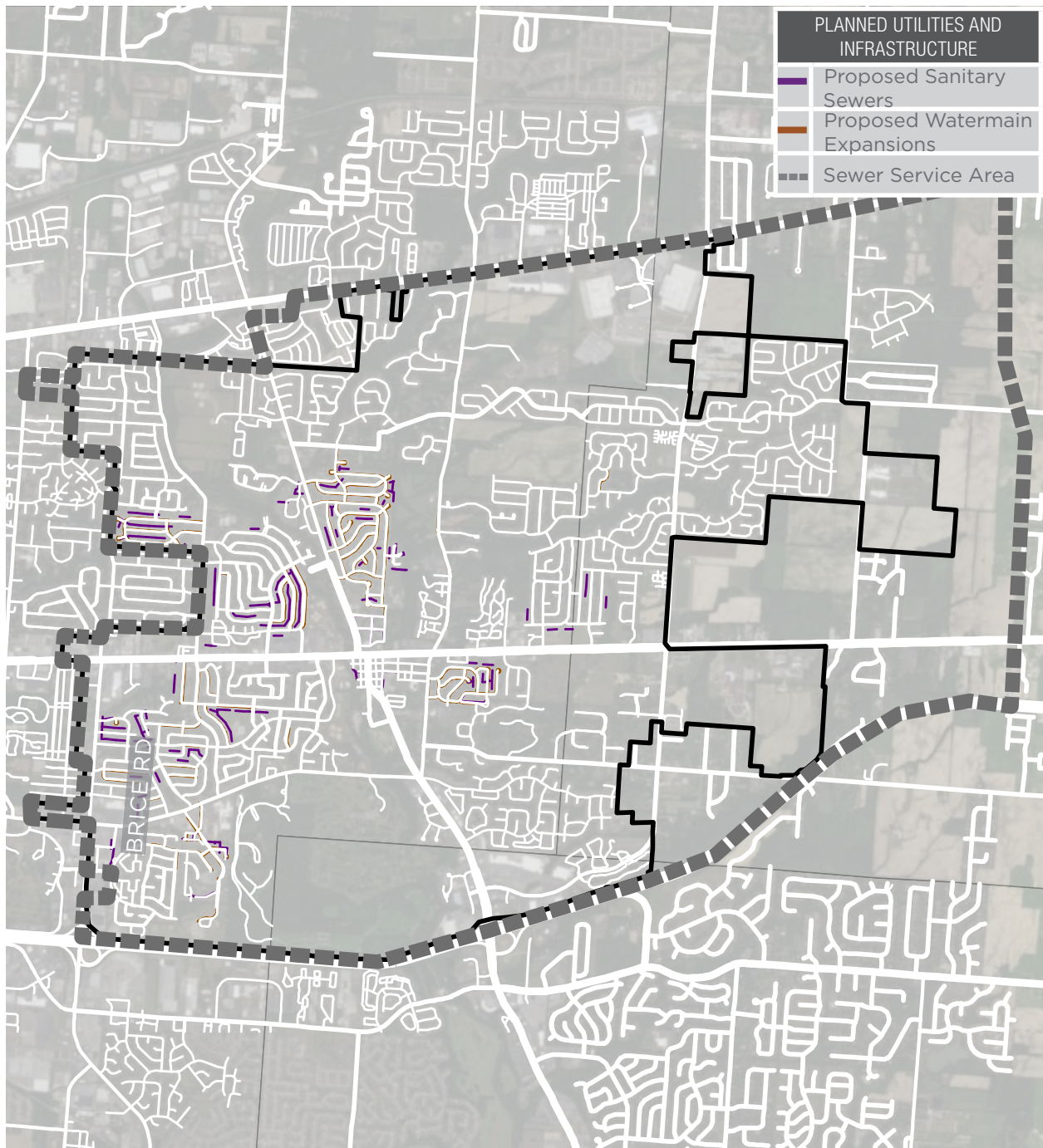


Figure 17: Planned Utilities and Infrastructure



UTILITIES AND INFRASTRUCTURE

gallons per day and 400 gallons per day. This allows for planning per housing unit. Non-residential uses are calculated based on an EDU as determined based on the specific type of use.

- » *DFFOs led to Citywide SSES Investigations*
- » *CCTV, Smoke Testing, and Manhole Investigations*
- » *Frequency and Severity of Defects produced many recommendations*
- » *Rehabilitation, Repair, or Replacement*

The additional load resulting from proposed development will require sanitary sewer line extensions for new development, some existing line upgrades in the strategic location redevelopment areas, and a holistic understanding of Reynoldsburg's needs and Columbus' capacity.

Storm System

The purpose of Reynoldsburg's storm drainage system is to deal with excess stormwater from paved streets, parking lots, sidewalks, and roofs. Projects are designed to reduce the potential impact of new and existing developments with respect to surface water drainage discharges.

Reynoldsburg maintains a substantial amount of both underground stormwater drainage pipes, and continues to incorporate stormwater requirements into every public and private development proposal.

Reynoldsburg has practiced sustainable urban drainage, trying to replicate natural systems that lower the environmental impacts caused by dirty surface water run-off through collection, storage, and cleaning before allowing it to be released slowly back into water courses. These sustainable urban drainage systems require little or no energy input (except from environmental sources such as sunlight, etc.), are resilient to use, and are environmentally as well as aesthetically attractive. However, they do require regular maintenance, as any landscaped feature does.

The table below shows the city's current stormwater management strategies and the quantity of each type of asset.

Existing stormwater system drainage pipes are sufficient for the proposed growth in this plan, yet all new development will require a storm sewer system that mitigates any water quantity or quality impacts. All development proposals must consider downstream impacts. Stormwater management is reviewed by the City as part of the subdivision platting process. Commercial development plans also must be reviewed for proper stormwater treatment and discharge.

Water Main System

Water quality is extremely important, as all public and private development proposals, especially in the Blacklick Creek corridor, must consider the effects of the built environment on the City's water supply. The water distribution system provides reliable water service to customers in the quantities they desire, at the quality level that meets or exceeds both customer and regulatory standards.

Reynoldsburg owns and maintains its own water supply. Water supply comes from the City of Columbus. All water is treated by Columbus and is then master metered as it enters the City of Reynoldsburg and is distributed to residents and businesses.

Currently, the City of Reynoldsburg maintains a water distribution system serving local homes and businesses and over a million feet of pipe infrastructure with the pressures and capacities necessary to support the City's fire hydrants to ensure proper fire protection for properties within the City. Much of this infrastructure has been replaced in the past 20 years, as improvements in technology have led to increased longevity (the system is expected to last for the next 75 years) and capacity (the diameter of the piping). The high quality drinking water produced by Reynoldsburg consistently meets all water quality regulations.

REYNOLDSBURG COMPREHENSIVE PLAN

Water Use Trends

Over the past decade, Reynoldsburg and other Midwest water utilities have experienced a trend of declining water use per capita. This trend has been attributed to increased water use efficiencies in new appliances (such as toilets, washing machines, shower heads, etc.), public water conservation awareness and increasing water/sewer bills. The declining use has more than offset the increases due to population growth. Future per capita use is predicted to remain about the same or slightly decreasing. When average household size (of people and square feet) decreases, so does water

use. When a portion of the projected growth is based upon multi-family, even less water is used, as landscape irrigation and car washing is usually nonexistent.

Based on predicted use patterns and existing infrastructure, Reynoldsburg is well positioned to accommodate the projected growth. The water utility has the supply capacity and the distribution system to support the additional residents and businesses. Certain sections of the water main network will require replacement pipes, valves, fire hydrants, and meters in the near future.

Fiber

Internet usage has evolved dramatically in the last few years, changing how we all shop, bank, and search for services, among other things. Residents and businesses are increasingly reliant on the Internet for their daily needs. The expectations for internet performance (speed and capacity) continue to increase and that trend is expected to accelerate. A number of communities in Central Ohio, are turning to municipally provided broadband internet service, or fiber, as a means to promote economic and social development within their communities. Fiber connectivity has proven to be an essential utility to support business operations and economic and educational development.

A public utility is a service viewed as an everyday necessity to the public at large. Fast internet (1 Gbps), at an affordable price, has become and will grow as an everyday necessity for businesses and

residents. As such, the public utility model needs to be seriously considered, to ensure equitable and inclusive access. It is recommended that the city establish fiber connectivity for residents, ensuring equitable access to and inclusion for all residents. Experts at the Fiber to the Home (FTTH) Council say fiber-to-the-home connections are the only technology with enough bandwidth to handle

projected consumer demands during the next decade reliably and cost effectively.

Focus Area #4 at Brice and Livingston is an ideal location for implementing fiber infrastructure.

Media companies (Time Warner Cable, AT&T, Verizon, Comcast, etc.) echo the FTTH Council in their assessment,

claiming that existing services will not be able to handle the demand at the rate is growing. To remain competitive in attracting and retaining the brightest and best to live and work in our community, the city needs to extend the public utility infrastructure to support the needs of an information society.

UTILITIES AND INFRASTRUCTURE

BEST PRACTICES

Green Infrastructure

Green infrastructure and low impact development strategies can minimize storm sewer improvement costs to support development and can also be implemented with complete streets. Low Impact Development (LID) is a stormwater management approach modeled after nature: manage rainfall at the source using uniformly distributed decentralized micro-scale controls. LID's goal is to mimic a site's pre-development hydrology by using design techniques that infiltrate, filter, store, evaporate, and detain runoff close to its source. Techniques are based on the premise that stormwater management should not be seen as stormwater disposal. Instead

of conveying and managing stormwater in large, costly end-of-pipe facilities located at the bottom of drainage areas, LID addresses stormwater through small, cost-effective landscape features located at

Green infrastructure can be incorporated within complete street design.

the lot level. This includes not only open space, but also rooftops, streetscapes, parking lots, sidewalks, and medians. LID is a versatile approach that can be applied equally well to new development, urban retrofits, and redevelopment projects.

Permeable Surfaces

Over time, as pavement is replaced in the city, permeable surfaces like pavers and porous asphalt can be used to reduce the quantity of stormwater that runs directly into the storm system. Permeable pavers allow stormwater to flow through pavers and infiltrate the ground, rather than into the stormwater system.

POTENTIAL LOCATIONS:

- » Sidewalks
- » Curb-bumpouts
- » Medians
- » Parking lots



Street Medians

The primary benefit of street medians is to give pedestrians a stopping point when crossing from one side of the street to the other. However, street medians are an ideal location to integrate green infrastructure into a street, while adding an element of visual interest.

POTENTIAL LOCATIONS:

- » Locate on busy streets to narrow the feel of the street while reducing traffic speeds
- » Locate in between crosswalks separated by long distances.



REYNOLDSBURG COMPREHENSIVE PLAN

Bioswales and Rain Gardens

Rainwater that runs off from Reynoldsburg's streets can be diverted into bioswales and rain gardens, which reduce the quantity of water entering the storm system, improve water quality, and provide landscaping elements.

POTENTIAL LOCATIONS:

- » Curb-Bumpouts
- » Medians
- » Parking lots and on-street parking
- » Plazas or parks adjacent to the street



KEY FINDINGS-UTILITIES & INFRASTRUCTURE



Existing Conditions

- » The City's utilities are functioning at a high level. To continue this high functionality, future development should increase the efficiency and sustainability of the system.
- » Fast internet at an affordable price, has become and will grow as an everyday necessity for businesses and residents.
- » Green infrastructure can be incorporated into stormwater and roadway projects to increase water quality and reduce the burden on the stormwater system.



Public Engagement

- » Residents are open to expanding the City's boundaries to the east to accommodate income-generating uses. (Aimpoint Survey)
- » Residents cited infrastructure conditions as a primary concern in the City. (Aimpoint)

UTILITIES AND INFRASTRUCTURE

IMPLEMENTATION

The implementation framework includes a series of goals with related strategies and actions for each plan area. The development of the framework is a result of the public engagement process, existing conditions analysis, and understanding of best practices. It is intended to be used regularly by staff and members of the local leadership to make informed decisions regarding where and how the City grows.

The following goal, strategies, and actions relate to recommendations around Utilities and Infrastructure.

RESPONSIBLE PARTIES	
	City Council (CC)
	Planning Department (PD)
	Planning Commission (PC)
	Parks & Recreation Department (PR)
	Public Service Department (PS)
	Community Organizations (CO)

TIMEFRAME		
Short	S	0-1 years
Medium	M	1-3 years
Long	L	3+ years
Ongoing	O	Continuous

GOAL 4 (*Utilities and Infrastructure*)

COORDINATE FUTURE INFRASTRUCTURE INVESTMENTS WITH ANTICIPATED GROWTH AND DEVELOPMENT

	TIMEFRAME	POTENTIAL PARTNERS
STRATEGY 4.1: Explore opportunities around implementing fiber infrastructure.		
Action 4.1.1: Explore the business model for the delivery of 1 GB of affordable fiber optic service to every house.	M/L	PD
Action 4.1.2: If a fiber network is implemented, it should be implemented and maintained in an equitable manner.	M/L	PD
Action 4.1.3: With the passage of H.B. 478 in the Ohio Legislature, prepare design guidelines around zoning code update to accommodate small-cell facilities to support 5G cell phone technology within the public right-of-way.	S	PD

REYNOLDSBURG COMPREHENSIVE PLAN

	TIMEFRAME	POTENTIAL PARTNERS
STRATEGY 4.2: Examine wastewater collection capacity to ensure it meets future needs.		
Action 4.2.1: Perform sanitary sewer system capacity analyses. Development can be constrained by sewer capacity. Study scenarios need to be conducted to determine the future growth and to help adjust the budget as needed to include the remedies found in the analyses.	O	PS
STRATEGY 4.3: Ensure stormwater quality is improved as Reynoldsburg's population continues to grow.		
Action 4.3.1: Establish processes to ensure detention and retention facilities and water quality features are maintained. A review of current monitoring process should be completed and recommendations made to ensure maintenance is being performed as needed.	S/M	PS
Action 4.3.2: Employ sustainable methods for roadway construction. Utilize sustainable methods in the design of streets, as recommended in this Plan.	O	PS
Action 4.3.3: Coordinate Reynoldsburg's stormwater policies with neighboring jurisdictions. Watersheds have geographic limits that are not constrained by jurisdictional boundaries. The City should understand the efforts of neighboring jurisdictions to better maintain stormwater runoff at the current levels and improve the stormwater quality.	O	PS
Action 4.3.4: Collaborate with Franklin Soil and Water Conservation District on education and outreach to the public through mailings, social media, in-person workshops and other methods as to how citizens can reduce stormwater runoff and improve water quality (rain barrels, rain gardens, planting of trees and grasses along waterways, etc.).	O	PS

06

COMMUNITY IMAGE AND BRAND

06

COMMUNITY IMAGE
AND BRAND

Community Image and Brand

OVERVIEW

A community's image and brand describes the overall impression, culture, and feel of a community. It reflects its values and encompasses almost every aspect of a city. How well-maintained is a city? Does it offer places to gather publicly? Are its streets invested in? A brand is cultivated through physical efforts such as signage, streetscape design, or architecture, as well as marketing by the City including digital messaging, community events, and social media. The following chapter includes strategies that can continue to help define and enhance the City of Reynoldsburg's image and brand.

Ultimately, the City of Reynoldsburg needs to take an active role in cultivating its own brand and identity. If the City isn't, someone else is. This could be residents on social media, or through local media outlets. The City of Reynoldsburg is competing against communities across Central Ohio, each of whom are actively shaping their own identity in a unique way. The creation and delivery of Reynoldsburg's image is a strategic process which requires comprehensive attention and long-term sustainability.

In This Chapter:

- » **Existing Conditions and Trends:** Current perception of brand, brand development, and signature places
- » **Signage Overview:** Function, Concepts, and Locations
- » **Key Findings:** Existing Conditions and Trends, Public Engagement
- » **Implementation Framework:** Goals and Strategies

A community's image and brand helps establish a sense of place and tells a compelling story of its vision for the future.

REYNOLDSBURG COMPREHENSIVE PLAN

EXISTING CONDITIONS AND TRENDS

Current Perception of Brand

Understanding how residents and visitors currently view Reynoldsburg is helpful in determining how to create an effective brand moving forward. According to the Aimpoint survey responses, 41.2% of residents do not believe the City has a distinct identity, while 7.6% are unsure. Those who do think that Reynoldsburg has an identity describe it as family-oriented, suburban, and diverse. Those who think the City lacks an identity would like to see its identity centered around similar themes of community engagement and family.

As the City works to cultivate its image and brand, Reynoldsburg may consider leveraging the positive attributes identified by community members while actively engaging with those who do not believe an image or identity yet exists.

Brand Development: What's In a Brand?

The City's branding serves as a promise to residents and visitors to deliver the long-term vision for the community as defined throughout this Plan. The image and brand of a city is more than a logo or banner: it tells a compelling story to targeted audiences and consistently delivers on its brand promises.

In order to deliver on the long-term vision of a city, target audiences may be identified. What is expected from a city will vary for residents, employees, and employers, but a city should aim to develop a brand promise for each audience which reinforces, and does not contradict, the others.

- » **Current and Future Residents:** As current residents age, what is their perception of the City? As Central Ohio grows, what do prospective residents think of the community?
- » **Current and Future Employees:** Will current employees who live outside of Reynoldsburg consider moving to the City? What is needed to attract prospective employees to move to the City?
- » **Current and Future Employers:** How do current businesses view the City? Does the current image and brand reflect a strong sense of identity and leverage Reynoldsburg's economic opportunities for future employers?

Image and Branding Opportunities for Reynoldsburg

Challenges Identified During Planning Process	Opportunities
Reynoldsburg residents don't agree if the City has a current brand or image.	The community can guide the development of a desired vision and brand for the future.
Not all gateways into the city are defined, nor is there consistent gateway treatments applied.	Targeted investment along main corridors and entrances to the City can simultaneously strengthen branding, economic development, and land use decisions.
The downtown does not currently serve as the cultural and entertainment center of the community.	Olde Reynoldsburg can be strengthened to serve as a civic node and experience-based commercial center.
The City is growing and diverse.	The City can celebrate the diversity which makes it different from other places while strategically planning for growth.

COMMUNITY IMAGE AND BRAND

Signature Places in Central Ohio

Signature places, such as downtowns, parks, plazas, and mixed-use environments, can define and project a city's image and brand and establish a sense of place for residents and visitors. Leveraging an effective brand of these spaces can serve as a catalyst for future investment within the city. Enhancing Olde Reynoldsburg can help shape the identity of the Reynoldsburg. The following are three examples of signature places impacting a Central Ohio city's image and brand.

Olde Worthington, Worthington, Ohio

The downtown of Worthington, Olde Worthington, is a gathering space for the City with local shops and a nearby Village Green. Olde Worthington has historic buildings and character that create a sense of place. A high quality streetscape that includes street trees and paver sidewalks supports a comfortable environment for pedestrians and outdoor diners. The character of Olde Worthington is also reflected in the City logo, further enforcing this historic area as the image and brand of the City.

Grandview Yard, Grandview Heights, Ohio

Grandview Yard is a mixed use project that brings new retail, office, and residential units while creating an urban environment that did not exist within the City. Throughout the district, signage, materials, and landscaping is cohesive, and buildings follow urban site design principles. This creates a unique and inviting gateway into the City that is well-known around Central Ohio.

Creekside, Gahanna, Ohio

Gahanna's image and brand celebrates natural beauty along with the strength of families and commitment to growing businesses. This is reflected in Creekside, in downtown Gahanna, where water elements, including a central fountain and pathways along Big Walnut Creek, are integrated within an urban, mixed use development that supports residences and local businesses. This unique, high quality space, is used for community gatherings and promoted as a destination within the City.



(Pictured: Downtown Worthington)

Cities are increasingly identified by their downtown. Focusing improvements and branding here can help create an image of Reynoldsburg across the region.



(Pictured: Grandview Yard)

Signature developments can welcome visitors to the city, while serving housing and commercial needs.



(Pictured: Creekside, Gahanna)

Parks and open space can be used for community events and gatherings which help build a city's brand.

SIGNAGE OVERVIEW

Recommended Function

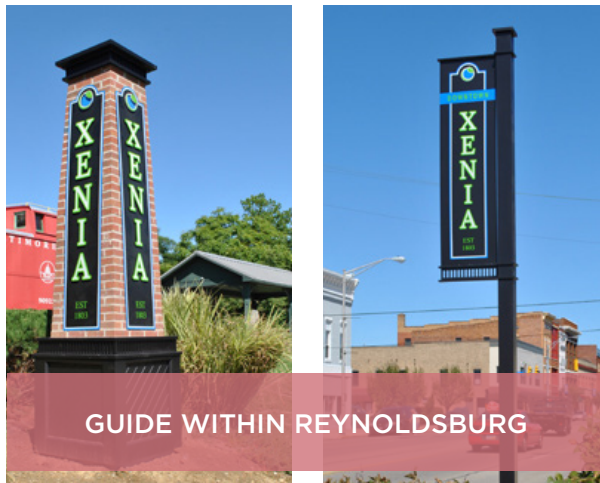
An effective branding strategy, which delivers on the promise of a long-term vision for the city, may be physically supported by appropriate signs, banners, and logos. Aligned with best practices in planning, urban design, and marketing, signage throughout the City of Reynoldsburg should meet four basic objectives:



Signage should reflect the future vision of a City. The City of South Euclid recently re-branded itself to reflect its focus on sustainability.



Branding should be amplified at gateways to the City and special districts like Downtown.



Signage should be clear and consistent across the City, but vary in design.



Creative wayfinding can navigate while adding character within a community.

COMMUNITY IMAGE AND BRAND

Signage and Gateway Concepts

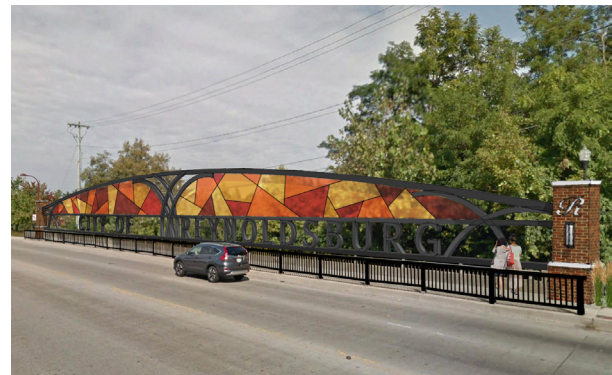
As Reynoldsburg thinks about defining its signature space, Olde Reynoldsburg, distinct signage should be incorporated into the overall design and infrastructure improvements. Implementing consistent signage concepts can add to Olde Reynoldsburg's identity while bringing distinct areas of the district together.

As development continues to occur on the south side of East Main Street, including with the construction of the YMCA, safely connecting this area with historic Olde Reynoldsburg can benefit users. Signage concepts on Main Street and Davidson Drive (above) and along the Main Street bridge into Olde Reynoldsburg (right) can assist with physically tying these two areas together.

Finally, the concept can be repeated at other public spaces throughout Olde Reynoldsburg, (including parks, public spaces, and public parking lots). The concept below is designed for the parking lot at East Main Street and Lancaster Avenue.



Main Street and Davidson Drive (looking south).



Main Street bridge into Olde Reynoldsburg.



Entrance into Main Street and Lancaster Avenue parking lot (in Olde Reynoldsburg).

REYNOLDSBURG COMPREHENSIVE PLAN

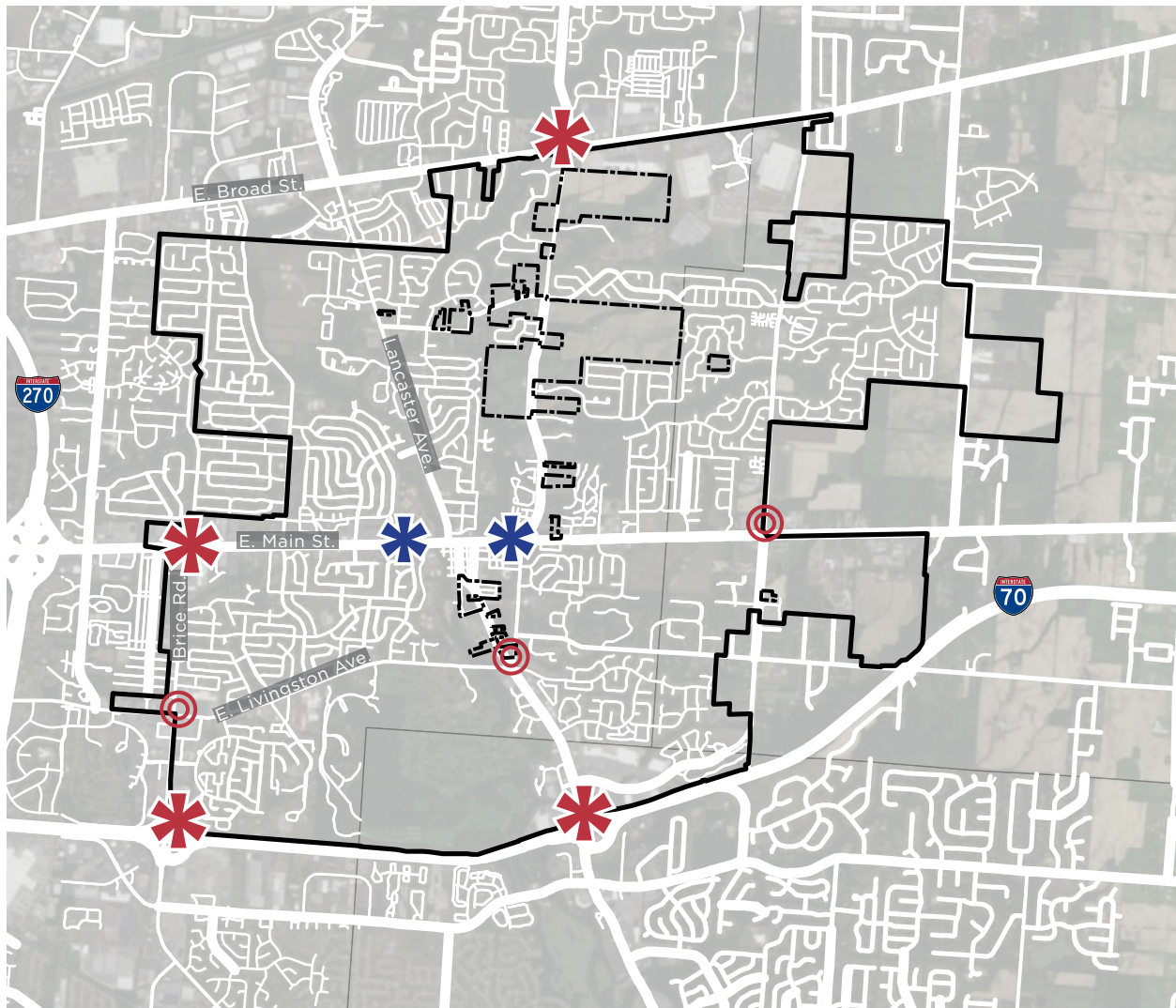
Proposed Gateway Locations

In addition to improving signage concepts throughout Olde Reynoldsburg, there are also opportunities to promote the Reynoldsburg brand at key entrances across the city.

Recommended locations for gateway signage are located on the map below. Primary gateways should help introduce residents and visitors into the City of Reynoldsburg, while secondary gateway signage can help reinforce the City's brand.

LEGEND	
	Primary Reynoldsburg Gateway
	Secondary Reynoldsburg Gateway
	Primary Olde Reynoldsburg Gateway

Figure 18: Reynoldsburg Gateways



COMMUNITY IMAGE AND BRAND

KEY FINDINGS-IMAGE & BRAND



Existing Conditions

- » Across the region, Central Ohio communities are defining their identities based on their downtowns and public spaces. (Gahanna, Hilliard, Newark, etc.) Reynoldsburg has an opportunity to define itself with its Downtown.
- » Growth in consumer spending will come from travel, eating out, and “experiences.” A strong Downtown can help the City of Reynoldsburg develop that experience.
- » The “front door” to a community reflects the City’s image and brand to residents and visitors alike. Public and private investments on East Main Street and Brice Road can help improve the City’s image.



Public Engagement

- » Most Reynoldsburg residents feel the city has a distinct identity: it is suburban, family-oriented, and multi-cultural. (*Aimpoint Survey*)
- » Residents who don’t feel like the City has an identity would like to see an identity that is family oriented and celebrates diversity. (*Aimpoint Survey*)
- » Residents and local business leaders feel the City doesn’t currently have an identity. (*Stakeholder Groups*)
- » The City of Reynoldsburg continues to grow in diversity. How should diversity be incorporated into the brand? (*Aimpoint Survey, Stakeholder Groups*)

REYNOLDSBURG COMPREHENSIVE PLAN

IMPLEMENTATION

The implementation framework includes a series of goals with related strategies and actions for each plan area. The development of the framework is a result of the public engagement process, existing conditions analysis, and understanding of best practices. It is intended to be used regularly by staff and members of the local leadership to make informed decisions regarding where and how the City grows.

The following goal, strategies, and actions relate to recommendations around Image and Brand.

RESPONSIBLE PARTIES	
	City Council (CC)
	Planning Department (PD)
	Planning Commission (PC)
	Parks & Recreation Department (P&R)
	Public Service Department (PS)
	Community Organizations (CO)

TIMEFRAME		
Short	S	0-1 years
Medium	M	1-3 years
Long	L	3+ years
Ongoing	O	Continuous

GOAL 5

DEFINE, GROW, AND PROMOTE THE CITY'S IMAGE AND BRAND.

	TIMEFRAME	POTENTIAL PARTNERS
STRATEGY 5.1: Create a marketing and branding plan.		
Action 5.1.1: Issue an RFP to a marketing and brand consultant.	S	PD/CC
Action 5.1.2: Identify and engage a variety of stakeholders, including business owners, residents, employees, and those who don't live in Reynoldsburg, in creating a marketing and branding plan.	S	PD

COMMUNITY IMAGE AND BRAND

	TIMEFRAME	POTENTIAL PARTNERS
STRATEGY 5.2: Define and promote a consistent brand message, internally and externally.		
Action 5.2.1: Identify one person on City staff, or hire a “Public Information Officer”, that is responsible for communicating the City’s messaging, programming, and project updates to the community.	S/M	CC
Action 5.2.2: Ensure that the brand message is consistent across all mediums, including online, social media, and events and programming.	O	TBD
STRATEGY 5.3: Define and apply brand elements to the public realm.		
Action 5.3.1: As part of the marketing and branding plan, create and develop a “signage package” so that updated signage and brand elements are consistent throughout the City.	M	TBD
Action 5.3.2: Identify locations, particularly in Olde Reynoldsburg and entrances to the City, to locate new signage.	M	PD/PR/PS
Action 5.3.3: Coordinate with ODOT to explore the opportunity to promote the Reynoldsburg brand on single point interchanges and bridges over I-70.	M	PS/PD
STRATEGY 5.4: Create new standards to guide private investment that will result in and create a consistent brand message.		
Action 5.4.1: In zoning code review, ensure that site design and landscape standards are strengthened to reflect renewed public investments in signage and branding	O	PD/PC

REYNOLDSBURG COMPREHENSIVE PLAN

STRATEGY 5.5: Continue to support and promote small, locally-owned businesses throughout the City, particularly in Reynoldsburg.		
Action 5.5.1: <i>In zoning code review, examine and remove any unnecessary regulations that are limiting small business growth and development.</i>	S/M	PD/PC
Action 5.5.2: <i>Collaborate with local partners, including Chamber of Commerce, on marketing the work of local businesses to the Central Ohio region.</i>	O	PD
Action 5.5.3: <i>Identify existing and potential incentive programs to use to leverage additional business development.</i>	O	PD
STRATEGY 5.6: Incorporate sustainability projects and initiatives into overall image and brand improvements for the City.		
Action 5.6.1: <i>Explore opportunities to integrate ongoing and future City-wide sustainability initiatives into promoting the image and brand of Reynoldsburg.</i>	O	PD

07

FOCUS AREAS

FOCUS AREAS

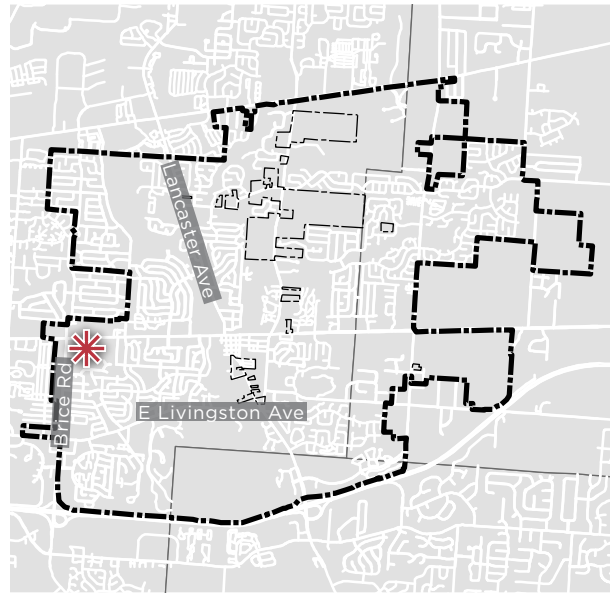
Focus Area #1

K-Mart Site

OVERVIEW

The abandoned K-Mart site at the corridor of Brice and Main represents a significant development opportunity in the City. Big-box retail, particularly developed as stand-alone stores or adjacent to strip malls are becoming increasingly obsolete as both consumer expectations and the business of receiving, storing, and shipping physical goods continues to change. Reynoldsburg has considerable retail space in the City -- reducing that footprint is essential to moving the City forward.

East Main Street is a significant corridor, not just for Reynoldsburg, but for the region. Shifting the site from outdated retail to a mixed-use development with a strong residential component presents an opportunity to transform the City and the community.



EXISTING CONDITIONS



The existing structure is setback far from the street, and is difficult to reuse in an urban fabric.



Over supply of retail and a changing market can lead to increase vacancy rates.



Nearby strip malls do not create a dynamic environment that consumers are increasingly seeking.

DEVELOPMENT GOALS



Add new residential options not currently available within Reynoldsburg.



Integrate new, smaller retail footprints throughout the site.



Transform the gateway appearance to promote the city's identity.

REYNOLDSBURG COMPREHENSIVE PLAN

Figure 19: Existing Zoning

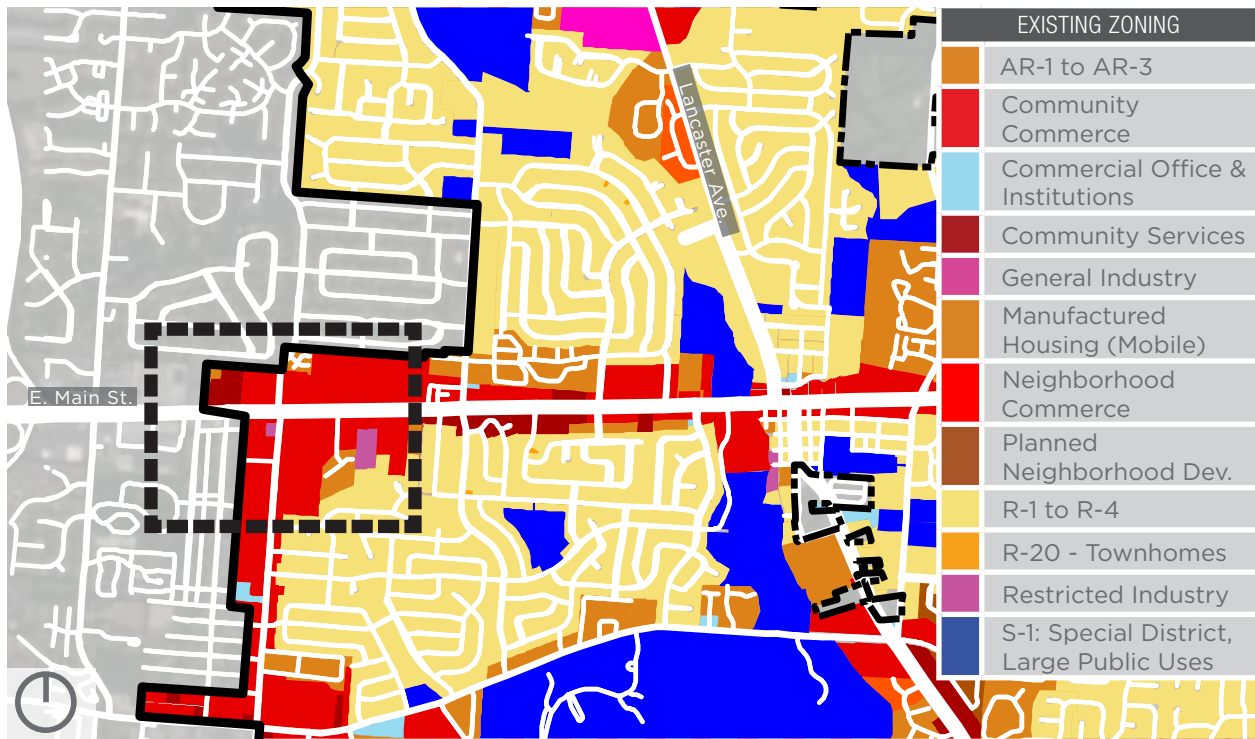
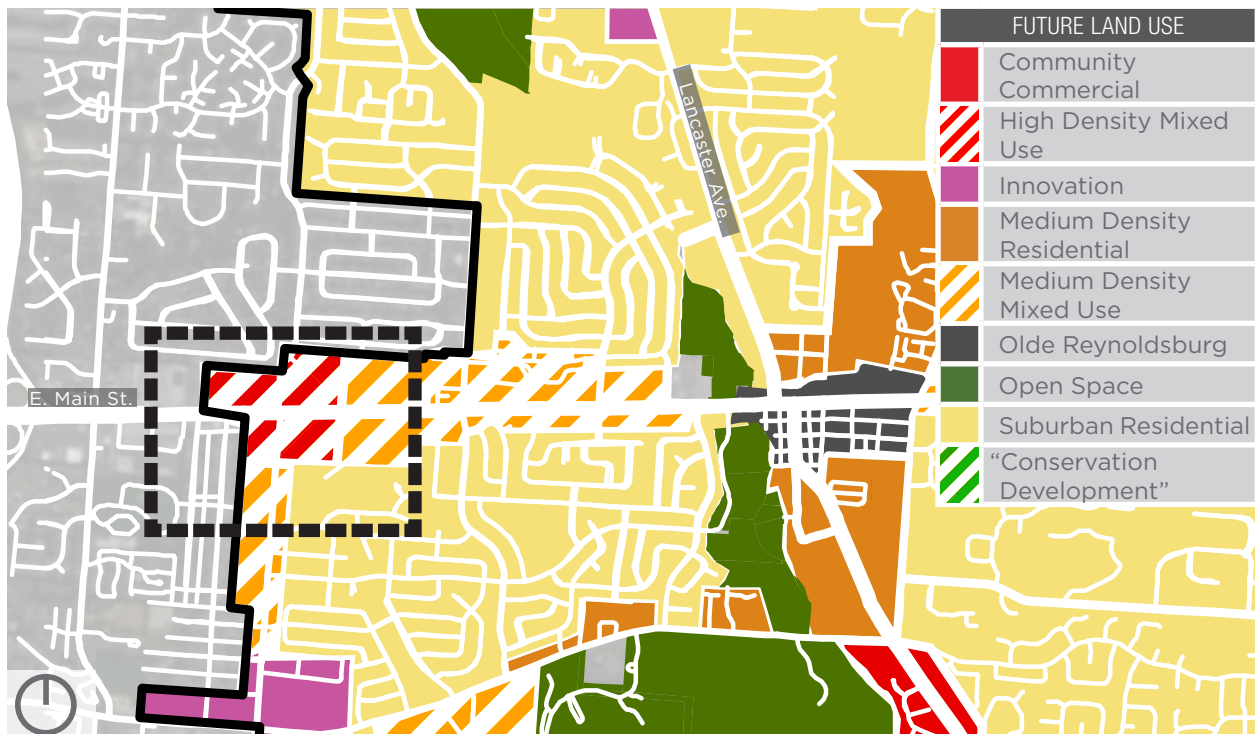


Figure 20: Future Land Use



FOCUS AREAS

THE VISION

The corner of East Main Street and Brice Road has the opportunity to transform into a dynamic entryway into the City. Anchoring one of the most visible corners of the City, a mix of quality residential, retail, and integrated greenspace creates a dynamic, space that builds social and economic value.

In the concept below, first-floor retail is accessible both on East Main Street and on a new interior road off of Brice Road. There are three to four stories of residential units above, with screened parking structures, serving the residential and retail components in this area. The southern end of the site is more dense and has an urban residential neighborhood feel. A central median park with a clubhouse and a pool anchors this part of the site, servicing approximately 200+ townhomes and apartments.

Figure 21: Development Concept



RECOMMENDED ZONING CHANGES

- » Create a new, High-Density Mixed-Use District (see Future Land Use Plan chapter).
- » Site design standards in the district should promote high-quality design and walkability through the following:
 - » Architectural massing and material standards that help brand the district as a gateway to the neighborhood
 - » Well-screened surface and structured parking
 - » Neighborhood streets
 - » Integrated centralized public spaces and civic plazas.
 - » Landscape standards

REYNOLDSBURG COMPREHENSIVE PLAN

NECESSARY CAPITAL IMPROVEMENTS

PROJECT	TIMEFRAME	RESPONSIBLE PARTY	COST
Traffic Impact Study	0-2 years	Developer	Low
Utility Evaluation	0-2 years	City Engineer	Low
Watermain*	3-5 years	City	Low
Sanitary*	3-5 years	City	Med
Roadway*	3-5 years	City	High
Stormwater/Drainage*	3-5 years	Developer	Medium

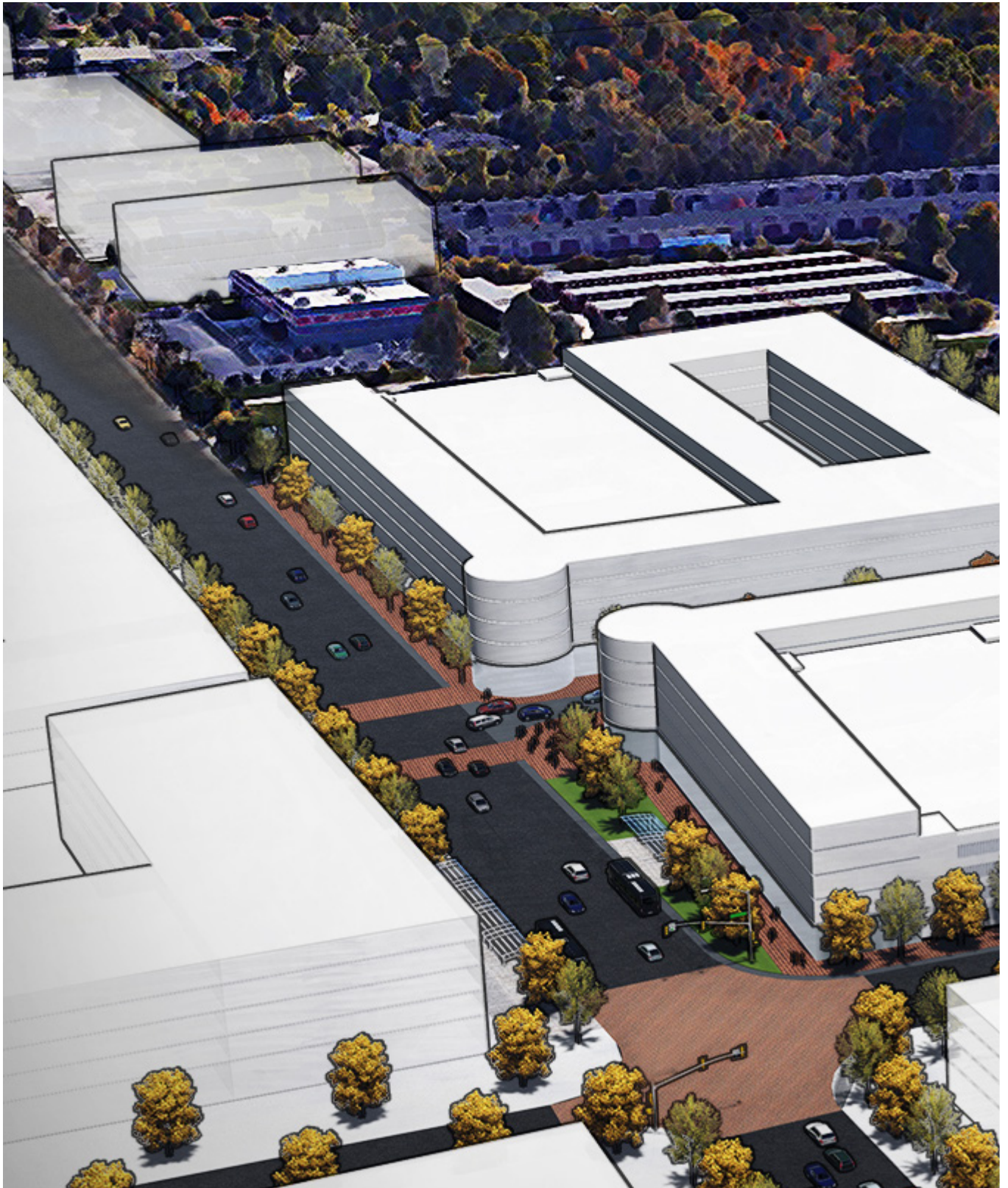
**Pending a capacity evaluation.*

PROPOSED CHARACTER

The proposed character includes townhomes and apartments with first floor retail front the street. Parking is integrated within the building but screened from sight. Buildings are constructed with natural materials, creating a quality gateway experience entering into the City.

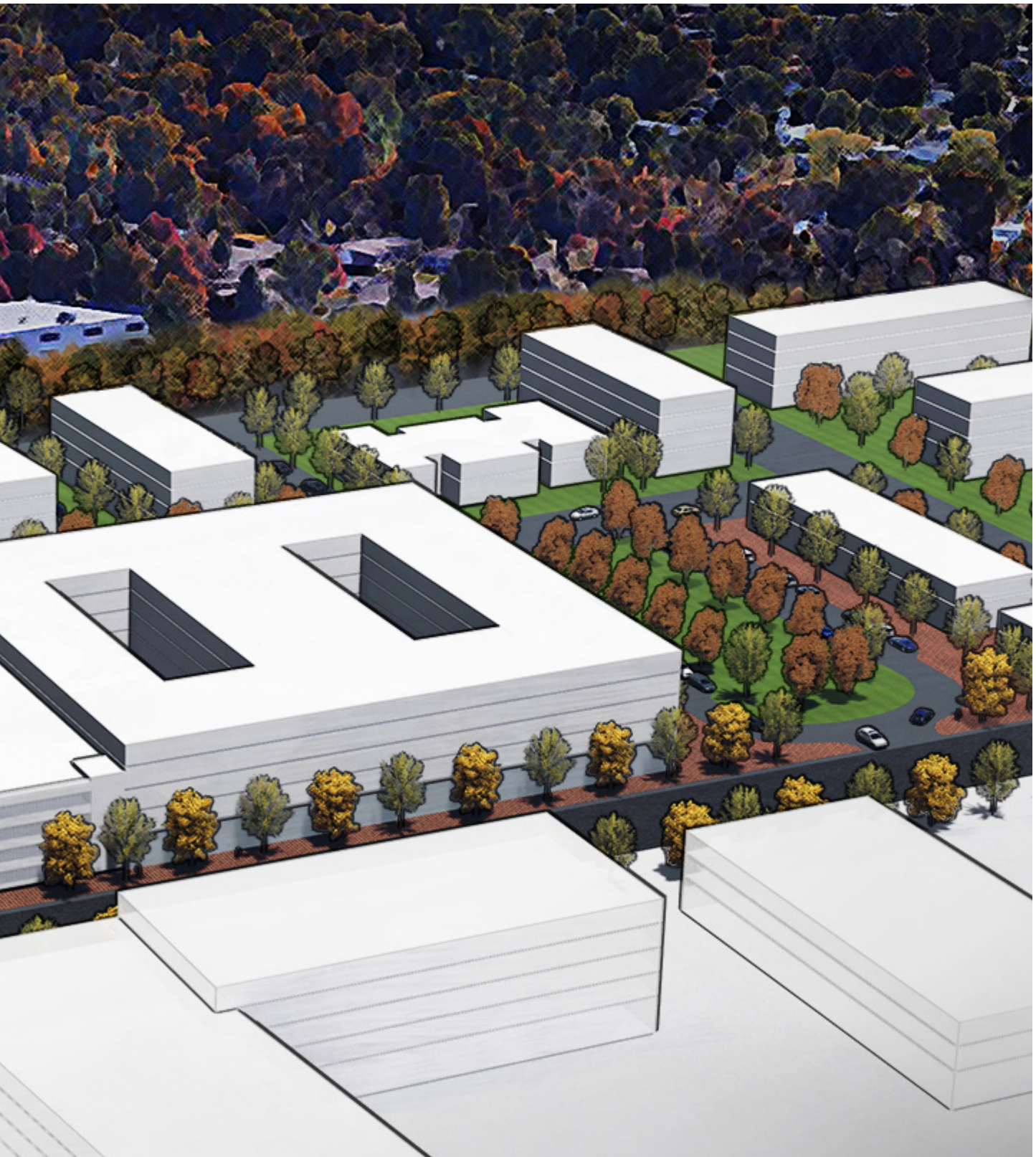


FOCUS AREAS



Attachment: Reynoldsburg Plan Final 12_5_18 (Implementation of the Comprehensive Plan)

REYNOLDSBURG COMPREHENSIVE PLAN



FOCUS AREAS

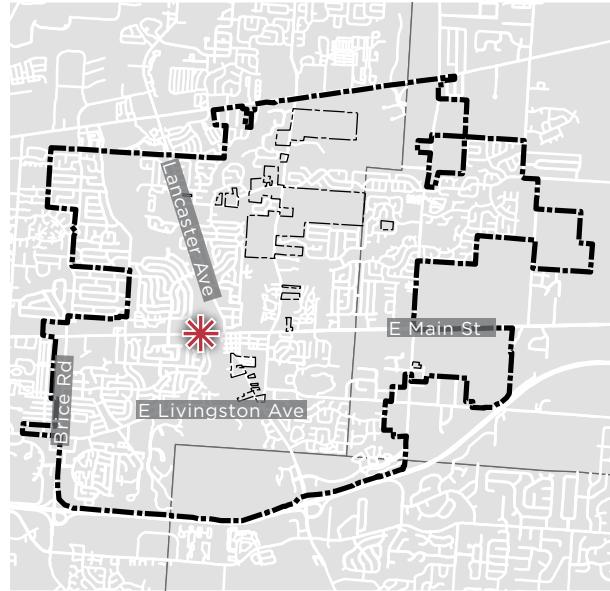
Focus Area #2

Existing Kroger Site

OVERVIEW

The existing Kroger store at Briarcliff Road and East Main Street is relocating farther east along Main Street, leaving the current strip mall without its biggest anchor. However, this is an important area in the City as the current strip mall sits within walking distance of Olde Reynoldsburg and City Hall.

Two approaches to consider with the site are to modify the existing building or completely reimagine the entire site. With either approach, the site's proximity to Olde Reynoldsburg, municipal offices, and the new YMCA can help revitalize a key underutilized area along East Main Street.



EXISTING CONDITIONS



The existing structure has a large setback from East Main Street, making it difficult to reuse.



The new Ohio Health facility should be incorporated into any new site plan.



Strengthening the site design along East Main Street is critical for creating an identity to the development.

DEVELOPMENT GOALS



Reactivate an underutilized space with an office anchor or residential opportunities.



Increase residential options for specific groups, including seniors.



Integrate high-quality commercial space along East Main Street.

REYNOLDSBURG COMPREHENSIVE PLAN

Figure 22: Existing Zoning

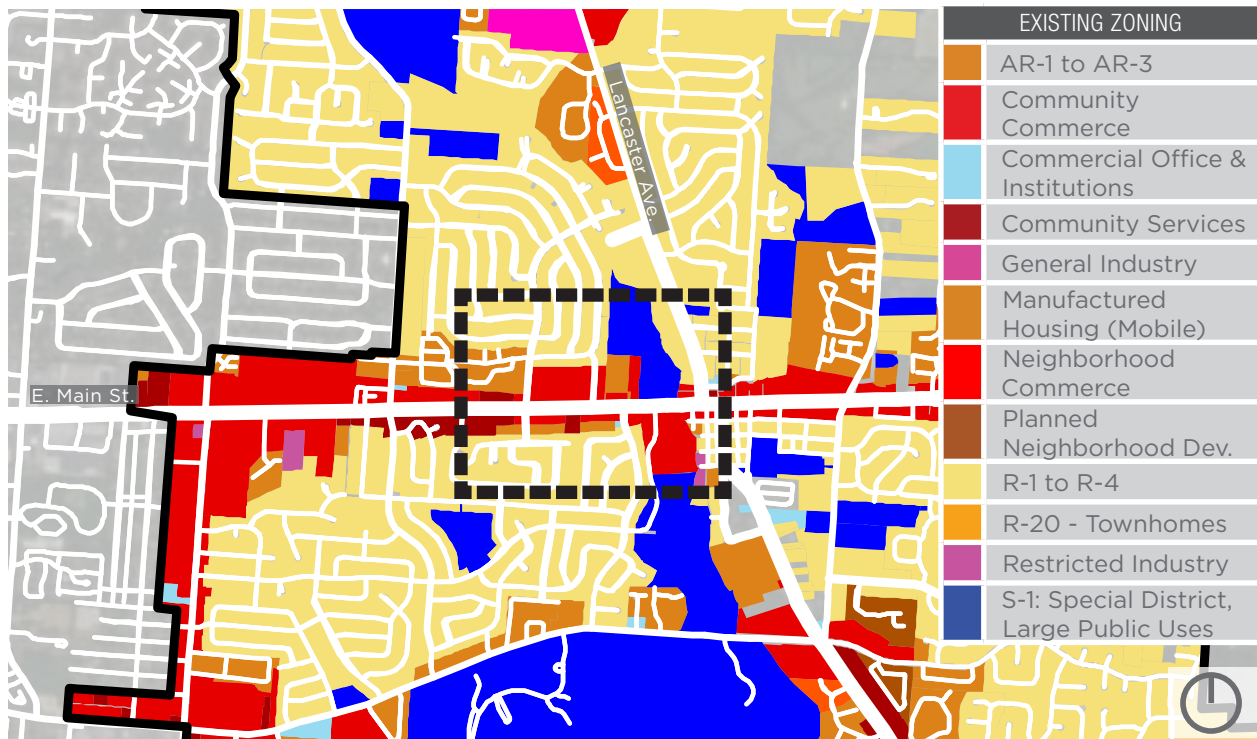
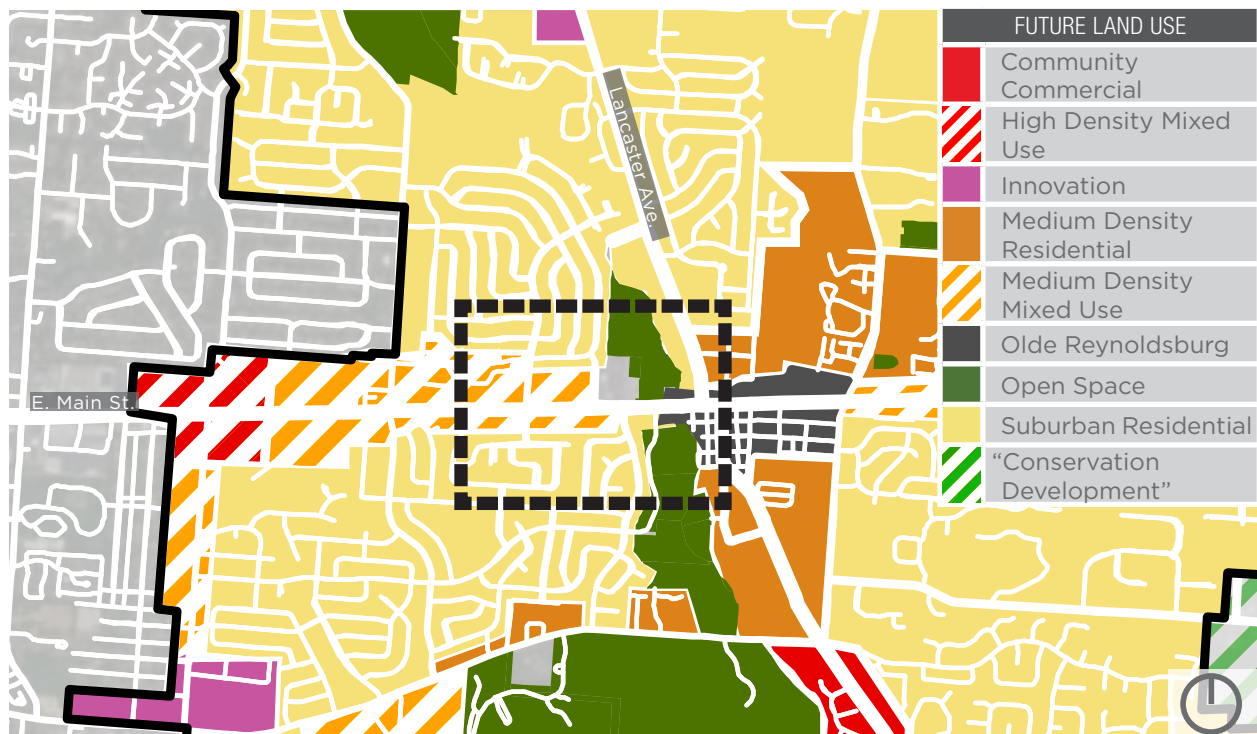


Figure 23: Future Land Use



FOCUS AREAS

VISION

The concept below reduces the big-box retail footprint along the East Main Street corridor while adding additional office or potentially residential uses within close proximity to Olde Reynoldsburg. The site is accessed through a central corridor, with three small retail footprints and an Ohio Health Center anchoring the front entrance to the site. To the rear and along the eastern edge of the site, complementary office or residential uses could function as a gateway to the residential neighborhood to the north.

RECOMMENDED ZONING CHANGES

- » Create a new mixed-use zoning district called Medium Density Mixed-Use District (see Future Land Use Chapter). The district is less

dense than High-Density Mixed-Use District and includes a mix of uses, rather than true mixed-use development.

- » Site design standards in the district should promote high-quality design and walkability through the following:
 - » Architectural massing and material standards that help brand the district as a gateway to the neighborhood.
 - » Well-screened surface and structured parking
 - » Neighborhood streets
 - » Integrated centralized public spaces and civic plazas
 - » Landscape standards

Figure 24: Development Concept



REYNOLDSBURG COMPREHENSIVE PLAN

NECESSARY CAPITAL IMPROVEMENTS

PROJECT	TIMEFRAME	RESPONSIBLE PARTY	COST
Traffic Impact Study	0-2 years	Developer	Low
Utility Evaluation	0-2 years	City Engineer	Low
Watermain*	3-5 years	City	Low
Sanitary*	3-5 years	City	Med
Roadway*	3-5 years	City	High
Stormwater/Drainage*	3-5 years	Developer	Medium

**Pending a capacity evaluation.*

PROPOSED CHARACTER

The proposed character includes retail buildings with entryways fronting the street. New office, retail, and residential development should have a consistent architectural feel, with quality materials and a balance of glazing (windows) to front facade, with a goal of 50%-60% on the front facade.



FOCUS AREAS

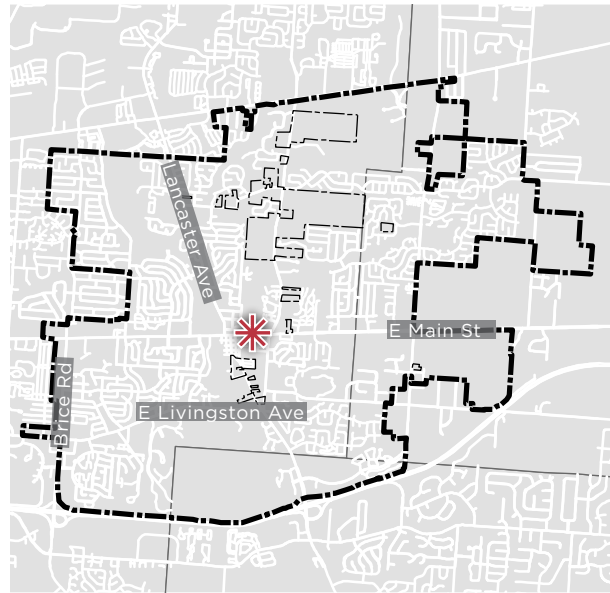
Focus Area #3

Olde Reynoldsburg

OVERVIEW

Across Central Ohio, downtowns define the identities of communities. They provide a home for residents young and old, and shops, restaurants, and parks for people to gather around. Throughout the public engagement process, residents expressed a desire to support local businesses, find new gathering places, and strengthen the City's identity. All of these objectives can be accomplished with a revitalized downtown.

Private investment is picking up along East Main Street, with new restaurants and businesses adding energy to the street. However, strategic public investments are needed to help define and strengthen the identity of Olde Reynoldsburg.



EXISTING CONDITIONS



Improving the comfort of East Main Street is critical for attracting people to Olde Reynoldsburg.



Restaurants and bars are the type of amenities important to Olde Reynoldsburg residents.



Quality site design is important for future redevelopment areas in Olde Reynoldsburg.

DEVELOPMENT GOALS



Grow downtown to strengthen the identity of the city.



Promote walkability throughout the Olde Reynoldsburg.



Strengthen the historic character of the district.

REYNOLDSBURG COMPREHENSIVE PLAN

Figure 25: Existing Zoning

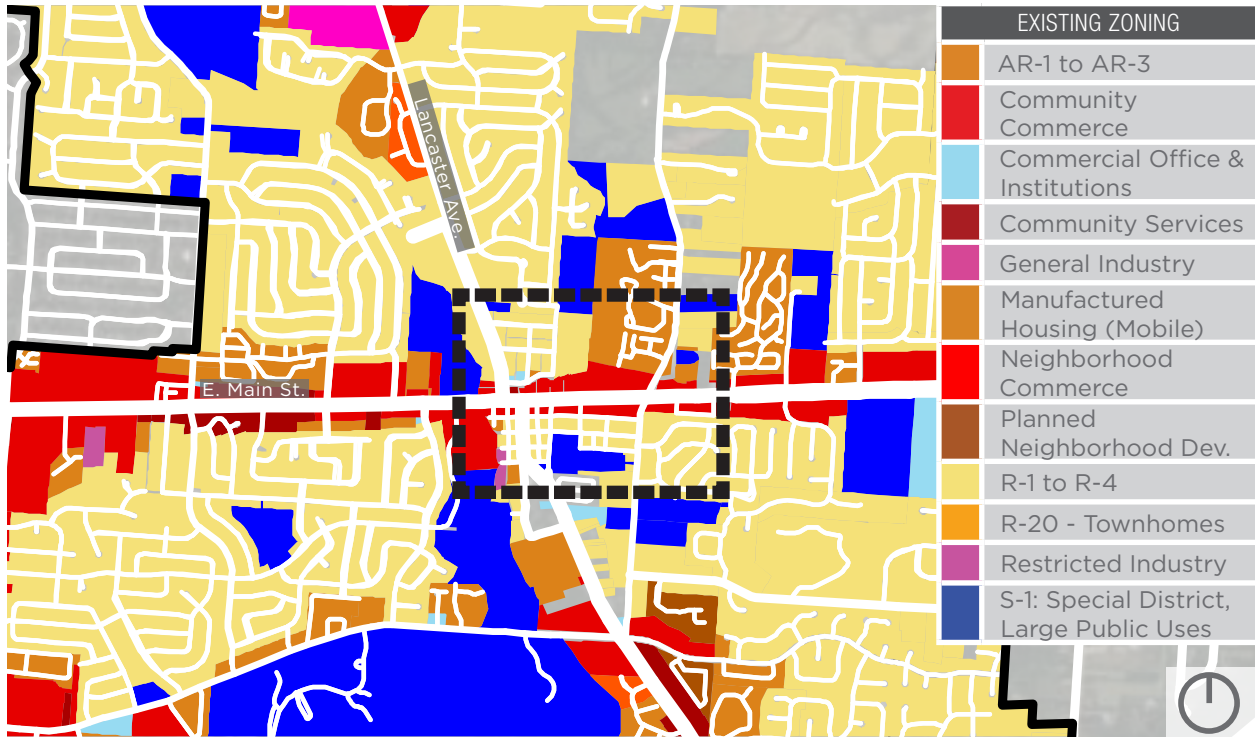
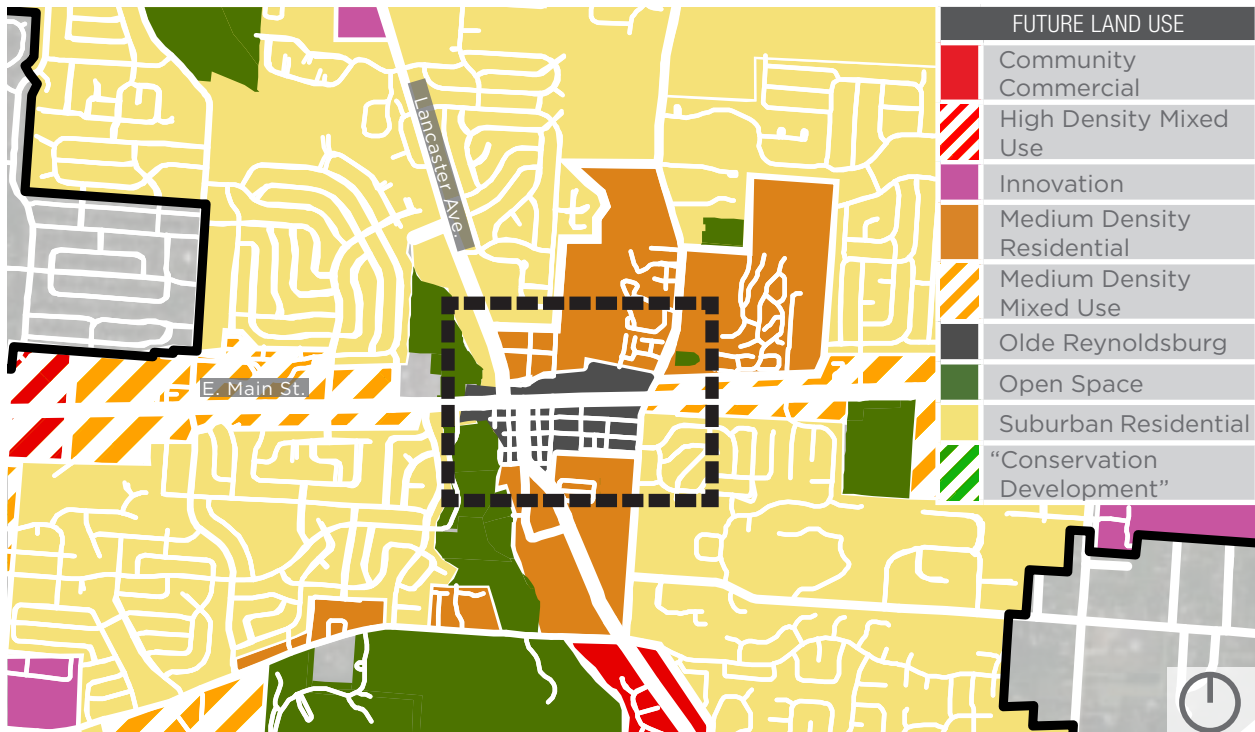


Figure 26: Future Land Use



FOCUS AREAS

VISION

Successful downtowns have a blend of public and private investments. New shops, restaurants and businesses are complemented by walkable streets, accessible parking, and public gathering spaces. Olde Reynoldsburg has a number of new private businesses along East Main Street. Proposed public improvements including design improvements along the corridor, a new public parking lot, and new parks and open spaces will increase access and safety, improve the urban environment, and create destinations where people can gather.

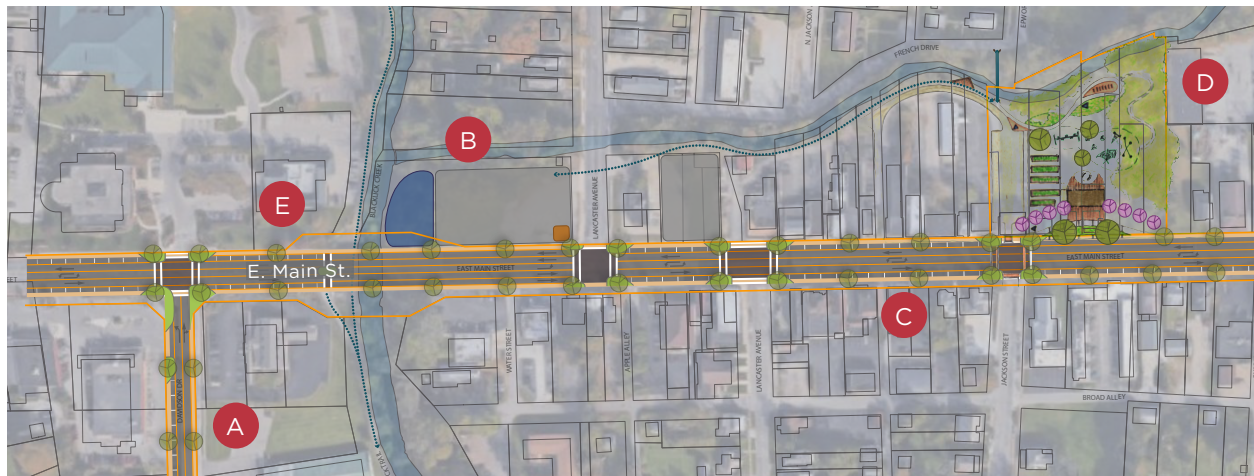
RECOMMENDED ZONING CHANGES

- » Create a new zoning district or strengthen the existing historic overlay within the community commerce district (See Future Land Use Plan).
- » Walkability and preservation can be supported through building siting where new development is encouraged to front the street. It can also be supported through design guidelines by strengthening policies that promote the preservation and reuse of historically significant structures.

NECESSARY CAPITAL IMPROVEMENTS

PROJECT	TIMEFRAME	RESPONSIBLE PARTY	COST
Planning and Design Study (Roadway, Park, and Trail)	e.g. 0-2 yrs. 3-5 yrs. 5+ yrs	City Engineer	Low
Roadway Construction	3-5 years	City	High

Figure 27: Olde Reynoldsburg Capital Projects Overview



PROPOSED CAPITAL PROJECTS OVERVIEW

A	New Parking Lot (<i>under construction, 2018</i>)	D	New Park
B	New Parking Lot (<i>under construction, 2018</i>)	E	New Trail Access/Connector
C	New Traffic Lanes and Traffic Flow		

PROPOSED TRAFFIC CIRCULATION

Many successful downtowns in Central Ohio have on-street parking. The proposed traffic circulation for downtown incorporates on-street parking on both sides of Main Street. During peak travel times, parking lanes would likely be opened for travel.

On-street parking provides many benefits to the downtown while still allowing for efficient flow of traffic. This would create additional parking and easier access for local businesses compared to shared lots or parking in the rear of a building. It would also help reduce needed off-street parking, thereby conserving land for other uses. On-street parking can also increase safety by reducing vehicle speed and creating a more comfortable and safe environment for pedestrians and cyclists.

Proposed changes would need to be confirmed by a full traffic study before specific improvements can be made.

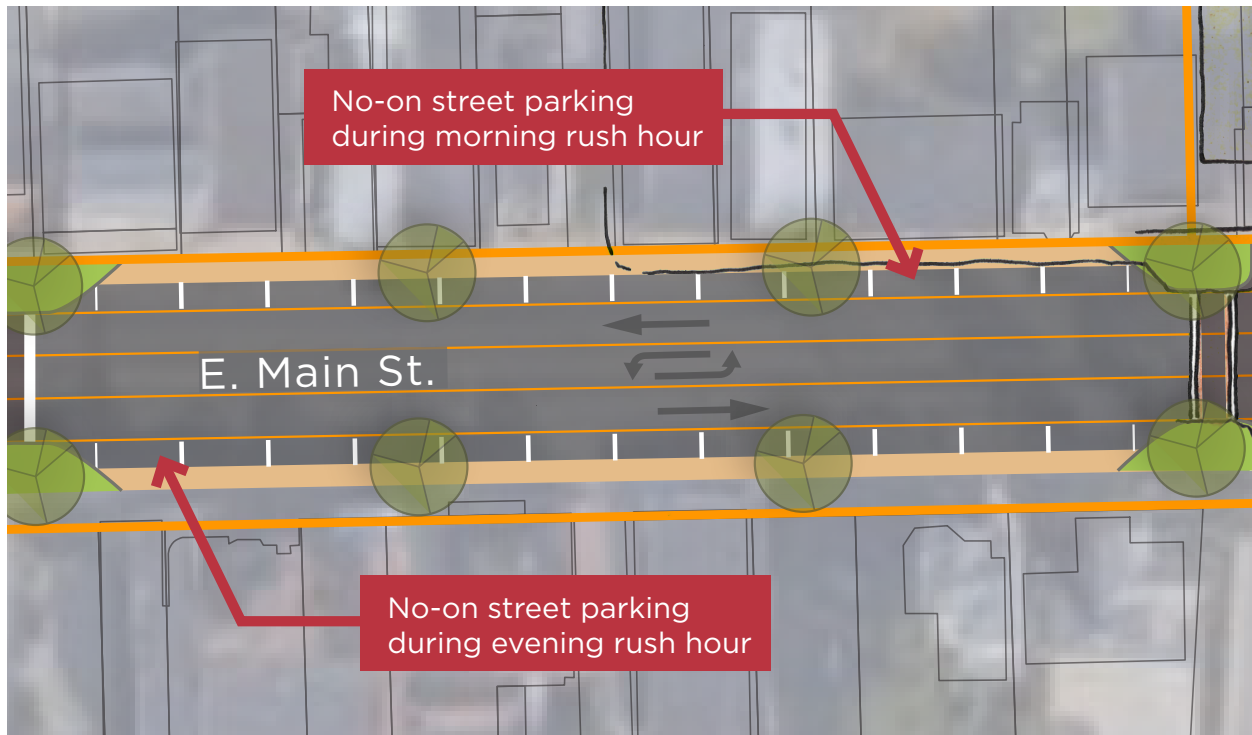


State Route 3 provides on-street parking in Uptown Westerville.



A heavily traveled corridor, U.S. 40 in Downtown Bexley allows for on-street parking.

Figure 28: Proposed Traffic Pattern with On-Street Parking



FOCUS AREAS

MAIN AND LANCASTER PARKING LOT

As part of the planning process, a design for a new parking lot and park on the corner of Lancaster Avenue and East Main Street was envisioned. The concept below, and the ultimate project, will not only add parking capacity to support businesses downtown, it will create a different type of park and gathering space, complete with various green infrastructure elements and other natural features. This will serve as one of the central gathering spaces in Olde Reynoldsburg while anchor one of the important street corners in downtown.

PARK FEATURES	
A	New Parking Lot (39 Spaces)
B	Overlook with Brick Walk
C	Overlook Structures with Seating
D	Natural Stream bank with Boulders
E	Natural Stream bank Area

Figure 29: Parking Lot & Park Concept



REYNOLDSBURG COMPREHENSIVE PLAN

THE CENTRAL PARK

Successful downtowns have public gathering spaces. Gahanna, Hilliard, Marysville, Newark, and other communities have significantly invested in parks and plazas in their downtowns. The park concept below is centrally located in Olde Reynoldsburg, adjacent to the intersection of Jackson Street and East Main Street. The park embraces East Main Street with a pavilion or plaza that overlooks the entire

park. A proposed bike trailhead along the creek helps tie the park to Olde Reynoldsburg and the larger trail system. The central green is purposefully unprogrammed to provide a flexible event space in the downtown.

Note: This rendering is one concept, and can be expanded to accommodate various program elements and opportunities. Furthermore, the park is conceptual at this location, and could be located in other areas in Olde Reynoldsburg as opportunities arise.

Figure 30: Olde Reynoldsburg Park Concept



FOCUS AREAS

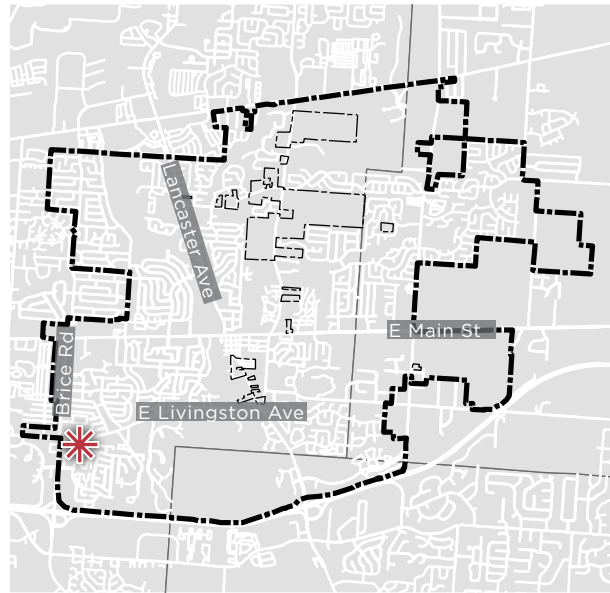
Focus Area #4

Brice and Livingston

OVERVIEW

The intersection of Brice and Livingston is a highly-visible southern gateway into the City of Reynoldsburg from I-70. The intersection, and the corridors immediately surrounding it, have suffered from a combination of disinvestment and changes to the retail marketplace, with outdated out-parcels, strip-malls, and big-box stores dominating this section of the City.

As mentioned elsewhere throughout this Plan, reducing the overall size of the City's retail footprint is essential to maintaining the City's competitiveness. There is an opportunity to reimagine the area with a mix of new, small-scale manufacturing, logistics, office, and R&D that elevates the image of the area while adding to the City's revenues.



EXISTING CONDITIONS



Landscaping, parking screening, and site design standards would improve the image of the intersection.



Strip mall style developments will continue to become obsolete, and are redevelopment opportunities.



Commercial corridors leading to the Brice and Livingston intersection are in need of a facelift.

DEVELOPMENT GOALS



Strengthen the appearance of a significant gateway into the City.



Promote new income generating uses for the city.



Accommodate land uses that will generate income for the City.

REYNOLDSBURG COMPREHENSIVE PLAN

Figure 31: Existing Zoning

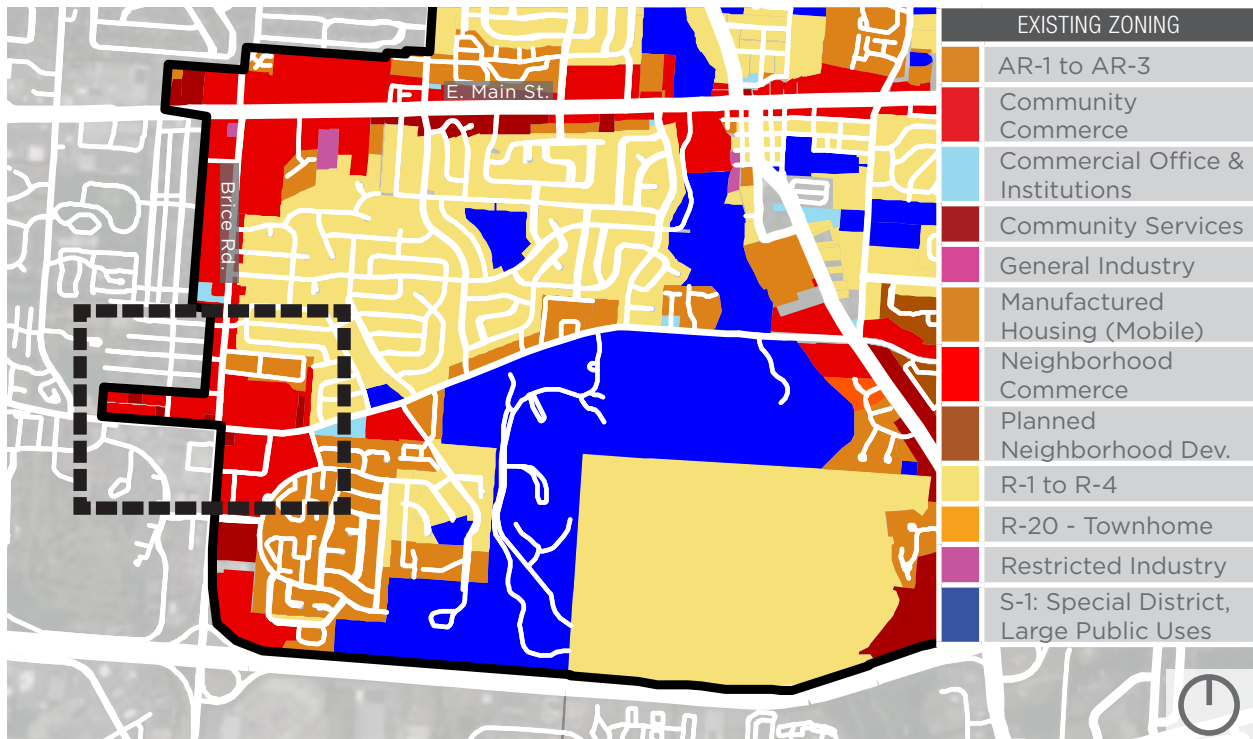


Figure 32: Future Land Use



FOCUS AREAS

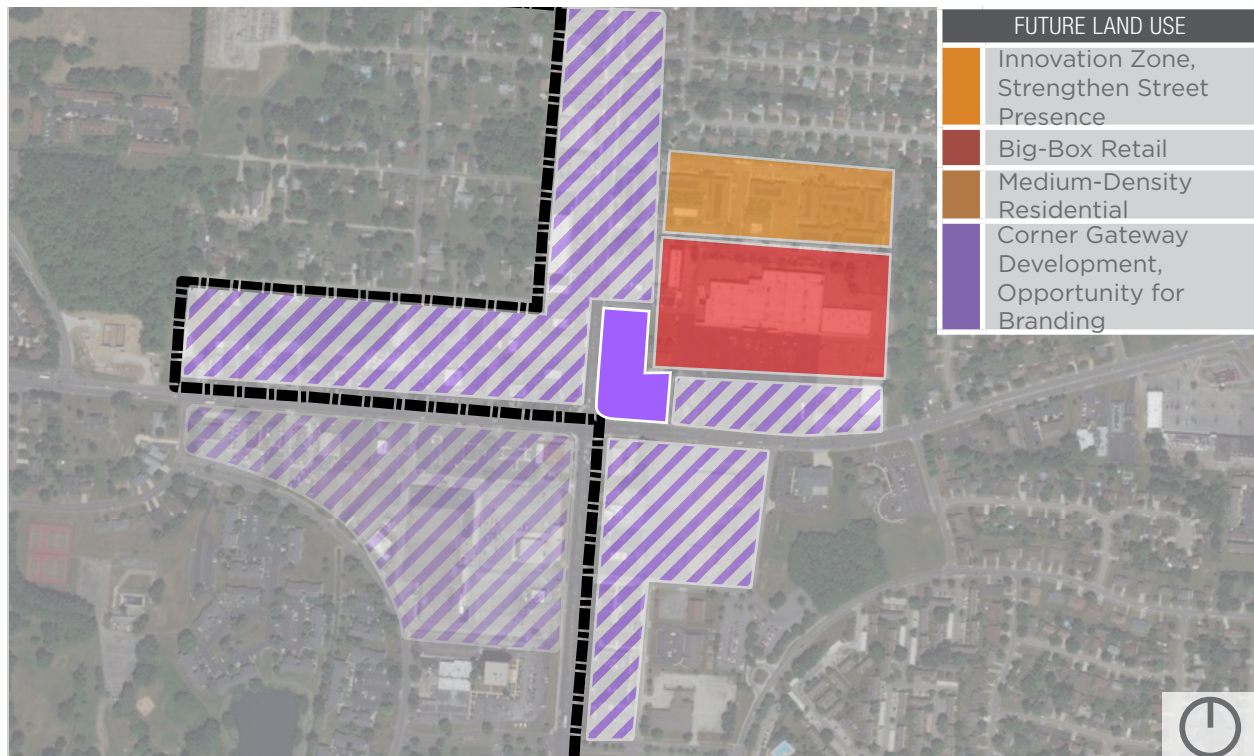
VISION

The intersection of Brice Road and Livingston Avenue has the potential to transform into a space for innovation and creativity. Uses in this district will be a range of office, research and development, and retail spaces. The design and character of the district should reflect this creativity, through the use of quality building materials and significant investment in the public realm.

RECOMMENDED ZONING CHANGES

- » Create a new, innovation district (see Future Land Use Plan chapter).
- » Site design standards in the district should promote the following:
 - » Architectural massing and material standards that can help brand the district as an innovative place in the City. This includes the use of glass and stone architectural materials.
- » Public realm improvements: Streetscape and furnishings improvements.
- » Screened parking and access management: a mix of industrial and retail uses will require well-managed access throughout the District.

Figure 33: Future Land Use Plan



REYNOLDSBURG COMPREHENSIVE PLAN

NECESSARY CAPITAL IMPROVEMENTS

PROJECT	TIMEFRAME	RESPONSIBLE PARTY	COST
Traffic Impact Study	0-2 years	Developer	Low
Utility Evaluation	0-2 years	City Engineer	Low
Watermain*	3-5 years	City	Low
Sanitary*	3-5 years	City	Med
Roadway*	3-5 years	City	High
Stormwater/Drainage*	3-5 years	Developer	Medium

**Pending a capacity evaluation.*

PROPOSED CHARACTER

Building architecture and materials create a distinct identity for a district including using stone, metal, and glass. Although buildings are large in size and may require significant parking areas, buildings and entrances are still oriented to the street with large windows for visual interest. In areas where parking must front the street, landscaping screens parking from sight and breaks-up large lots.





A

APPENDIX: PUBLIC ENGAGEMENT

APPENDIX A - GOALS AND STRATEGIES

Policy Framework

Overview

The policy framework is an essential component of the Comprehensive Plan. The development of the framework is a result of the public engagement process, existing conditions analysis, and understanding of best practices. The following goals, strategies, and actions will structure the implementation of the Plan.

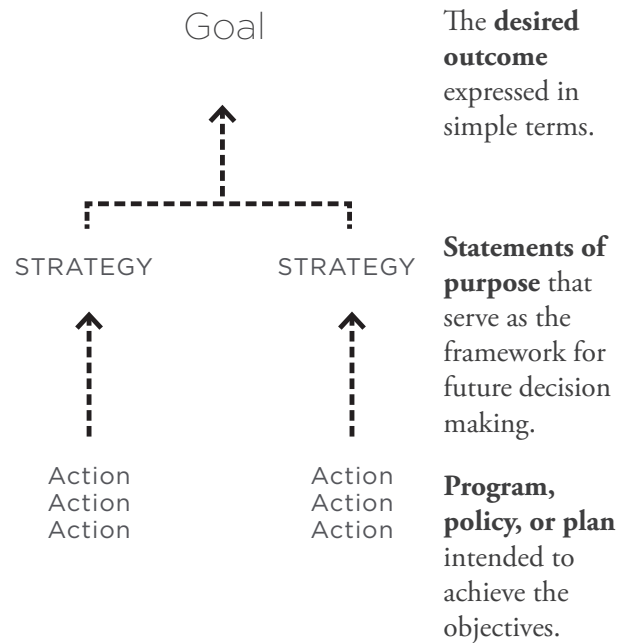
RESPONSIBLE PARTIES		
C	City Council (CC)	
P	Planning Department (PD)	
PC	Planning Commission (PC)	
	Parks & Recreation Department (P&R)	
	Public Service Department (PS)	
	Community Organizations (CO)	

TIMEFRAME		
Short	S	0-1 years
Medium	M	1-3 years
Long	L	3+ years
Ongoing	O	Continuous

POLICY HIERARCHY

Goals, Strategies, and Actions

Each plan goal has one or more strategies. Each strategy has at least one action that, if implemented, will help advance the strategies and goals of the plan.



REYNOLDSBURG COMPREHENSIVE PLAN

GOAL 1 (Housing)**PROMOTE A DIVERSE MIX OF HOUSING OPTIONS.**

	TIMEFRAME	POTENTIAL PARTNERS
STRATEGY 1.1: Promote a mix of housing options.		
Action 1.1.1: Plan for new senior housing options that are integrated with parks, recreation facilities, trails and other community amenities.	O	PC/PD
Action 1.1.2: Promote a mix of housing types such as flats, townhomes, cottages, etc., that cater to those who would like to live or remain in Reynoldsburg but would prefer not to live in a single-family home.	O	PC/PD
Action 1.1.3: Prioritize a mix of housing options, including senior housing options, within new development along the East Main Street corridor.	O	PC/PD
STRATEGY 1.2: Create new standards that will define the character and level of quality for future residential development.		
Action 1.2.1: Any new single-family or multi-family residential development should integrate quality greenspace.	O	PC/PD
Action 1.2.2: New residential developments should strengthen the street character. New multi-family buildings should have minimal setbacks. New single	O	PC/PD
STRATEGY 1.3: Target new multi-family developments in the Focus Areas outlined in this Plan.		
Action 1.3.1: Promote residential development and mixed-use development near Brice and Main street.	S	PD
Action 1.3.2: Continue to find opportunities to add residential development in or around Olde Reynoldsburg.	M	PD

APPENDIX A - GOALS AND STRATEGIES

GOAL 1 (*Housing*)

PROMOTE A DIVERSE MIX OF HOUSING OPTIONS.

	TIMEFRAME	POTENTIAL PARTNERS
STRATEGY 1.4: Strengthen existing single-family neighborhoods and multi-family districts.		
Action 1.4.1: Bolster code enforcement in older, or more targeted neighborhoods. This includes strengthening existing City rental inspection programs.	S/O	PS
Action 1.4.2: Continue to maintain and invest in infrastructure with a high-level of service throughout single-family neighborhoods.	O	PS
Action 1.4.3: Pursue neighborhood improvement and grant programs to provide needed assistance in neighborhoods.	S/O	PD/PS

GOAL 2 (*Economy and Land Use*)

DIVERSIFY AND BALANCE A MIX OF LAND USE TYPES THAT CREATES ECONOMIC RESILIENCY WHILE PROMOTING A DISTINCT CHARACTER.

	TIMEFRAME	POTENTIAL PARTNERS
STRATEGY 2.1: Update codes, regulations, and plans to align with the Future Land Use Map.		
Action 2.1.1: Update the City's Zoning Code to align with the Future Land Use Map and district descriptions and regulations.	S	PD/PC
Action 2.1.2: Align updates of the Capital Improvements Plan with the Comprehensive Plan.	S	PS
Action 2.1.3: Coordinate MORPC's regional planning initiatives with future planning documents and studies.	O	PS/PD/PR
STRATEGY 2.2: Transition the Brice and Main area to a unique and dynamic mixed-use development.		
Action 2.2.1: Work with public and private agencies (e.g. REDI) to promote redevelopment of focus areas.	S	PD/CC
Action 2.2.2: Use existing TIF's and create new ones as needed to finance future capital improvements associated with development in the area.	O	PD/PS
Action 2.2.3: Leverage the potential of the Opportunity Zone to attract future private investment in the Brice Road area.	S	PD
Action 2.2.4: Work with MORPC and COTA to integrate mass transit into future development plans in the area.	O	PD/PS

APPENDIX A - GOALS AND STRATEGIES

GOAL 2 (*Economy and Land Use*)

DIVERSIFY AND BALANCE A MIX OF LAND USE TYPES THAT CREATES ECONOMIC RESILIENCY WHILE PROMOTING A DISTINCT CHARACTER.

	TIMEFRAME	POTENTIAL PARTNERS
STRATEGY 2.3: Grow Olde Reynoldsburg as the cultural and entertainment center of the community.		
Action 2.3.1: Create new public space areas that will serve to create a sense of place and provide opportunities for gathering and entertainment.	O	PD/PR
Action 2.3.2: Embrace the waterways in all future design decisions.	O	PD/PR
Action 2.3.3: Explore the opportunity to create on-street parking on East Main St. to expand parking options and improve walkability.	S	PD/PS
Action 2.3.4: Consider implementing tools to promote the growth and reinvestment of the Downtown District, including Tax Increment Financing, Designated Outdoor Refreshment Area (DORA), or a Special Improvement District, among other programs.	S	PD/CC/PR
Action 2.3.5: Create gateways that define and brand Olde Reynoldsburg, including arches, signage, public art, etc.	S	PD/PS
Action 2.3.6: Expand off-street parking options with high-quality landscape screening.	O	PD/PS/CC
STRATEGY 2.4: Transition the Brice Rd. and Livingston Ave. area to a light industrial, innovation, and logistics center that capitalizes and builds on access to the I-70 corridor.		
Action 2.4.1: Partner with the City of Columbus to transition outdated commercial uses into spaces competitive in the marketplace.	M	PD
Action 2.4.2: Develop a unique brand to promote the innovation in the Innovation District.	M	PD

GOAL 3 (Mobility)

A SAFE, EFFICIENT, AND ACCESSIBLE TRANSPORTATION NETWORK THAT INCLUDES A RANGE OF MOBILITY OPTIONS

	TIMEFRAME	POTENTIAL PARTNERS
STRATEGY 3.1: Expand the sidewalk and bikeway networks to provide connectivity within Reynoldsburg and the region.		
Action 3.1.1: Create multi-use paths along at least one side of new roadways where appropriate. While many residential streets may be appropriate for on-street bike facilities, busier streets with higher vehicle counts are better suited for off-street paths.	O	PS/PD
Action 3.1.2: Establish partnerships with area jurisdictions and state agencies and organizations on bikeways and trails. Coordinate the extension of bikeways and trails into adjacent townships and municipalities by collaborating with Central Ohio Greenways, MORPC, Metroparks, City of Columbus, Townships, and other entities. Collaborative efforts may enable special funding or cost-sharing opportunities.	O	PS/PR/PD
Action 3.1.3: Require that bicycle parking facilities (bike racks or shelters) are included on new development plans where appropriate. Include requirements for bike parking facilities within the suggested update to the City's zoning code.	O	PS/PR/PD
Action 3.1.4: Ensure that any roadway and non-motorized transportation improvements meet the needs of all users in Reynoldsburg, including seniors, young people, and those with physical limitations.	O	PS

APPENDIX A - GOALS AND STRATEGIES

GOAL 3 (Mobility)

A SAFE, EFFICIENT, AND ACCESSIBLE TRANSPORTATION NETWORK THAT INCLUDES A RANGE OF MOBILITY OPTIONS

	TIMEFRAME	POTENTIAL PARTNERS
STRATEGY 3.2: Reduce congestion and improve quality of main corridors and intersections.		
Action 3.2.1: Manage access points onto parkways and boulevards (arterials and major collectors). Access management should be applied on all boulevards and parkways and on avenues in commercial settings to provide for adequate, safe and properly designed entrances and exits to and from developments.	O	PS/PC/PD
Action 3.2.2: Consider the use of roundabouts at local intersections. Modern roundabouts have been demonstrated to improve efficiency and safety at critical intersections. The City should consider roundabouts at intersections where appropriate.	O	PS
Action 3.2.3: Require traffic impact studies for most development proposals. Development proposals that meet certain criteria should be required to submit a traffic impact study as part of the review process.	O	PS
Action 3.2.4: Develop partnerships to leverage the work of the City of Columbus' Smart City Grant. The Smart City Grant (from the US Department of Transportation), has made Columbus an epicenter for testing "intelligent" transportation systems.	O	PS/PD

GOAL 3 (Mobility)

A SAFE, EFFICIENT, AND ACCESSIBLE TRANSPORTATION NETWORK THAT INCLUDES A RANGE OF MOBILITY OPTIONS

	TIMEFRAME	POTENTIAL PARTNERS
STRATEGY 3.3: Expand public transportation options.		
Action 3.3.1: Continue to coordinate with the Central Ohio Transit Authority (COTA). Meet with COTA officials at least annually to identify opportunities to improve public transportation in the City. As needed, share significant development proposals to assess their design with regard to viability of transit.	O	PS/PD
STRATEGY 3.4: Ensure that new developments are connected into the existing transportation network.		
Action 3.4.1: Require street and trail connectivity between developments. Update the land development regulations to require that development plans include street and trail connections to adjacent development. At the edge of the City, stub streets should be included in subdivisions with the expectation that those streets will be connected to future development.	O	PS/PD/PC
STRATEGY 3.5: Expand trail connectivity in and around Olde Reynoldsburg.		
Action 3.5.1: Develop a connection west of the Main Street Bridge, on the north side of the street, to connect to the Blacklick Trail.	S	PD/PS/PR
Action 3.5.2: Develop and implement a non-motorized network through Old Reynoldsburg along the French Run Creek.	S	PD/PS/PR

APPENDIX A - GOALS AND STRATEGIES

GOAL 3 (Mobility)

A SAFE, EFFICIENT, AND ACCESSIBLE TRANSPORTATION NETWORK THAT INCLUDES A RANGE OF MOBILITY OPTIONS

	TIMEFRAME	POTENTIAL PARTNERS
STRATEGY 3.6: Ensure Reynoldsburg is prepared for the adoption of autonomous and connected vehicles.		
Action 3.6.1: Ensure that a zoning code update incorporates anticipated changes in land use and parking requirements as a result of autonomous vehicles.	S	PD
Action 3.6.2: Planning Commission should consider the impact of autonomous vehicles in development review.	O	PC

GOAL 4 (*Utilities and Infrastructure*)

COORDINATE FUTURE INFRASTRUCTURE INVESTMENTS WITH ANTICIPATED GROWTH AND DEVELOPMENT

	TIMEFRAME	POTENTIAL PARTNERS
STRATEGY 4.1: Explore opportunities around implementing fiber infrastructure.		
Action 4.1.1: Explore the business model for the delivery of 1 GB of affordable fiber optic service to every house.	M/L	PD
Action 4.1.2: If a fiber network is implemented, it should be implemented and maintained in an equitable manner.	M/L	PD
Action 4.1.3: With the passage of H.B. 478 in the Ohio Legislature, prepare design guidelines around zoning code update to accommodate small-cell facilities to support 5G cell phone technology within the public right-of-way.	S	PD
STRATEGY 4.2: Examine wastewater collection capacity to ensure it meets future needs.		
Action 4.2.1: Perform sanitary sewer system capacity analyses. Development can be constrained by sewer capacity. Study scenarios need to be conducted to determine the future growth and to help adjust the budget as needed to include the remedies found in the analyses.	O	PS

APPENDIX A - GOALS AND STRATEGIES

GOAL 4 (*Utilities and Infrastructure*) COORDINATE FUTURE INFRASTRUCTURE INVESTMENTS WITH ANTICIPATED GROWTH AND DEVELOPMENT

	TIMEFRAME	POTENTIAL PARTNERS
STRATEGY 4.3: Ensure stormwater quality is improved as Reynoldsburg's population continues to grow.		
Action 4.3.1: Establish processes to ensure detention and retention facilities and water quality features are maintained. A review of current monitoring process should be completed and recommendations made to ensure maintenance is being performed as needed.	S/M	PS
Action 4.3.2: Employ sustainable methods for roadway construction. Utilize sustainable methods in the design of streets, as recommended in this Plan.	O	PS
Action 4.3.3: Coordinate Reynoldsburg's stormwater policies with neighboring jurisdictions. Watersheds have geographic limits that are not constrained by jurisdictional boundaries. The City should understand the efforts of neighboring jurisdictions to better maintain stormwater runoff at the current levels and improve the stormwater quality.	O	PS
Action 4.3.4: Collaborate with Franklin Soil and Water Conservation District on education and outreach to the public through mailings, social media, in-person workshops and other methods as to how citizens can reduce stormwater runoff and improve water quality (rain barrels, rain gardens, planting of trees and grasses along waterways, etc.).	O	PS

REYNOLDSBURG COMPREHENSIVE PLAN

GOAL 5 (Image and Brand)**DEFINE, GROW, AND PROMOTE THE CITY'S
IMAGE AND BRAND.**

	TIMEFRAME	POTENTIAL PARTNERS
STRATEGY 5.1: Create a marketing and branding plan.		
Action 5.1.1: Issue an RFP to a marketing and brand consultant.	S	PD/CC
Action 5.1.2: Identify and engage a variety of stakeholders, including business owners, residents, employees, and those who don't live in Reynoldsburg, in creating a marketing and branding plan.	S	PD
STRATEGY 5.2: Define and promote a consistent brand message, internally and externally.		
Action 5.2.1: Identify one person on City staff, or hire a "Public Information Officer", that is responsible for communicating the City's messaging, programming, and project updates to the community.	S/M	CC
Action 5.2.2: Ensure that the brand message is consistent across all mediums, including online, social media, and events and programming.	O	TBD
STRATEGY 5.3: Define and apply brand elements to the public realm.		
Action 5.3.1: As part of the marketing and branding plan, create and develop a "signage package" so that updated signage and brand elements are consistent throughout the City.	M	TBD
Action 5.3.2: Identify locations, particularly in Olde Reynoldsburg and entrances to the City, to locate new signage.	M	PD/PR/PS
Action 5.3.3: Coordinate with ODOT to explore the opportunity to promote the Reynoldsburg brand on single point interchanges and bridges over I-70.	M	PS/PD

APPENDIX A - GOALS AND STRATEGIES

GOAL 5 (*Image and Brand*)

DEFINE, GROW, AND PROMOTE THE CITY'S IMAGE AND BRAND.

	TIMEFRAME	POTENTIAL PARTNERS
STRATEGY 5.4: Continue to support and promote small, locally-owned businesses throughout the City, particularly in Reynoldsburg.		
Action 5.4.1: In zoning code review, examine and remove any unnecessary regulations that are limiting small business growth and development.	S/M	PD/PC
Action 5.4.2: Collaborate with local partners, including Chamber of Commerce, on marketing the work of local businesses to the Central Ohio region.	O	PD
Action 5.4.3: Identify existing and potential incentive programs to use to leverage additional business development.	O	PD
STRATEGY 5.5: Incorporate sustainability projects and initiatives into overall image and brand improvements for the City.		
Action 5.5.1: Explore opportunities to integrate ongoing and future City-wide sustainability initiatives into promoting the image and brand of Reynoldsburg.	O	PD

REYNOLDSBURG COMPREHENSIVE PLAN

PLANNED ROADWAY IMPROVEMENTS

The City of Reynoldsburg has a number of planned roadway improvement projects. Recent planning studies conducted by the City and MORPC indicate that increases in traffic volumes are expected on several roadways in and around Reynoldsburg. This planned increase in traffic volumes may exceed the existing capacity of those roads at peak times. However, roadway expansion isn't the answer. Often times, as transportation planners provide additional lanes of traffic to alleviate congestion, these new lanes fill up with more traffic, failing to solve congestion while adding a significant cost to the taxpayer.

Instead, future roadway development should align with the new roadway classifications outlined in this Chapter. Many planned roadway improvements should include bikeway facilities and additional off-street trails are planned as the City grows. Smart and safe transportation choices offer reduced congestion, support and encourage desirable growth and character of place, and integrate private vehicles, public transportation, biking, and walking.

PLANNED ROADWAY IMPROVEMENTS

Main Street 1

LOCATION: WESTERN CITY LIMITS TO TAYLOR ROAD

This is a collaborative project with Ohio Department of Transportation (ODOT) to resurface East Main Street using a mill/overlay methodology. Repairing pavement and roadway conditions along this main corridor will improve the useful life and safe traffic movements. This section is approximately 197,820 S.Y. of roadway reconstruction. This project is being funded through the ODOT Urban Paving Program, which is an 80%-ODOT and 20%-City split.

Waggoner Road 2

LOCATION (PHASE 1): EAST MAIN STREET TO PRIESTLY DRIVE

Improvements include full reconstruction and widening of the roadway throughout the entire corridor with the addition of curb, a bike path, and sidewalk. Upgrades to the street lighting and water line are included. This section is approximately 16,500 S.Y. of roadway reconstruction. The City of Reynoldsburg applied for \$5M of funding assistance from the State Capital Improvement Program for this project.

LOCATION (PHASE 2): PRIESTLY DRIVE TO RODEBAUGH ROAD

Improvements include full reconstruction and widening of the roadway throughout the entire corridor with the addition of curb, a bike path, and sidewalk. This section is approximately 21,020 S.Y. of roadway reconstruction. Similar to Phase 1, this project will require additional outside funding and will be the subject of a future Ohio Public Works Commission, Issue 2, funding application.

Davidson Drive 3

LOCATION: EAST MAIN STREET TO HAFT DRIVE

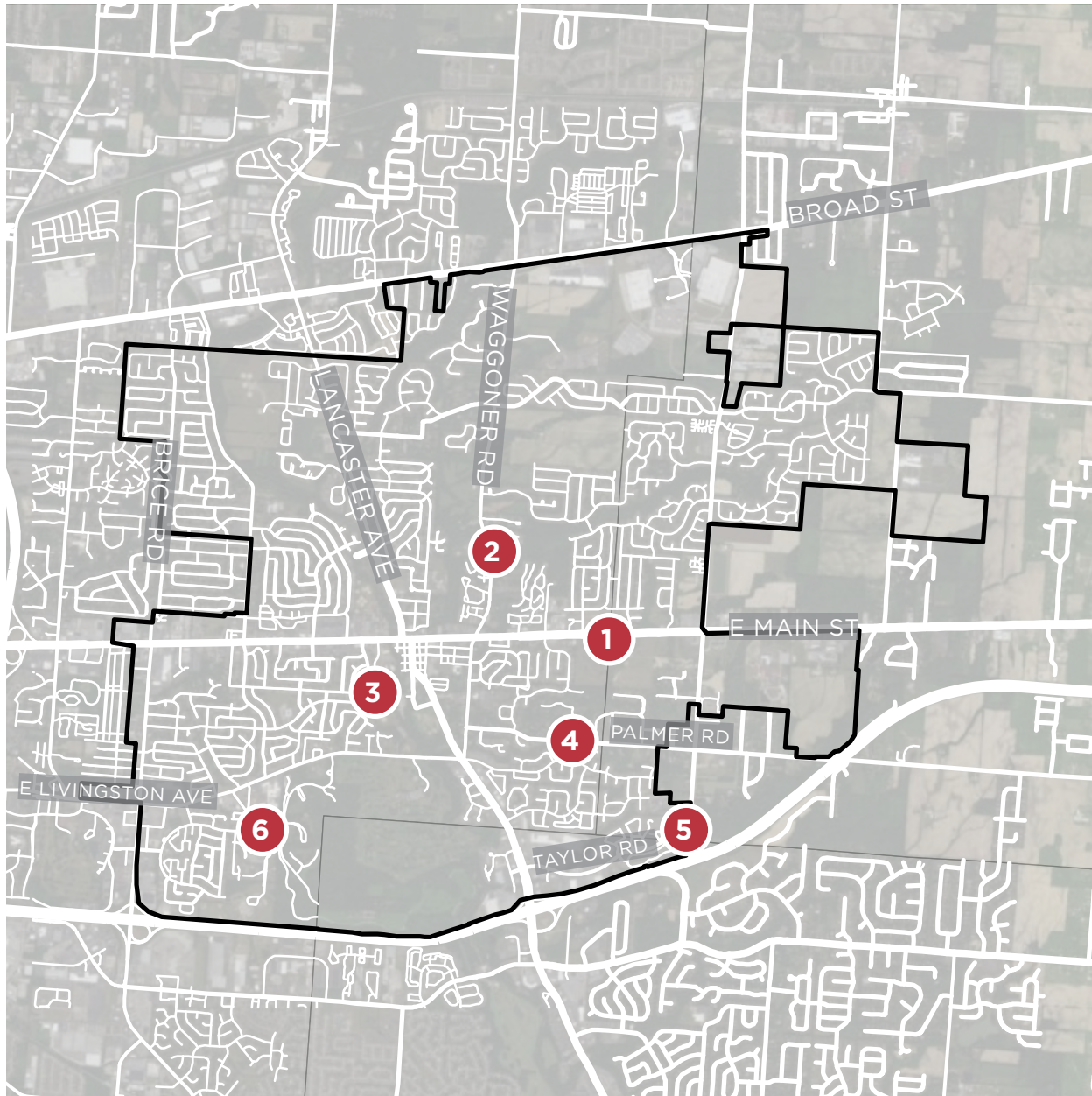
This project would focus on the roadway reconstruction of Davidson Drive. This work would replace the failing inverted crown concrete pavement section with a curbed, asphalt roadway. Storm sewers and inlets would be installed to provide better drainage, adding life to the roadway. This section is 4,700' x 26' (13,578 S.Y.)

Palmer Road 4

LOCATION: GRAHAM ROAD TO EAST CORP. LIMIT

Palmer Road is in need of reconstruction. This work would reinforce the base of the road to provide longer life to the road surface. The road would be widened by four feet to provide proper lane widths. Storm sewers and inlets would be installed to provide better drainage, adding life to the roadway. This section is 4,700' x 26' (13,578 S.Y.)

PLANNED ROADWAY IMPROVEMENTS



Taylor Road 5

LOCATION: MAIN STREET TO BROAD STREET
Taylor Road is in need of milling and paving from Main Street to Broad Street. Some curb repairs and storm inlet repairs will be needed. This section is 11,600' x 36' (46,400 S.Y.) This project will be evaluated further to determine if it is a good candidate for outside funding assistance.

Baldwin Road 6

LOCATION: WOODSEGE DRIVE TO JUNIOR HIGH SCHOOL
This section of Baldwin Road and Woodsedge Drive is in very poor condition. It measures 1,680' x 26' (4,854 S.Y.). This work will consist of the reconstruction of the roadway and repairs to storm sewer inlets. This street is heavily traveled by school buses.



REYNOLDSBURG CITIZEN SURVEY

April 30th, 2018

CONFIDENTIAL
AimpointResearch.com



AIMPOINT RESEARCH



Telephonic Survey

Research Approach

Participants

300

Residents

Target Audience

Current residents of Reynoldsburg, Ohio

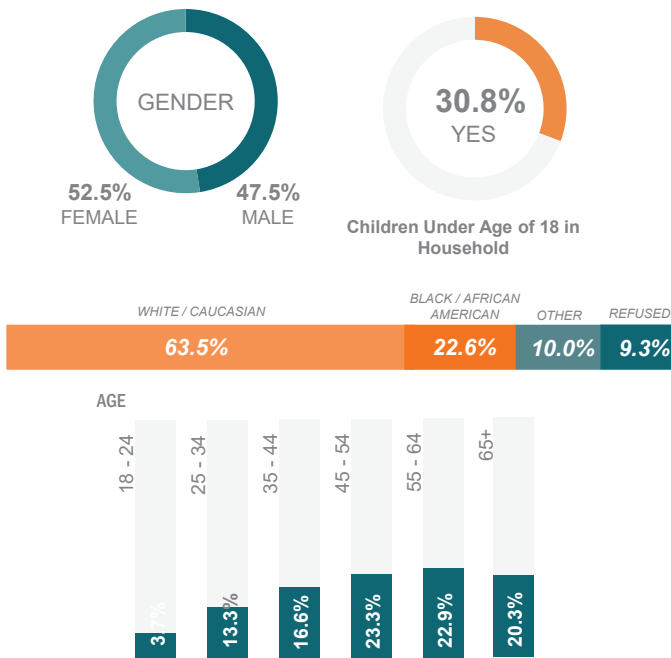
Field Dates

April 19th – April 26th

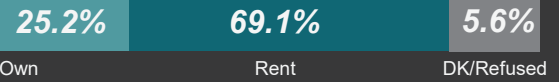
Attachment: Reynoldsburg Plan Final 12_5_18 (Implementation of the Comprehensive Plan)



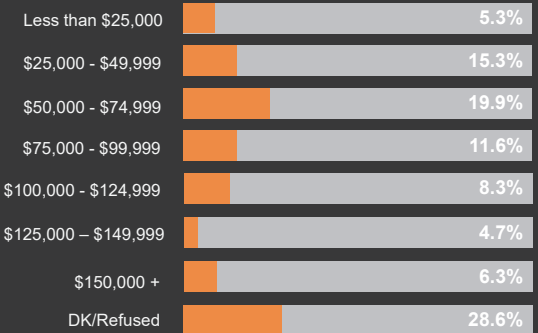
Profile of Respondents



HOME OWNERSHIP



HOUSEHOLD INCOME



YEARS IN REYNOLDSBURG

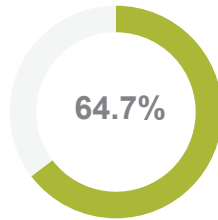


Key Takeaways

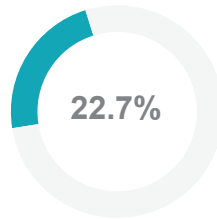
1. Residents are generally satisfied about living in Reynoldsburg (Slides 5, 10)
2. Reynoldsburg is viewed as being a family oriented multi-cultural suburban community (6)
3. Family is the main reason that residents have moved to Reynoldsburg (13)
70% plan to still live in Reynoldsburg in 5 years (14)
Lifestyle change and family are main reasons for leaving (16)
4. Residents are most satisfied with public parks and access to healthcare (12)
5. The most significant challenge is infrastructure (11)
6. Redeveloping existing properties and growing businesses (19) in existing corridors (20) are preferred strategies to deal with increased population growth
Specifically redeveloping old retail locations, K-mart, Big Lots and Kroger (21)
7. Senior housing and single family residential are top housing needs (24)

The 3 to 1 ratio suggests a high level of satisfaction with the direction of the city.

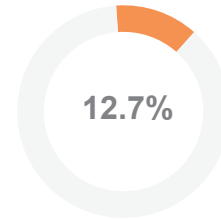
RIGHT DIRECTION



WRONG TRACK



DON'T KNOW



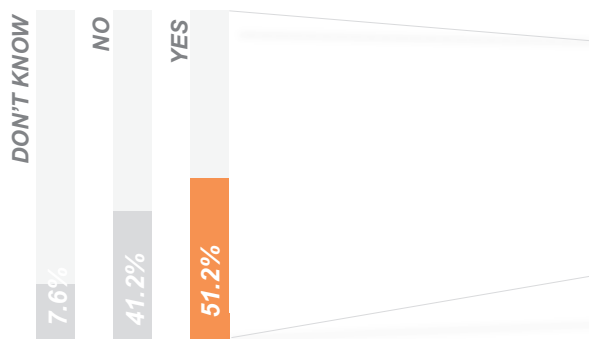
Source: All Respondents

Q2: Generally speaking, would you say things here in Reynoldsburg are going in the right direction, or have they gotten off on the wrong track?

5

Most residents believe Reynoldsburg has a distinct identity: it is primarily viewed as a suburban, family oriented, multi-cultural community.

DO YOU BELIEVE THE CITY HAS A DISTINCT IDENTITY?



WHAT IS THE IDENTITY OF REYNOLDSBURG?



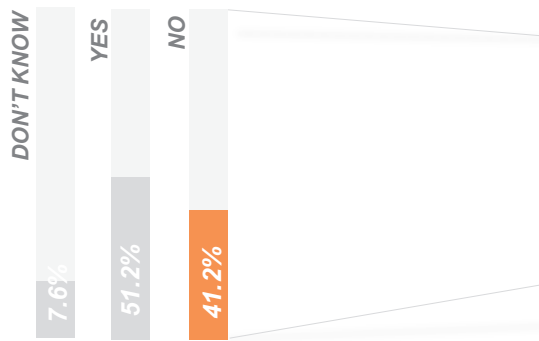
Source: All Respondents That Said Reynoldsburg Has a Distinct Identity

Q3: Do you believe the City has a distinct identity? Q4: What do you believe the current identity of Reynoldsburg is?

6

Reynoldsburg residents would like the identity of the city to be a community of involvement and family oriented.

DO YOU BELIEVE THE CITY HAS A DISTINCT IDENTITY?



WHAT WOULD YOU LIKE THE IDENTITY TO BE?

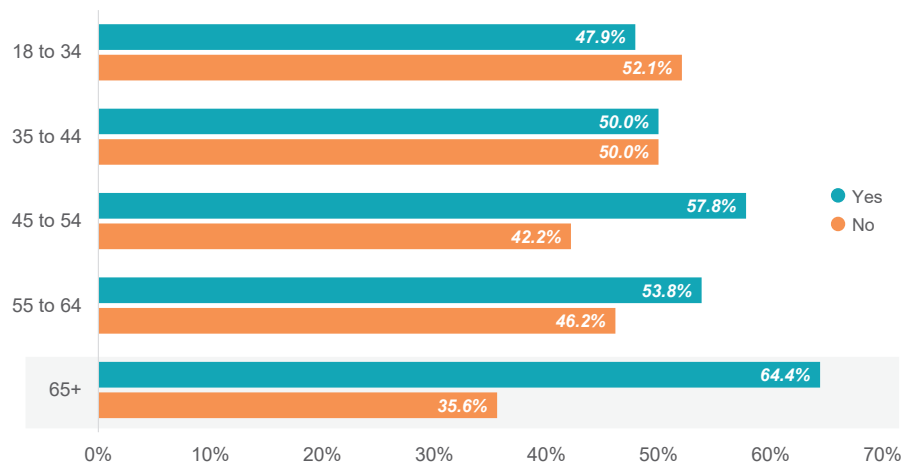


Source: All Respondents That Said Reynoldsburg Does Not Have a Distinct Identity
Q3: Do you believe the City has a distinct identity? Q5: What would you like the identity of Reynoldsburg to be?

7

Older Reynoldsburg residents are more likely to believe Reynoldsburg has a distinct identity.

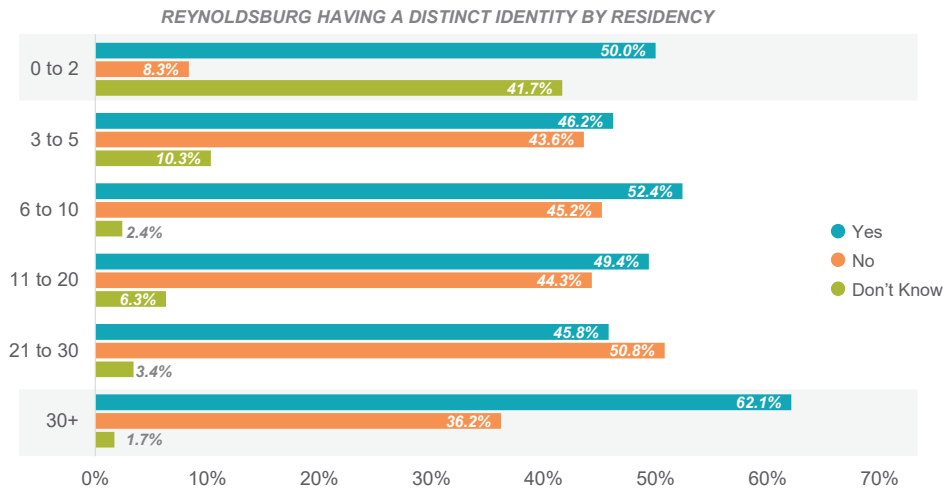
REYNOLDSBURG HAVING A DISTINCT IDENTITY BY AGE



Source: All Respondents That Said Reynoldsburg Has a Distinct Identity By Age
Q4: Do you believe the City has a distinct identity?

8

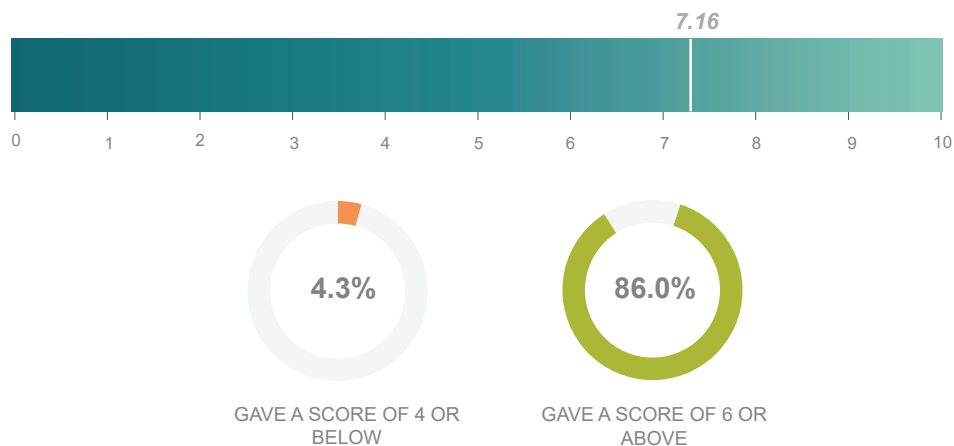
Reynoldsburg residents of 21 – 30 years are the only category to be less inclined to believe that the city has a distinct identity.



Source: All Respondents That Said Reynoldsburg Has a Distinct Identity By Residency
Q4: Do you believe the City has a distinct identity?

9

Overall—residents are very satisfied with their quality of life in Reynoldsburg, with 86% of respondents giving a ranking of a 6 or above.

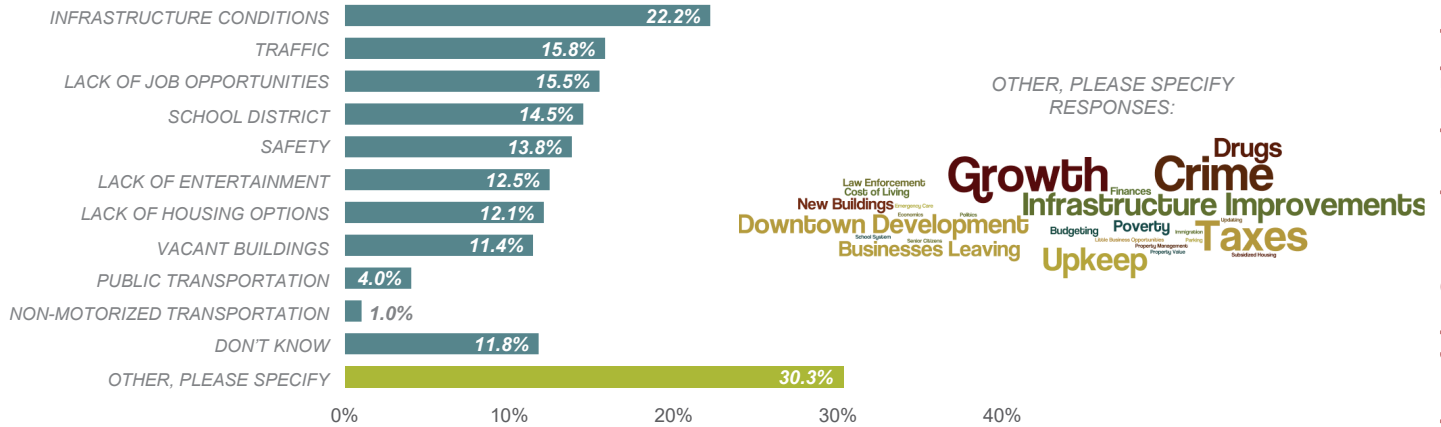


Source: All Respondents
Q6: On a scale of 0 – 10 where 0 is "extremely low" and 10 is "extremely high," how would you rate the quality of life in Reynoldsburg?

10

Residents cited infrastructure conditions as a primary concern – along with the need for city growth and crime.

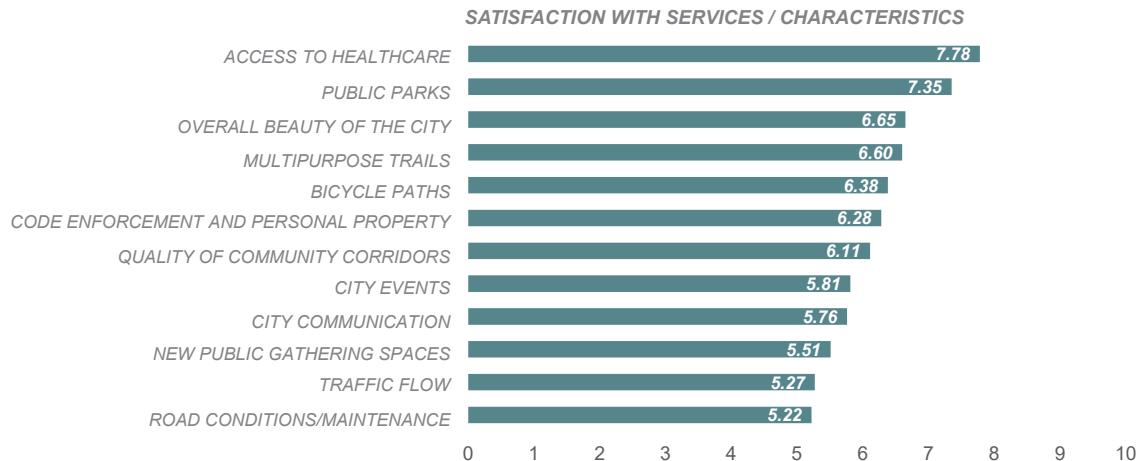
MOST SIGNIFICANT CHALLENGE FACING REYNOLDSBURG



Source: All Respondents
Q7: What is the most significant challenge facing the City of Reynoldsburg?

11

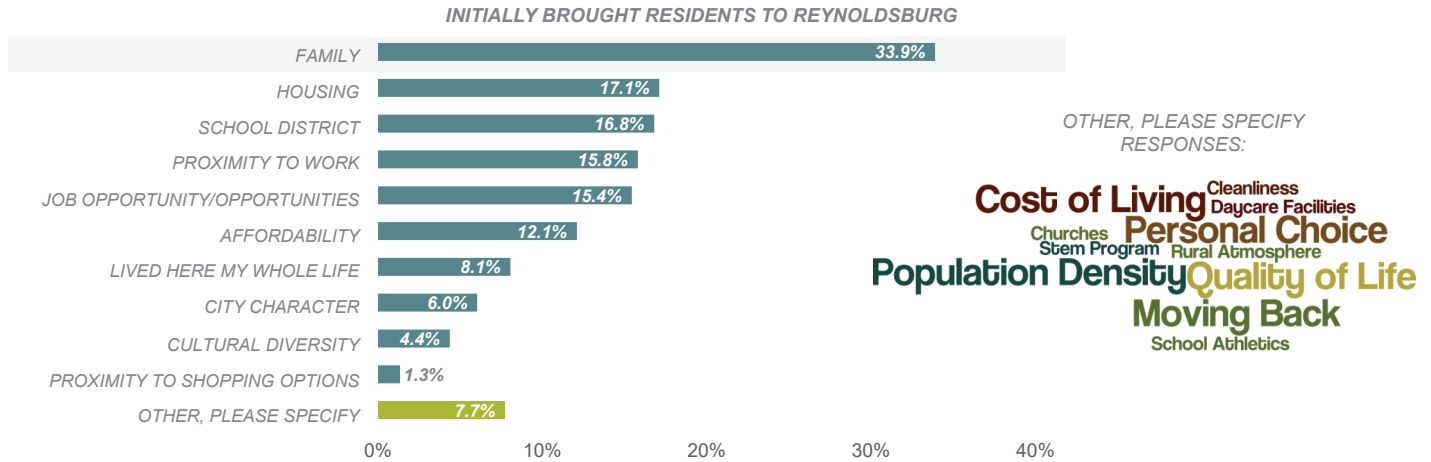
Generally, residents of Reynoldsburg are most satisfied with availability of healthcare and the public parks in the city.



Source: All Respondents
Q8: On a scale of 0 – 10, with 0 being "not at all satisfied," and 10 being "extremely satisfied," how satisfied are you currently with the following services and characteristics?

12

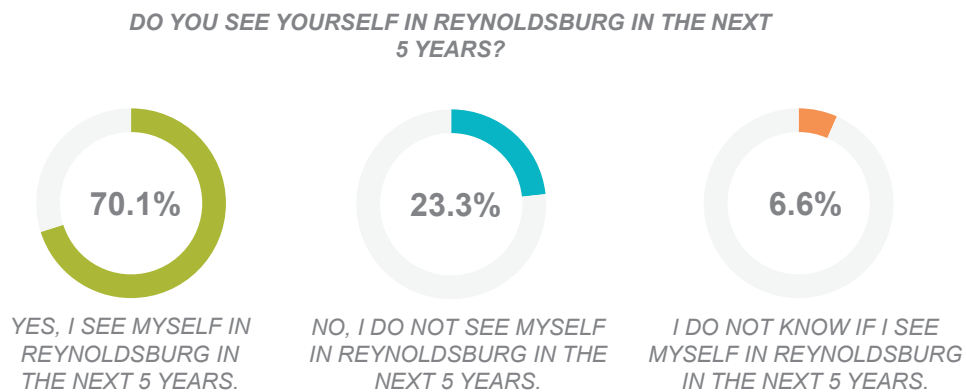
The primary reason for residents being in Reynoldsburg other than family include the quality of life and cost of living.



Source: All Respondents
Q9: What initially brought you to Reynoldsburg?

13

The majority of Reynoldsburg residents are expecting to remain in the city in the next five years.

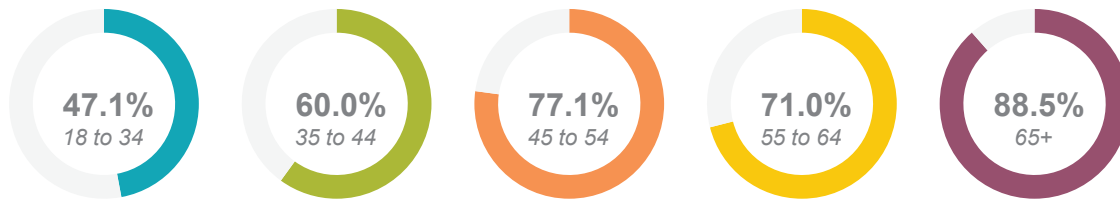


Source: All Respondents
Q10: Do you see yourself in Reynoldsburg in the next 5 years?

14

Outside of the 18 – 34 age category, current residents indicate seeing themselves in Reynoldsburg in the next five years.

SAID YES TO SEEING THEMSELVES IN REYNOLDSBURG IN THE NEXT 5 YEARS

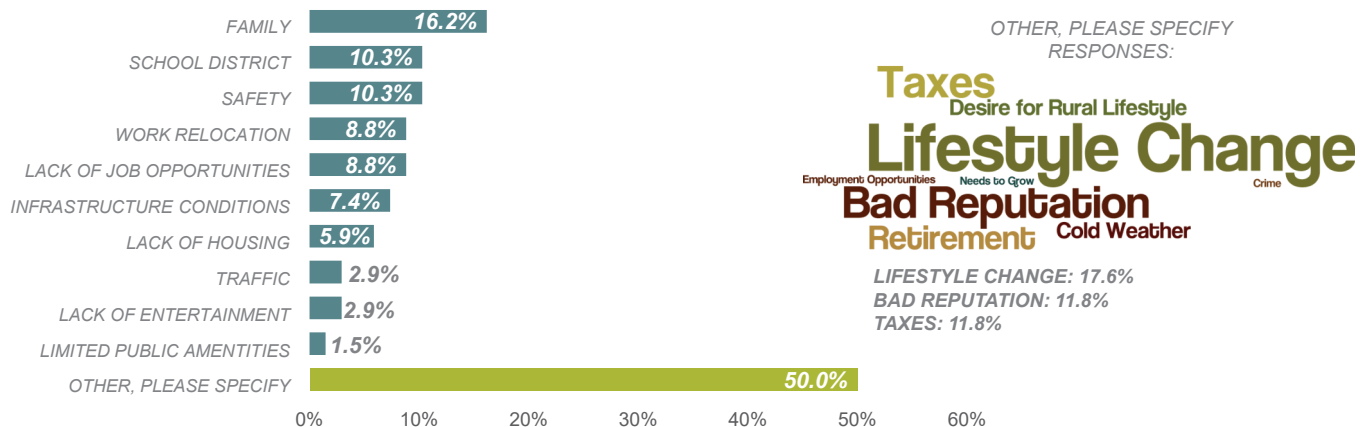


Source: All Respondents By Age
Q11: Do you see yourself in Reynoldsburg in the next 5 years?

15

Of those who indicated not being in Reynoldsburg in the next five years, the primary reasons included lifestyle changes and the burden of taxes.

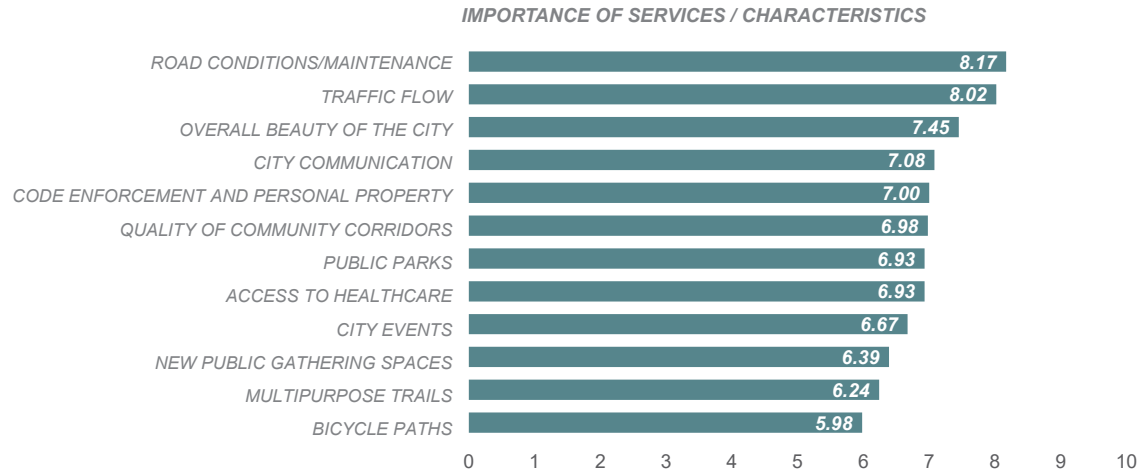
REASONS FOR NOT BEING IN REYNOLDSBURG IN NEXT 5 YEARS



Source: All Respondents
Q11: Why do you not see yourself in Reynoldsburg in the next 5 years?

16

Generally, traffic flow is seen as the greatest importance for Reynoldsburg residents, while recreational facilities are not as important.

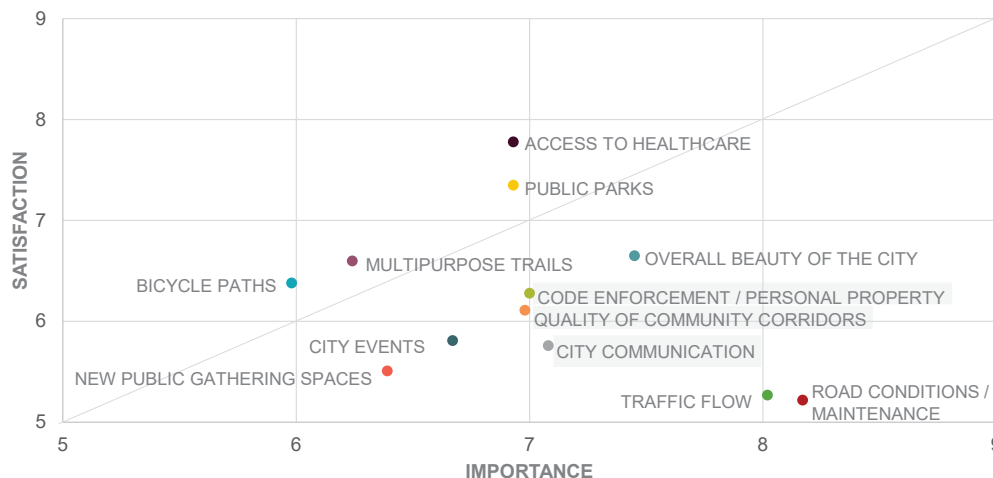


Source: All Respondents

Q12: On a scale of 0 – 10, with 0 being “not at all important,” and 10 being “extremely important,” how important is it to improve the following factors in the next ten years?

17

Reynoldsburg is underperforming on city related efforts – Importance to residents is above a 7, with satisfaction falling around 6.



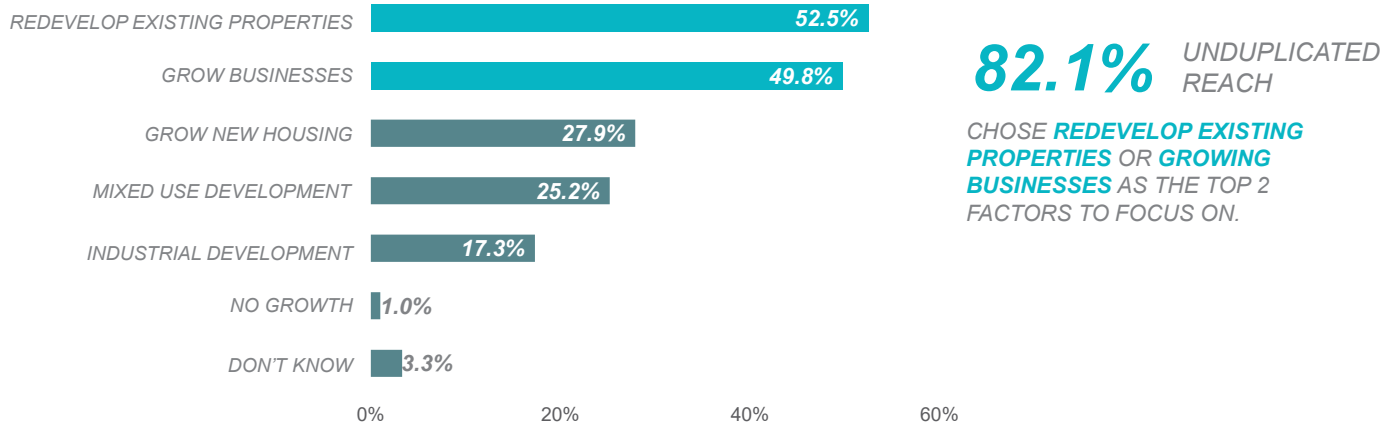
Source: All Respondents

Q8: On a scale of 0 – 10, with 0 being “not at all satisfied,” and 10 being “extremely satisfied,” how satisfied are you currently with the following services and characteristics?

Q12: On a scale of 0 – 10, with 0 being “not at all important,” and 10 being “extremely important,” please rate how important it is to improve the following factors in the next ten years?

18

In the next 30 years Reynoldsburg should focus on redeveloping existing properties and growing businesses to satisfy the largest audience.

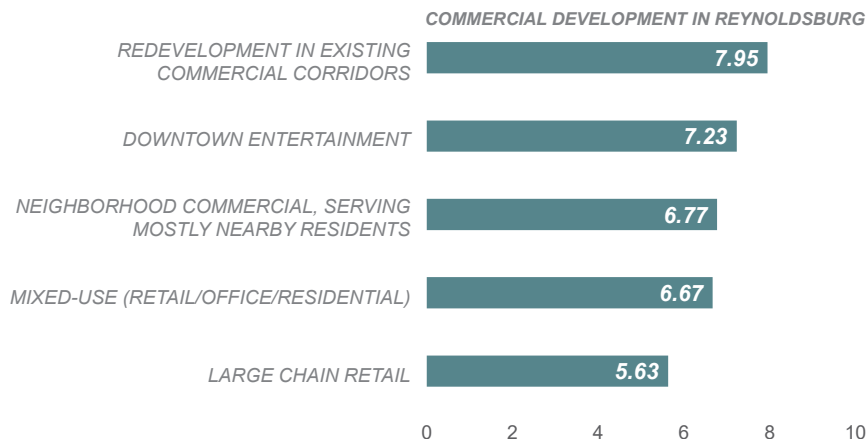


Source: All Respondents

Q13: The Central Ohio region is expected to grow by approximately 1 million people by the year 2050. Please indicate which of the following 2 factors are most important for Reynoldsburg to focus on during this growth period.

19

Residents prefer to redevelop in existing corridors, rather than building large chain retail.

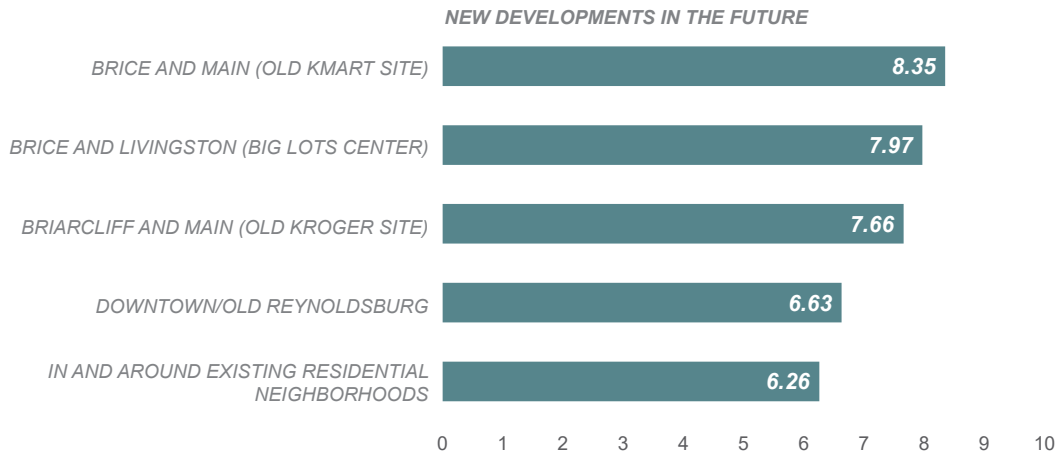


Source: All Respondents

Q18: Using a scale of 0 – 10, with 0 being "would not like at all," and 10 being "would like a great deal," please rate the type of commercial development you would like in Reynoldsburg.

20

Residents prefer new developments be focused around the old Kmart site and the Big Lots center.

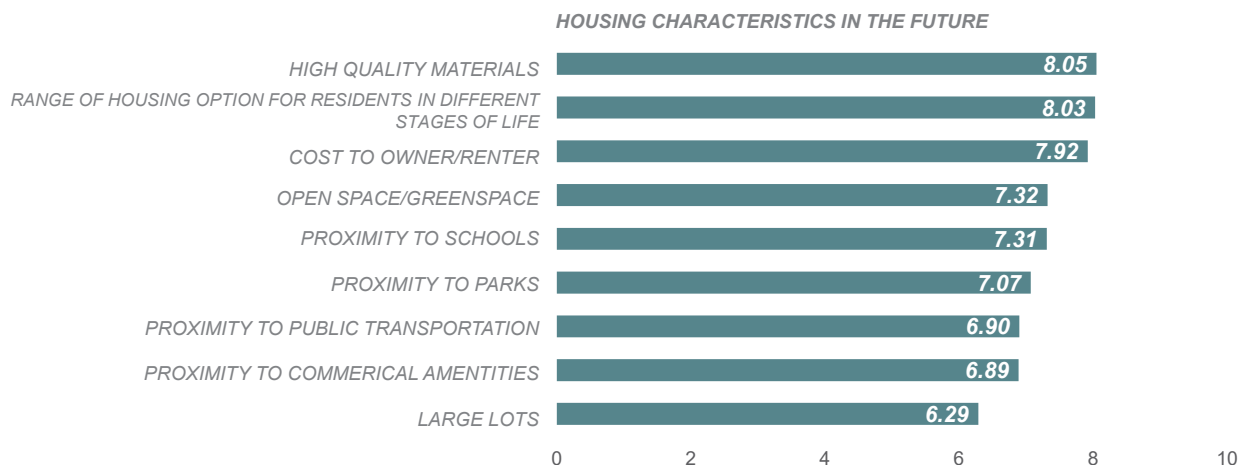


Source: All Respondents

Q14: Using a scale of 0 – 10, with 0 being "not appropriate at all," and 10 being "very appropriate," how appropriate are each of the following locations for new developments in the future?

21

The most important characteristics for housing to Reynoldsburg residents are quality materials, a range of options, and the cost.



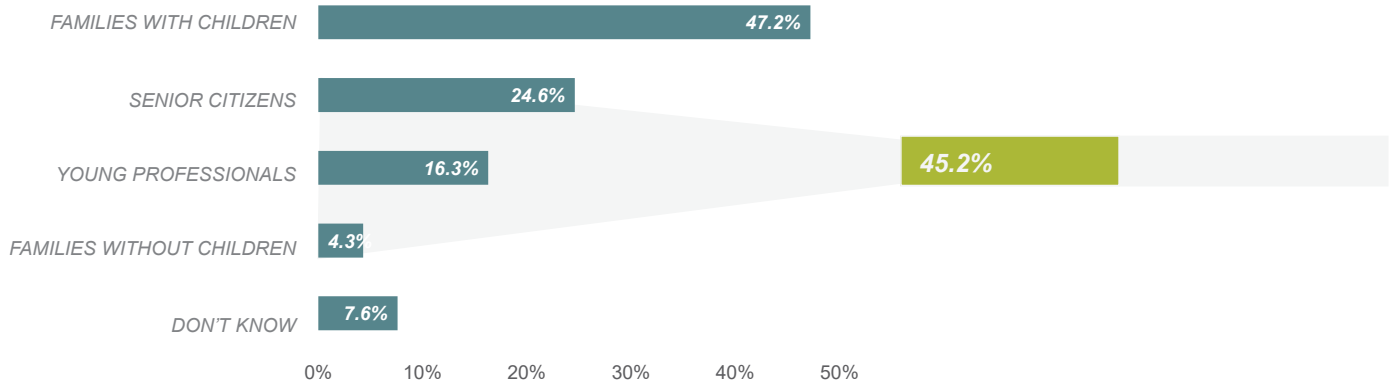
Source: All Respondents

Q15: On a scale of 0 – 10 with 0 being "extremely unimportant," and 10 being "extremely important," please rate how important each of the following housing characteristics are when thinking about future residential growth and development

22



A nearly perfect 50 – 50 split is present between housing preferences in the next ten years, with nearly half indicating families with children should be prioritized, with the other half prioritizing housing for non-traditional families.



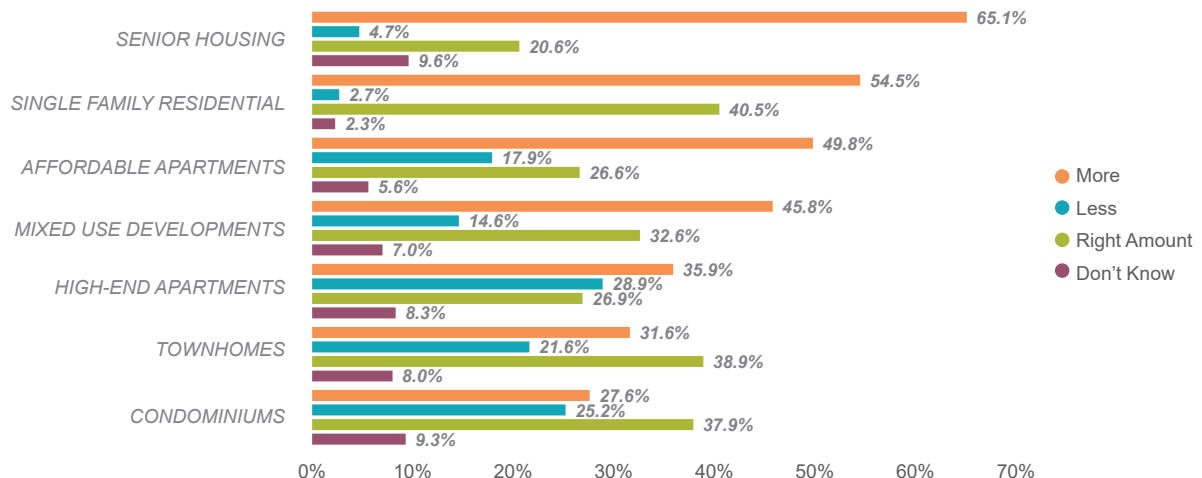
Source: All Respondents

Q16: What group of people might need more housing within Reynoldsburg over the next ten years?

23



Residents want more senior housing, single family residential, and affordable apartments.

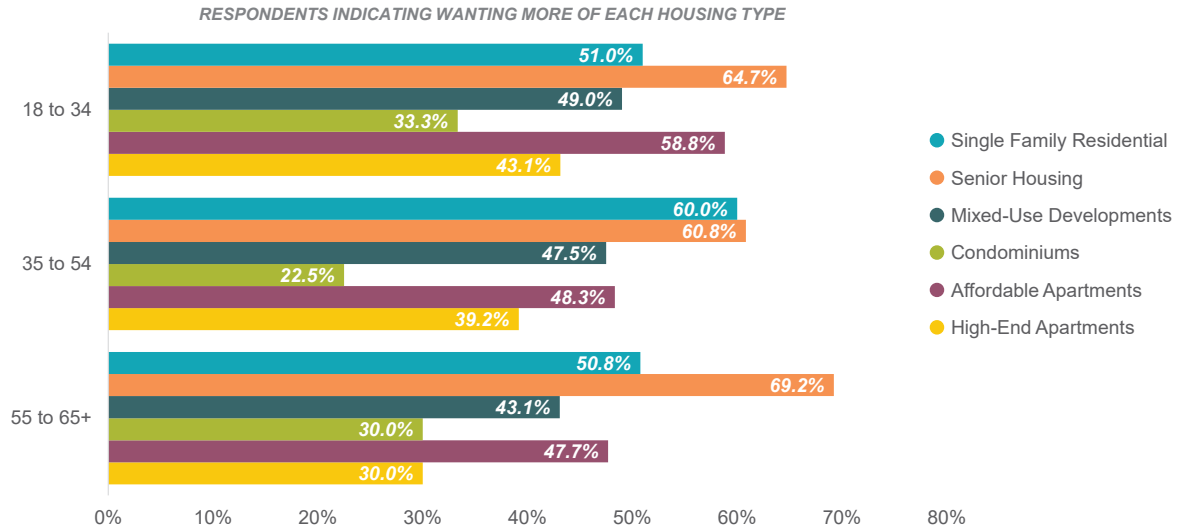


Source: All Respondents

Q17: Does Reynoldsburg need more, less, or have the right amount of each of the following?

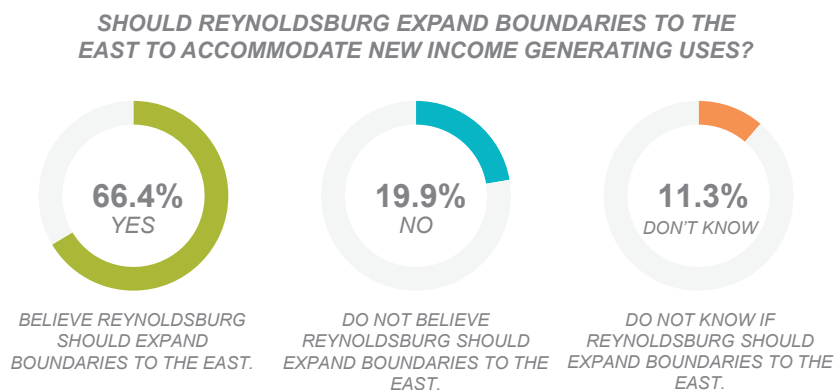
24

Across all age categories, respondents believe Reynoldsburg needs more senior housing.



25

Reynoldsburg residents are in favor of expanding the city boundaries to generate new income.



Source: All Respondents
Q18: Do you believe Reynoldsburg should expand its boundaries to the East to accommodate new income generating uses (i.e., office and light industrial)?

26



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info@AimpointResearch.com



REYNOLDSBURG COMPREHENSIVE PLAN 2018

Attachment: Reynoldsburg Final 12_14 (Implementation of the Comprehensive Plan)

ACKNOWLEDGMENTS

Thank you to the steering committee members, stakeholders and community members who invested their time and expertise in the creation of this plan for the future of the City of Reynoldsburg.

Steering Committee:

Andrew Bowsher
Barth Cotner
Bill Sampson
Brad McCloud
Debbie Dunlap
Donna Bauman
Emily Wheeler
Kerstin Carr
Pat Zollars
Stacie Baker
Stephen Cicak

Position:

Development Director
City Council
Public Service Director
Mayor
Vice President, City of Reynoldsburg School District
Parks and Recreation Director
City Planner
Director of Planning & Environment, MORPC
Chair, Reynoldsburg Planning Commission
City Council
City Auditor

This plan was prepared for:

This plan was prepared by:

with support from:



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06	COMMUNITY IMAGE AND BRAND	
07	FOCUS AREAS	
	APPENDIX	

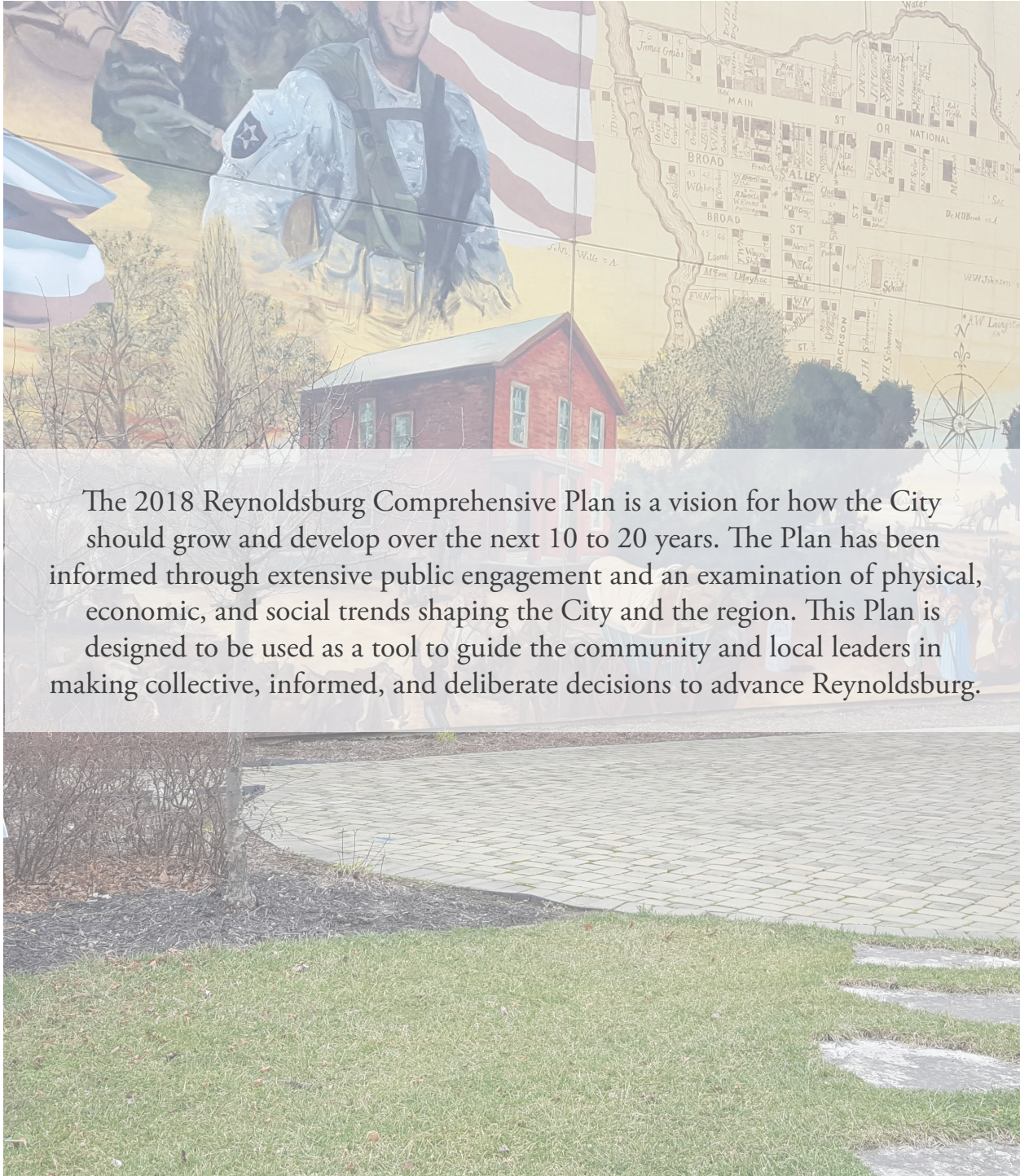
Attachment: Reynoldsburg Final 12_14 (Implementation of the Comprehensive Plan)

01

INTRODUCTION

01

INTRODUCTION

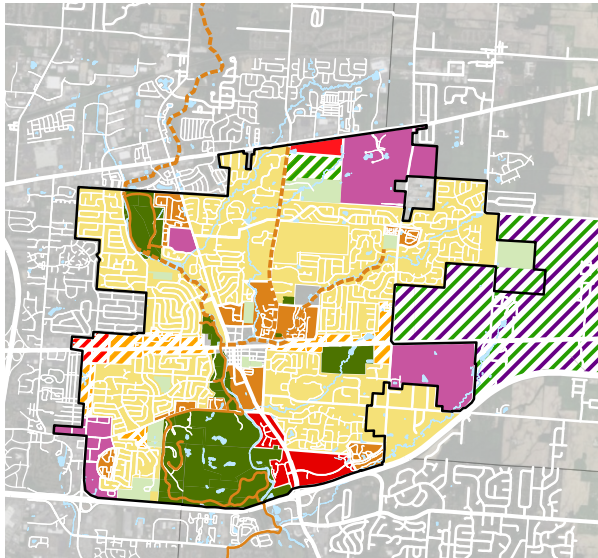


The 2018 Reynoldsburg Comprehensive Plan is a vision for how the City should grow and develop over the next 10 to 20 years. The Plan has been informed through extensive public engagement and an examination of physical, economic, and social trends shaping the City and the region. This Plan is designed to be used as a tool to guide the community and local leaders in making collective, informed, and deliberate decisions to advance Reynoldsburg.

WHAT IS A COMPREHENSIVE PLAN?

A comprehensive plan is the culmination of a community-driven effort to determine goals and a corresponding plan for the future, serving as a guide for investment, policy, and decision-making. Among other items, a comprehensive plan provides an opportunity to prioritize development and land use patterns, identify important and potentially transformative projects, and align resources to address growth and improve a community's quality of life.

Comprehensive plans involve an engaging process that brings the community together to discuss their ideas for the future. These ideas may focus on anything from the environment, economy, infrastructure, recreation, or any other issue of importance to those in the community. The planning process helps shape these ideas into a feasible and actionable strategy.



Future Land Use Plan (See Chapter 3).

THE REYNOLDSBURG COMPREHENSIVE PLAN AIMS TO:

GUIDE...

...the community in evaluating future growth and development.

INFORM...

... residents and City staff on the implications of future growth.

DEVELOP...

...a unique vision for the City based on its own set of challenges and opportunities.

MEASURE...

...future progress and implementation of City improvement efforts, planning initiatives, and development projects.



Concept for new park in Olde Reynoldsburg, (See Chapter 7)

INTRODUCTION

WHO WAS INVOLVED?

LOCAL LEADERSHIP

The City of Reynoldsburg identified a need in the community for a long-term vision for the future and championed the creation of this plan to fulfill that need. City staff and elected officials played a critical role by providing ongoing guidance and expertise and by gathering many of the community's best and brightest stakeholders to convene and strategize.

STEERING COMMITTEE

A group of Reynoldsburg community members, residents, and business owners were assembled to guide and inform the planning process. Ultimately, these community members will serve as long-term stewards of the Plan.

GENERAL PUBLIC

The public was integral in developing the vision of this Plan. Throughout the process, the public had the opportunity to provide insight and feedback through public meetings, a telephone survey, and online. The first public meeting, an open house at the Reynoldsburg Farmer's Market, gathered input from dozens of residents providing ideas and insight into the needs and wants of the community. An Open House later in the summer tested the outcome of the planning process and set up implementation of the plan. A telephonic survey, conducted by

Aimpoint Research, provided statistically accurate data on community preferences and opinions related to growth in Reynoldsburg.

Those who were unable to attend the public gatherings were encouraged to visit the project website, which hosted a community survey and virtual versions of the public meeting activities. A more detailed explanation of public meeting activities and results is outlined in Chapter 2, Community Overview and Public Engagement.

SMALL GROUP MEETINGS

Through the recommendation of City staff and the steering committee, small focus groups were convened to provide additional insight and feedback in the drafting of the Plan. Each small group brought a specialized focus and unique perspective to the process.

CONSULTANT TEAM

OHM Advisors, an integrated engineering, architecture, and planning firm, specializing in community involvement and urban design was retained to guide the planning process. CT Consultants provided engineering related assessments and recommendations, while Aimpoint Research led the statistically valid survey to gather community input.

Project Schedule:

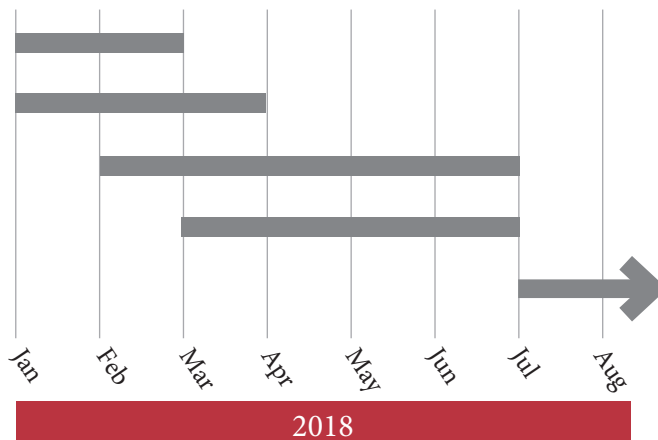
PREPARING FOR THE PLAN

UNDERSTANDING THE CONTEXT

ENGAGE AND LISTEN

DEVELOPING THE PLAN

FINALIZING THE PLAN & SETTING UP IMPLEMENTATION



PLAN INPUTS

The Plan was informed by a range of community and technical inputs including:



» **Public Meetings:** A robust public engagement process included two public open houses.



» **Online and Telephonic Surveys:** Online opportunities and a statistically valid telephone survey increased the opportunity for the public to engage in the process.



» **Existing Conditions Analysis:** Local and regional factors were analyzed to develop a logical and fiscally sustainable land use pattern that accommodates growth.



» **Best Practices:** Community development best practices, from autonomous vehicle adoption to residential development, informed plan principles, goals, and recommendations.

FROM PLAN TO ACTION

A plan without an implementation strategy is naturally limited in its effectiveness. The policy framework (which can be found both in the applicable plan chapters as well as the appendix, Plan provides a blueprint for both the City administration and the community to implement the goals of this Plan.

Five plan principles were developed and solidified with the Steering Committee throughout the planning process. Each principle frames a tangible set of goals and actions for the City to accomplish, in order to advance the core themes of this Plan.

Focus Areas

Additionally, Chapter 7 identifies a number of focus areas that are prime for redevelopment within the City. The strategies presented in this Chapter build upon the research and vision outlined throughout this Plan.

HOW TO USE THE PLAN

This plan is meant to guide public and private land use and community development decisions. All community entities are responsible for upholding this plan including the following:

Public Entities. Individual City departments and administrators should be cognizant of the contents of the Plan when preparing annual work programs, budgets, capital improvement plans, and economic incentives. When deciding on administrative and legislative approvals for development proposals, this Plan should be used as a tool to communicate with property owners and the development community on the desired character and form of the City.

Private Development. Private developers should consider the goals and strategies of the plan as they make land use and investment decisions. The private development community should understand the vision of this Plan and ensure that development proposals meet the intent of this document.

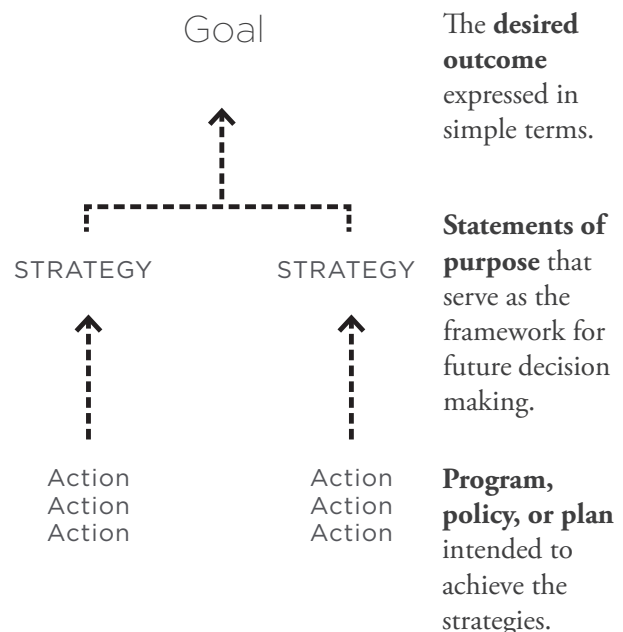


Figure 1: Policy Framework

02

COMMUNITY OVERVIEW AND PUBLIC ENGAGEMENT

02

COMMUNITY OVERVIEW
AND PUBLIC ENGAGEMENT

Community Overview

A GROWING REGION

Reynoldsburg is situated within the Central Ohio region, which is expected to grow rapidly by 2050 (see Figure 2). Population estimates suggest that the region will grow by upwards of one million people over the next 30 years. East Main Street, Reynoldsburg's primary east-west corridor, will be an important point in that development. Therefore, land use decisions made today will go a long way toward shaping the City's identity and development in the future.

EXISTING COMMUNITY PROFILE

The following chapters provide a more in-depth existing conditions analysis. A snapshot of Reynoldsburg is below:

- » **Population:** Approximately 37,000 in 2016, up 15.6% from 32,000 in 2000.
- » **Racial Diversity:** At ~64% white and ~25% African-American with a strong Southeast Asian community, the City of Reynoldsburg has a diverse tapestry of residents.
- » **Median Household Income:** At \$61,648 in 2016, Reynoldsburg's median household income is higher than both the City of Columbus and Franklin County.

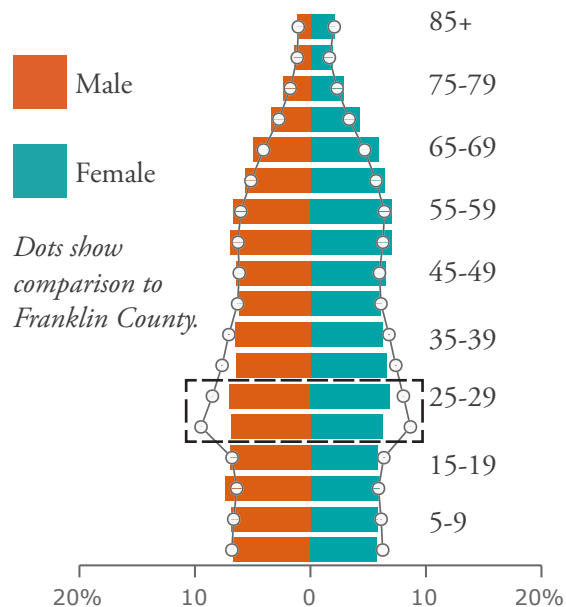


Figure 2: Population Pyramid -- Reynoldsburg

- » **Reynoldsburg's Population Distribution:** The graph above highlights the percentage of Reynoldsburg's population (in 5 year increments, by gender) and compares it to Franklin County. Reynoldsburg has significantly fewer millennials than Franklin County as a whole. Attracting millennials with appealing housing options is an important component of growing a strong local economy while attracting and retaining future home buyers.

REYNOLDSBURG COMPREHENSIVE PLAN

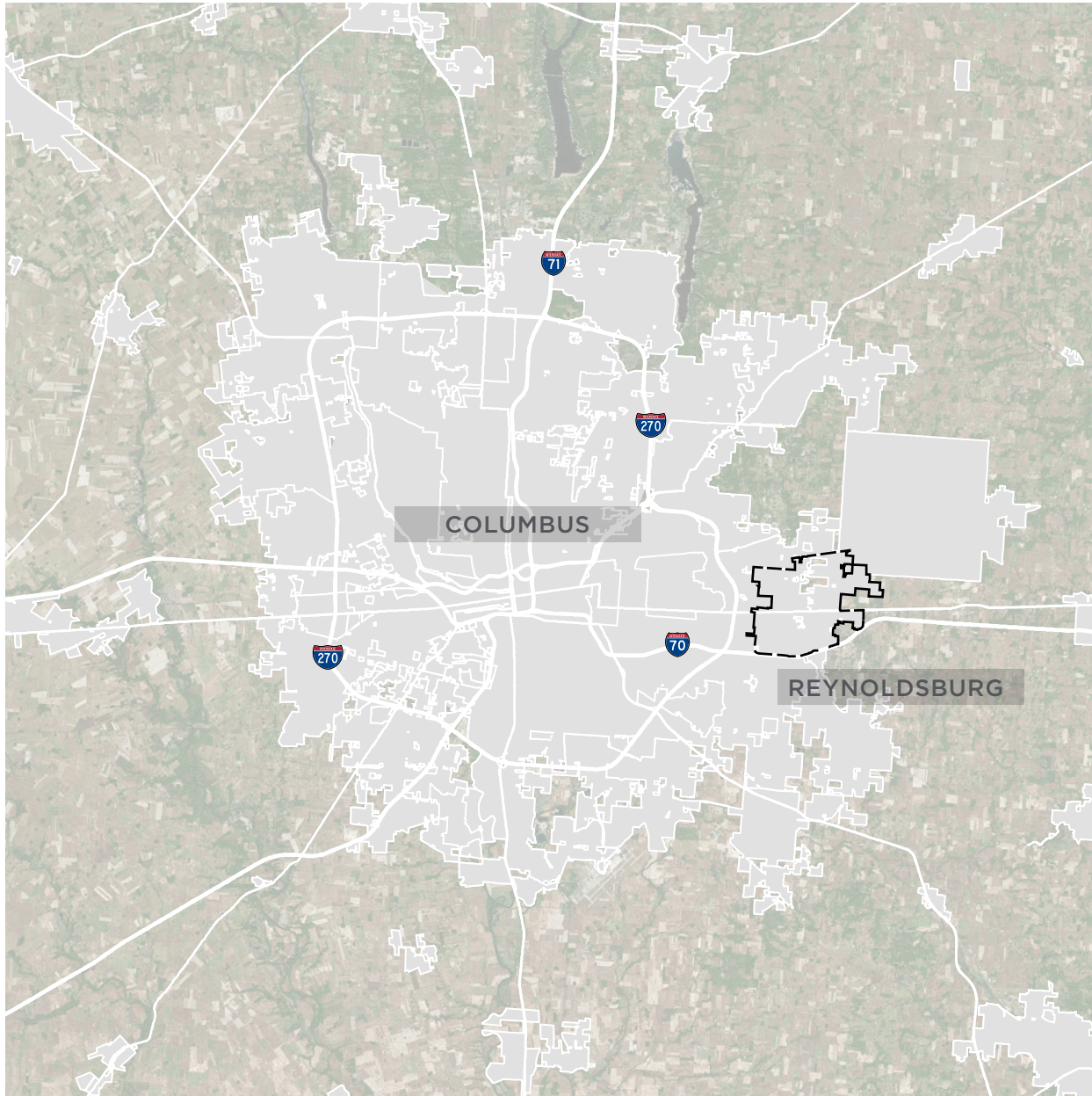


Figure 3: Regional Context Map



02

COMMUNITY OVERVIEW
AND PUBLIC ENGAGEMENT

Community Vision

OVERVIEW

The planning team solicited ideas, questions, and feedback from Reynoldsburg residents and employees throughout the planning process. A summary of the findings are on the following pages. Full results of the Aimpoint telephone survey are contained in an Appendix to this Plan.

Small Group Meetings: The planning team facilitated four group workshops with different community members. The workshops were high-level conversations designed to understand the pulse of the community.

Public Meetings: The planning team held an open house at the Reynoldsburg farmer's market. This event was used to gain specific feedback from residents on a number of the different concepts presented throughout the steering committee process.

Telephonic Survey: In collaboration with Aimpoint, a local market-research firm, the planning team conducted a survey designed to get a perspective on how and where the City should grow.

Online Engagement: The online survey was replicated on the project website for those not surveyed by phone.

ENGAGEMENT BY THE NUMBERS

TELEPHONIC SURVEY

300 responses

ONLINE SURVEY

117 responses

SMALL GROUP WORKSHOPS

50+ stakeholders

OPEN HOUSE

100+ attendees

STEERING COMMITTEE

10 regular attendees

500+ PEOPLE ENGAGED

REYNOLDSBURG COMPREHENSIVE PLAN

WHAT WE HEARD

Small Group Meetings

The following is summary of key issues and opportunities facing Reynoldsburg that were identified in each small group meeting.

CHAMBER OF COMMERCE

Issues and Opportunities:

- » “We don’t have an identity.”
- » “Big-Box vacancies.”
- » “Downtown is not an established space.”
- » “Promote walkability in Olde Reynoldsburg.”
- » “Celebrate the City’s diversity.”

FOCUS AREAS:

Olde Reynoldsburg:

- » Make Olde Reynoldsburg a destination.
- » Strengthen design standards.

Kroger Site:

- » An opportunity for office, or medical office.

RELIGIOUS LEADERSHIP

The Big Opportunity:

- » Strong Downtown = Strong Identity.
- » Strong enthusiasm for enhancing the Downtown, adding a public space.

STUDENTS

Issues and Opportunities:

- » “The vacant buildings give us a poor image.”
- » “There are no job opportunities for youth.”
- » “Our parks need to have ‘something to do.’”

First Open House-Farmer’s Market (June)

At the first open house, the planning team presented draft concepts of the focus areas and the future land use plan to the public, in order to validate what the team had heard from the community in the survey.

The planning team received positive responses about the draft concepts. In smaller conversations, and voting exercises, over 100 visitors endorsed the focus areas outlined in Chapter 7 and a draft of the future land use strategy as seen in Chapter 3.

Second Open House-Farmer’s Market (September)

As the plan evolved, the planning team went back to the farmer’s market to present refined concepts to the public. These concepts included new recommendations for Olde Reynoldsburg, along with a refined policy framework. Residents expressed enthusiasm around the new concepts and ideas.



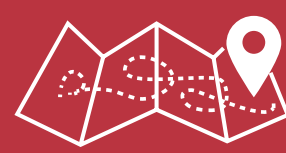
KEY FINDINGS



Transform vacant and underperforming retail.



Create a cohesive community feel throughout the City.



Grow Olde Reynoldsburg as a local and regional destination.

COMMUNITY OVERVIEW AND PUBLIC ENGAGEMENT

Telephonic Survey

A statistically valid telephone survey was conducted to gather input from the community. The demographics of survey respondents were designed so that the sample size properly reflected the demographics of Reynoldsburg residents, drawing generalizations which statistically fit the community at large. A summary of the results is provided below.

QUALITY OF LIFE

In general, survey participants are satisfied with living in Reynoldsburg. The majority of respondents (over 60%) believe that the community is heading in the right direction. When asked to rate the quality of life in Reynoldsburg, approximately 86% of respondents gave a rating of 6 or above with the overall average at 7.16.

Residents' overall satisfaction translates to a desire to remain in the community. Around 70% of respondents said that they see themselves living in Reynoldsburg in the next five years, including nearly half of those ages 18 to 34 and the majority of all other age groups. The relatively high percent for those planning to remain in the City may further indicate a need to ensure a diverse housing stock and amenities to serve a range of ages, lifestyles, and household sizes.

IDENTITY

Slightly more than half of survey respondents believe that Reynoldsburg has a distinct identity and cited the City as friendly, family-oriented, and multi-cultural. For those who did not believe the City had an identity, they were asked what they would like the identity to be. Respondents emphasized similar themes of family, community involvement, and diversity.

PROFILE OF SURVEY RESPONDENTS

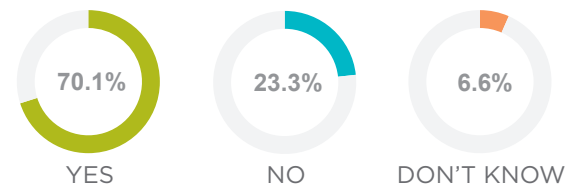
300 RESIDENTS



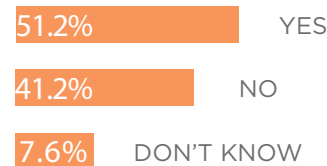
Q: ON A SCALE OF 1-10, HOW WOULD YOU RATE THE QUALITY OF LIFE IN REYNOLDSBURG?



Q: DO YOU SEE YOURSELF IN REYNOLDSBURG IN THE NEXT 5 YEARS?



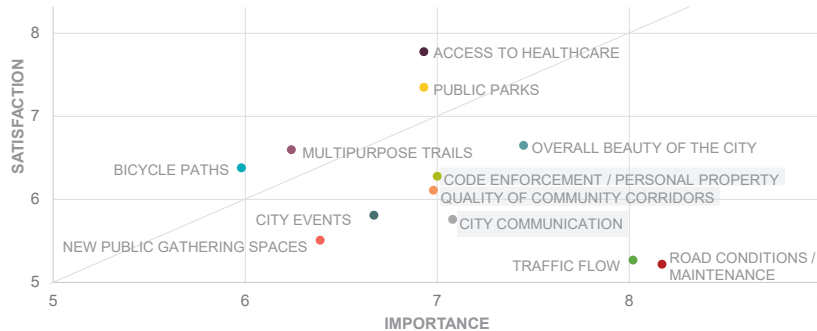
Q: DO YOU BELIEVE THE CITY HAS A DISTINCT IDENTITY?



REYNOLDSBURG COMPREHENSIVE PLAN

CITY SERVICES

When asked the most significant challenge facing Reynoldsburg, the most common response was infrastructure conditions. In many communities this is regularly considered a top issue by residents. Other services that rated lower satisfaction and higher importance by survey respondents included city communication, quality of community corridors, code enforcement, and overall beauty of the city.



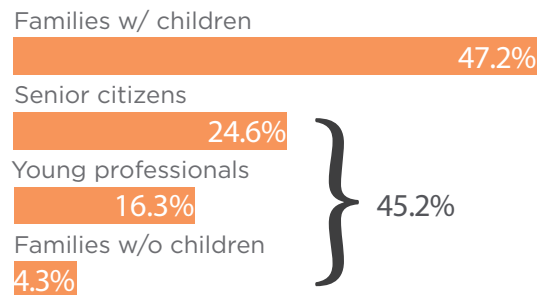
Q: HOW SATISFIED ARE YOU WITH THE FOLLOWING SERVICES? HOW IMPORTANT IS IT TO IMPROVE THE FOLLOWING FACTORS?

GROWTH AND HOUSING

According to survey results, Reynoldsburg should focus on redeveloping existing properties and growing businesses over the next 30 years. Over half of respondents said that redeveloping existing properties is the most or second most important factor, suggesting a desire for a new vision on existing sites.

As residents consider future housing needs, high quality materials, a range of options, cost, and diversity in housing types. When asked whether families with or without children will need more children, survey respondents were nearly split, indicating a need for Reynoldsburg to ensure a diverse housing stock into the future to accommodate all types and sizes of households.

Q: WHAT GROUP OF PEOPLE MIGHT NEED MORE HOUSING WITHIN REYNOLDSBURG OVER THE NEXT TEN YEARS? (ONLY SELECT ONE)



KEY FINDINGS



Reimagine primary corridors throughout the City.



The City should re-enforce the community's identity.



Housing diversity is important to many residents.

COMMUNITY OVERVIEW AND PUBLIC ENGAGEMENT

PLAN GOALS AND FRAMEWORK

The results from the public engagement process, along with the existing conditions analysis (incorporated throughout the next four chapters) guided the development of the following plan principles. These principles inform the structure of the plan, the mission of the focus areas (Chapter 7) and the policy and implementation framework (outlined in the appropriate chapters and the appendix).



1. PROMOTE A DIVERSE MIX OF HOUSING OPTIONS

Encourage a mix of housing options that support existing and future residents and increases the character of the community (see page 22).



2. DIVERSIFY AND BALANCE A MIX OF LAND USE TYPES THAT CREATES ECONOMIC RESILIENCY WHILE PROMOTING DISTINCT CHARACTER.

Support development that aligns with strategic land use goals (see page 28).



3. A SAFE, EFFICIENT, AND ACCESSIBLE TRANSPORTATION NETWORK THAT INCLUDES A RANGE OF MOBILITY OPTIONS.

Improve and expand the transportation network to safely and efficiently support all modes of travel (see page 50).

REYNOLDSBURG COMPREHENSIVE PLAN



4. COORDINATE FUTURE INFRASTRUCTURE INVESTMENTS WITH ANTICIPATED GROWTH AND DEVELOPMENT.

Ensure infrastructure supports the long-term needs of the community (see page 66).



5. DEFINE, GROW, AND PROMOTE THE CITY'S IMAGE AND BRAND.

Create and grow a unique image and brand within the community through physical improvements and messaging. (see page 76).

03

HOUSING, ECONOMY, AND LAND USE

03

HOUSING, ECONOMY,
AND LAND USE

Housing

OVERVIEW

Housing conditions in Reynoldsburg are an important factor in shaping the social and economic health of the community. Reynoldsburg currently has a diverse range of housing options, with a large share of rental units and aging multi-family properties. Rents are fairly affordable, but the City has an opportunity to offer newer housing units to both retain current residents while attracting newcomers.

In This Section:

- » **Existing Conditions and Trends:** Housing Tenure, Age, Type, and Cost. Anticipated Population Growth in Central Ohio. The Missing Middle.
- » **Key Findings:** Existing Conditions, Trends, and Public Engagement

EXISTING CONDITIONS AND TRENDS

Housing Tenure

At 56%, the majority of housing in Reynoldsburg is owner-occupied. However, the City has a higher percentage of renters than comparable communities in Central Ohio. Its share of renters has also increased since 2000. (See Table 1) This is a trend shared by many communities nationwide, as prospective homeowners have chosen to rent smaller, more flexible housing units in the aftermath of the Great Recession.

Housing Age

According to 2016 census data, the median age of housing in Reynoldsburg is 33 years old. Franklin County Auditor data shows that multi-family

Table 1: Growth in Renters

2000	34.9% renters
2010	36.6% renters
2016	41.1% renters

The share of Reynoldsburg's population that rents has risen steadily since 2000, a byproduct in part of the recession.

REYNOLDSBURG COMPREHENSIVE PLAN

housing in Reynoldsburg is even older, with a median age of 40 years old. Older properties present challenges related to higher maintenance costs, lower quality amenities, limited efficiency, and lower rents. Communities around Central Ohio, from Worthington, to Grandview Heights to Gahanna, have allowed for new investments in multi-family housing, a move that has helped change the image and brand of their respective communities, retain current residents who may prefer to downsize, and attract new residents, specifically the growing number of Central Ohio households without children.

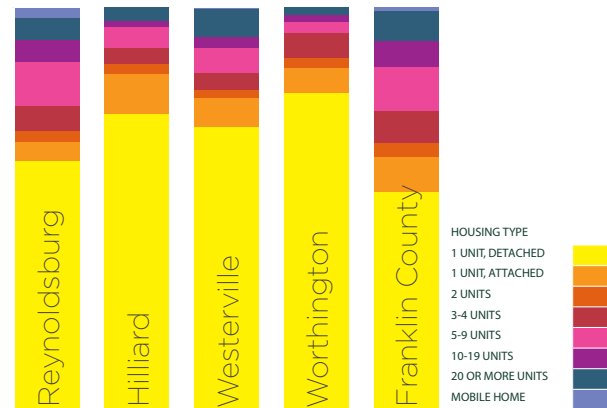
Housing Type

Figure 3 shows Reynoldsburg has a lower share of single-family detached housing than other nearby suburban communities. Reynoldsburg has the existing diversity in its housing stock to begin meeting the expected increase of smaller household sizes. However, the median multi-family housing unit is approximately 40 years old, presenting a strong opportunity to begin offering a new housing product on the market.

Housing Costs

When looking at the cost of rent, housing in Reynoldsburg is comparable to other communities in Central Ohio. Table 2 shows the median rent of select communities within the region, as well as

Figure 4: Housing by Unit Type, Reynoldsburg and Select Area Communities



Compared to select area communities, Reynoldsburg has a diverse range of housing types.

Source: 2012-2016 American Community Survey 5-Year Estimates

the metro area. A look at future market demand provides an insight into how these rent comparisons may hold in the coming years. As shown in Table 4, the forecasted growth in rents projected by the U.S. Department of Housing and Urban Development will be greater across Delaware and Franklin counties than median rents in Reynoldsburg. The estimated demand figures reflect a growing attitude that some people are willing to spend more for a desirable rental property than pursue ownership. This demonstrates Reynoldsburg's opportunity to pursue new residential development that charges higher incomes.

Table 2: Area Median Rents, (Studios, 1 bedroom and 2 bedroom housing units)

	Reynoldsburg	Worthington	Westerville	Hilliard	Columbus MSA
Median Gross Rent (All Units)	\$948	\$882	\$927	\$1004	\$855
Median Gross Rent (Studio)	\$593	\$843	\$1375	\$675	\$600
Median Gross Rent (1 bedroom)	\$723	\$548	\$674	\$791	\$683
Median Gross Rent (2 bedroom)	\$903	\$858	\$854	\$1041	\$860

Source: U.S. Department of Housing and Urban Development, Comprehensive Housing Market Analysis, April, 2016

HOUSING, ECONOMY, AND LAND USE

Table 3 outlines Reynoldsburg's potential to capture new residential development. Expected monthly rent for newly constructed apartments throughout Central Ohio is commanding rents much higher than the average rents in Reynoldsburg. Furthermore, the development of new multi-family residential development may help repurpose underutilized commercial sites throughout the City.

Anticipated Preferences for New Residential and Walkable Spaces

As the region anticipates adding up to 1 million people by 2050, the growth will be defined by a few important characteristics. According to a recent demographic projection by Dr. Arthur Nelson, **87% of the growth in households by the year 2030 will be households without children.** Furthermore, **56% of the population growth over the same time period will be from senior households.** Nationally, older households, and households without children (which tend to be younger) prefer attached, smaller lot homes over homes with larger lots. (See Figure 4).

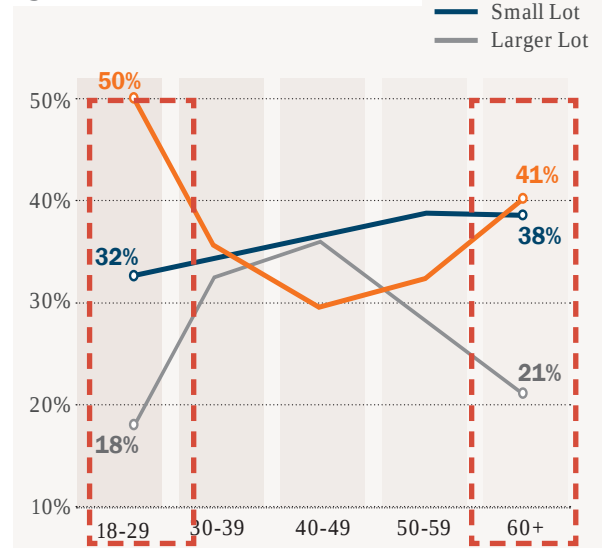
Furthermore, according to survey data accompanying the Insight 2050 analysis, a majority of Ohioans have expressed a desire to live in walkable places and neighborhoods. Currently, 20% of residents believe that they have this option. Reynoldsburg's best opportunity to develop new residential districts is along major commercial corridors (i.e. East Main Street and Brice Road), that have the potential to transform into walkable districts.

Table 3: Estimated Demand for New Market-Rate Rental Housing

One Bedroom		Two Bedroom	
Monthly Gross Rent	Units of Demand	Monthly Gross Rent	Units of Demand
\$900 - \$1,099	1425	\$1,200 - \$1,399	1425
\$1,100 - \$1,299	1425	\$1,400 - \$1,599	1425
\$1,300 - \$1,499	1425	\$1,600 - \$1,799	1425
\$1,500 +	470	\$1,800 +	470

Source: U.S. Department of Housing and Urban Development, Comprehensive Housing Market Analysis, April, 2016

Figure 5: Housing Preference by Age



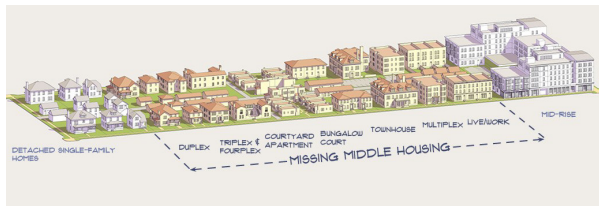
Nationally, those in the 18-29 year range and those above 60, prefer attached homes and smaller lots sizes. This represents a significant portion of Reynoldsburg's current and future population.

Source: National Association of Realtors (2011)

REYNOLDSBURG COMPREHENSIVE PLAN

The “Missing Middle”

As seen in Figure 4, baby boomers and millennials, who together make up about half of the U.S. population, and a significant portion of anticipated growth in the Central Ohio region, share similar housing preferences. Both groups increasingly prefer housing options in walkable neighborhoods. Survey data indicates that over half of Ohio residents prefer to live in walkable neighborhoods, while only 20% feel like they currently live in a walkable neighborhood.



Finding opportunities to offer this housing type throughout Reynoldsburg can help attract and retain residents. Middle housing includes townhomes, duplexes, quadplexes, condos, carriage houses, etc.

- » Middle housing that does exist in U.S. cities tends to be outdated and aging.
- » Middle housing allows for a housing stock which is diverse, affordable, and sustainable and meets a growing demand for an urban, walkable lifestyle.
- » Middle housing can function as an entry-point to individuals and families who may become single-family homeowners.
- » Because the “missing middle” is a market problem, cities which appropriately diversify their housing stock have a competitive edge.

KEY FINDINGS-HOUSING



Existing Conditions

- » Central Ohio is expected to grow by up to one million people by 2050. East Main Street is expected to be a priority corridor for this growth. (*Insight 2050*).
- » The City of Reynoldsburg has a more diverse, but old, housing stock (i.e. less single-family homes) than select Central Ohio communities. (*Franklin County Auditor*).
- » The older housing stock is not commanding the rents that newer multi-family buildings throughout the region are charging. (*U.S. Census Bureau, HUD*).
- » Moving forward, there will be demand for new residential options in the region. Reynoldsburg has the physical space to accommodate this population growth.



Public Engagement

- » When residents are thinking about new housing options, the three most important factors are: high quality materials, a range of housing options, and cost. (*Aimpoint Survey*)
- » Half of residents think that families with children should be targeted for new housing; half think that households without children should be prioritized. (*Aimpoint Survey*)
- » Residents think that the City should focus on redeveloping existing property and growing new businesses. (*Aimpoint Survey*)

HOUSING, ECONOMY, AND LAND USE

IMPLEMENTATION

The implementation framework includes a series of goals with related strategies and actions for each plan area. The development of the framework is a result of the public engagement process, existing conditions analysis, and understanding of best practices. It is intended to be used regularly by staff and members of the local leadership to make informed decisions regarding where and how the City grows.

The following goal, strategies, and actions relate to recommendations around Housing.

RESPONSIBLE PARTIES	
	City Council (CC)
	Planning Department (PD)
	Planning Commission (PC)
	Parks & Recreation Department (P&R)
	Public Service Department (PS)
	Community Organizations (CO)

TIMEFRAME		
Short	S	0-1 years
Medium	M	1-3 years
Long	L	3+ years
Ongoing	O	Continuous

GOAL 1 (Housing)

PROMOTE A DIVERSE MIX OF HOUSING OPTIONS.

	TIMEFRAME	POTENTIAL PARTNERS
STRATEGY 1.1: Promote a mix of housing options.		
Action 1.1.1: Plan for new senior housing options that are integrated with parks, recreation facilities, trails and other community amenities.	O	PC/PD
Action 1.1.2: Promote a mix of housing types such as flats, townhomes, cottages, etc., that cater to those who would like to live or remain in Reynoldsburg but would prefer not to live in a single-family home.	O	PC/PD
Action 1.1.3: Prioritize a mix of housing options, including senior housing options, within new development along the East Main Street corridor.	O	PC/PD
Action 1.1.4: Target opportunities on Waggoner Road, Taylor Road, and other areas with infill development. Prioritize infill development on parcels that are vacant or will become vacant in the future.	O	PC/PD

GOAL 1 (Housing)

PROMOTE A DIVERSE MIX OF HOUSING OPTIONS.

	TIMEFRAME	POTENTIAL PARTNERS
STRATEGY 1.2: Create new standards that will define the character and level of quality for future residential development.		
Action 1.2.1: Any new single-family or multi-family residential development should integrate quality greenspace.	O	PC/PD
Action 1.2.2: New residential developments should strengthen the street character. New multi-family buildings should have minimal setbacks. New single family developments should have rear-facing garages and rear-loaded alleyways where possible. New residential developments should incorporate sidewalks and integrated, accessible greenspace.	O	PC/PD
STRATEGY 1.3: Target new multi-family developments in the Focus Areas outlined in this Plan.		
Action 1.3.1: Promote residential development and mixed-use development near Brice and Main street.	S	PD
Action 1.3.2: Continue to find opportunities to add residential development in or around Olde Reynoldsburg.	M	PD
STRATEGY 1.4: Strengthen existing single-family neighborhoods and multi-family districts.		
Action 1.4.1: Bolster code enforcement in older, or more targeted neighborhoods. This includes strengthening existing City rental inspection programs.	S/O	PS
Action 1.4.2: Continue to maintain and invest in infrastructure with a high-level of service throughout single-family neighborhoods.	O	PS
Action 1.4.3: Pursue neighborhood improvement and grant programs to provide needed assistance in neighborhoods.	S/O	PD/PS

03

HOUSING, ECONOMY,
AND LAND USE

Economy

OVERVIEW

Reynoldsburg's location in Central Ohio provides many economic opportunities for the local economy. Easy access to I-70 and I-270 allows companies that locate in Reynoldsburg to distribute their goods and services to providers across the region. However, Reynoldsburg's should consider national trends both in retail and workplace automation as it seeks to reposition its economy in the 21st century.

Retail makes up a significant portion of Reynoldsburg's local economy. A vibrant retail sector

can help build a city's brand and identity. Like many communities across the country, Reynoldsburg has a retail footprint that is largely auto-oriented and does not fit the needs of a 21st century economy. Likewise, new technologies are driving shifts in the labor force, rewarding certain skillsets and education backgrounds while posing challenges to traditional "blue-collar" jobs. An evolving 21st century economy and changing technologies will continue to have a significant impact on Reynoldsburg's economy.

In This Section:

- » **Existing Conditions and Trends:** Retail Typologies and Implications for Reynoldsburg. Existing Employment and Trends in Automation. Economic Incentives in Reynoldsburg.
- » **Key Findings:** Existing Conditions, Trends, and Public Engagement



The old K-Mart site on Brice Road and East Main Street is unlikely to return to its original use as a big-box retail site. Successful big-box stores in Central Ohio now locate in clusters, such as Polaris and Easton.

REYNOLDSBURG COMPREHENSIVE PLAN

EXISTING CONDITIONS & TRENDS

Communities across the U.S. are suffering the physical, financial, and social consequences of having a surplus of commercial and retail space. This is at least in part due to growth in online shopping, consumer spending on travel, eating out, and a preference for experiences over goods. Data from the Bureau of Economic Analysis shows spending on travel, recreation, and eating out has steadily increased over the last decade while spending on household goods, clothing, and other goods has steadily dropped. Similarly, according to research from the Harris Group, nearly 80% of millennials say they would choose to spend money on an experience or event as opposed to an item or good.

Spending on travel, recreation, and eating out has steadily increased over the last decade. Spending on household goods, clothing, and other similar items has steadily dropped.

aging strip malls also fail to provide the “experience” that many consumers are seeking. This has a fiscal impact on Reynoldsburg’s ability to remain competitive.

The Rise of Online Shopping

Online shopping is shifting the physical shape of retail. According to the Pew Research Center, only 22% of Americans had made any online purchase in the year 2000 compared to 2015 when 45% reported shopping online at least a few times a month. Retail expert Jan Rogers Kniffen argues that 50% of all retail not tied to bars and restaurants will be purchased online by 2030. This increase in e-commerce has brought competition to the brick-and-mortar retail market not anchored in an experience. Simultaneously, the majority of purchases made at brick-and-mortar retail stores, start with an online search. Although e-commerce will likely continue to grow, supporting healthy brick and mortar retail will remain valuable to the local economy.

RETAIL TYPOLOGIES

Big-Box Stores

Regionally, big-box stores manage to stay competitive by locating in experiential or destination locations (e.g. the Easton Town Center and Polaris). Others now offer cooking or fitness classes, community gathering spaces, restaurants, and service amenities, beyond traditional shopping. Vacant big-box properties in Reynoldsburg are generally isolated from these types of uses and are located in a format that is functionally obsolete. The Focus Areas chapter explores strategies to address specific big-box vacancies within the City.

Strip Malls

Strip Malls in Reynoldsburg have higher occupancy rates than big-box stores. However, existing strip malls in Reynoldsburg are not anchored in destination locations like Polaris and Easton. These

Implications for Reynoldsburg

Reynoldsburg’s aging commercial centers, combined with the projected trends in the retail landscape, guide many of the land use recommendations throughout this document. The Future Land Use section of this chapter includes comprehensive land use recommendations on a city-wide scale. Chapter 7 outlines redevelopment strategies for some of the key underutilized sites along primary commercial corridors. Furthermore, the chapter includes targeted zoning code recommendations that will allow the recommended concepts to move forward.

HOUSING, ECONOMY, AND LAND USE

EMPLOYMENT

Existing Employers

Retail jobs make up the highest share of the total employment in Reynoldsburg, which is not surprising given its significant presence throughout the City. A breakdown of employment by sector for the top four industries is shown in Table 5. The Retail Trade sector is also the top third industry in the state of Ohio. As shown in Table 6, the top four employers in the City has changed slightly in the last decade, but retail and civic or government related employers continue to employ the most workers. As the City looks to update the condition and character of retail in the community, attracting employment from a diverse range of industries will be important. The Brice and Livingston focus area in Chapter 7 addresses this diversification issue through a recommended land use shift.

Trends in Automation

More generally, advances in technology and automation will significantly shift the needs of employers and their workforce in the future. A study published in the fall 2017 by the McKinsey

Table 4: Reynoldsburg Top Employment by Industry

Industry	Share
Retail Trade	24.2%
Health Care & Social Assistance	16.6%
Accommodation & Food Services	15.4%
Administration & Support, Waste Management and Remediation	11.7%

Source: U.S. Census Bureau, Center for Economic Studies, 2015
Reynoldsburg Work Area Profile Report

IN 2016, **6 OF THE TOP 10**
EMPLOYERS IN REYNOLDSBURG
WERE **RETAIL BUSINESSES.**

Table 5: Reynoldsburg Top Employers Over Time

2007	Rank	Employer	Nature of Business	# of Employees
	1	L Brands	Retail Sales	3,218
	2	Reynoldsburg City Schools	Public Education	830
	3	Walmart	Retail Sales	420
	4	Limited Service Corporation	Retail Sales	406

2016	Rank	Employer	Nature of Business	# of Employees
	1	L Brands	Distribution	3,704
	2	Reynoldsburg City Schools	Public Education	981
	3	State of Ohio	Government	680
	4	Walmart	Retail	445

Source: City of Reynoldsburg Comprehensive Annual Financial Report, 2016

REYNOLDSBURG COMPREHENSIVE PLAN

Global Institute is typical of many. Namely, that a very large number of workers in the United States may need to shift occupational categories and learn new skills in the near future, as up to one-third of job activities may be automated or replaced by technology (See Figure 6). The jobs most susceptible to automation include those which are predictable in nature such as operating machinery, preparing fast food, or processing data. The top employer in Reynoldsburg is a distribution business which may experience a rise in automation of jobs. Within the different industries, the lower-wage jobs, primarily those related to service, are also at a high risk of automation.

Reynoldsburg's current top employer is a distribution company, a field that is highly susceptible to automation of work moving forward.

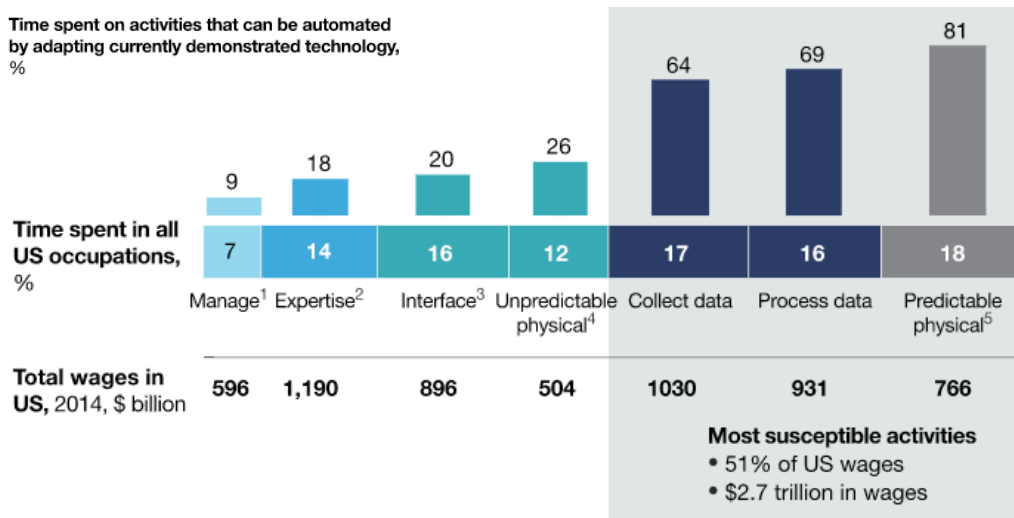
For labor which is not directly replaced by automation, technological advances may still require higher education and experience levels than are presently demanded, meaning that even the lower-wage jobs will be out of reach for

some of the most vulnerable populations. While many Reynoldsburg employees currently work in fields that require human talents and interpersonal skills, such as education, there is still potential for automation within these sectors. Additionally, the residents of Reynoldsburg, regardless of where they work, may need additional workforce training.

Reynoldsburg should look to engage with workers in the community most at-risk of being displaced by automation and technological change. Workers with a high school diploma or less will be less resilient in adapting to forecasted changes than their neighbors with a higher educational attainment.

Ensuring access to job training for residents and workers, as well as collaboration and coordination with educational institutions and employers across Central Ohio, will be important for the City's economic and social well-being moving forward.

Figure 6: Automation Potential By Type of Work



Source: McKinsey Global Institute, 2017

HOUSING, ECONOMY, AND LAND USE

ECONOMIC INCENTIVES

Opportunity Zones

Opportunity Zones, created in 2017, are located in economically distressed areas where new investments may be eligible for preferential tax treatment. They were created to help encourage investment in disadvantaged communities by providing tax benefits to investors. Reynoldsburg has an Opportunity Zone located at Brice and Main. This area encompasses the previous site of Kmart, which currently sits vacant and ready for development.

TIF's and JEDD's

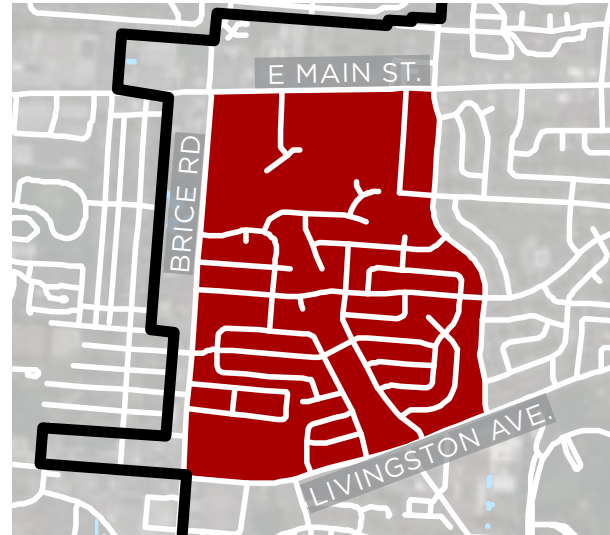
Two economic development tools that can have a significant impact on economic development are Tax Increment Financing (TIF) and a Joint Economic Development District (JEDD). TIF's can be used by local governments to finance public infrastructure improvements and residential rehabilitation. Within a district, a certain percentage of property taxes will go into a fund for public improvements in that area in an effort to make needed improvements and increase property values. Currently the City has a TIF on nearly every commercial property on East Main Street, Brice Road, and Broad Street.”

JEDD's are an arrangement where a municipality and township may develop township land for commercial or industrial uses. Both the township and municipality will share taxes within the property and the water and sewer service may be extended into to the property without annexation.

The City currently has a JEDD with Etna Township that was established in 2017 under Ordinance 92-17. The purpose of the JEDD is to work with the Township to collaboratively share the costs of operating and improving the district.

The first JEDD encompasses 5 parcels totaling approximately 230 undeveloped acres of land east of Mink Street & south of Refugee Road (just north of the Prologis Park – 70 Etna development). The agreement overlays the City of Reynoldsburg's 1.5% income tax on the future employees of the defined

Figure 7: Brice and Main Opportunity Zone



site as well as on the net profits of the companies located on the property. Per the agreement, funds are distributed between the three contracting entities as follows: 20% to the City of Reynoldsburg, 70% to Etna Township, and 10% to the JEDD board.

The second JEDD includes multiple parcels of land totaling about 330 acres to the east of Mink Road, between Refugee Road and Rt. 40 and near Etna's existing corporate park.

CIC's

Community Improvement Corporations (CIC) are economic development entities or land banks that promote, encourage, and facilitate economic and civic development. This can be done through promoting existing opportunities in the City, working to attract and retain businesses, creating public-private partnerships, and developing funds for land acquisitions, incentives, etc. Many communities throughout Ohio have CIC's to assist with economic development.

KEY FINDINGS-ECONOMY



Existing Conditions

- » Based on an estimate using GIS analytics, there is roughly 50 s.f. of retail space per person in Reynoldsburg. This is significantly higher than the national average of approximately 25 s.f. of retail space per person.
- » Moving forward, the demands for retail space will change. Shopping online and spending money on “experiences” as opposed to goods, will drive down demand for traditional retail.
- » Specifically, Reynoldsburg has two types of retail that will be impacted by national and regional trends:
 - » Big-Box – Today, successful big-box stores tend to locate next to other big-boxes (such as Polaris and Easton), rather than succeed in isolation (such as the former K-Mart site).
 - » Strip Malls – This retail form is becoming less desirable, largely because they are not anchored in an experience, which is where people are increasingly spending their time and money.



Public Engagement

- » Redevelop in existing infill corridors, rather than building large scale retail. (Survey)
- » Reynoldsburg should accommodate population growth by growing new businesses (Survey).
- » Shopping and supporting Downtown to create a strong Downtown (with vibrant retail) is important for a strong identity. (Stakeholder Groups)

03

HOUSING, ECONOMY,
AND LAND USE

Future Land Use

OVERVIEW

The Future Land Use Plan is a critical component of the Comprehensive Plan. It is used to guide city staff, planning commission, and private citizens and the development community on future development throughout the City. The planning process revealed a set of priorities reflected in the Future Land Use Plan. This includes accommodating shifting population demographics, the changing fundamentals of retail, and the continued need to diversify the local economy.

Future Land Use Plan Objectives

The Future Land Use Plan shown on the following page is composed of nine districts. Each of these districts has recommended land uses, design characteristics and key features to guide development within the district.

There are a number of City-wide objectives supported in the Future Land Use Plan. The top priorities include:

- » **Reimagining the East Main Street corridor.** East Main Street is largely lined with auto-oriented retail. Trends in retail and population growth (as previously discussed) indicate that this is not the highest and best use of land along this corridor. Diversification of uses along this corridor is a priority.

- » **Diversifying the local economy.** Currently, Reynoldsburg is heavily reliant on the tax base from L Brands. Transforming the Brice and Livingston intersection from retail into a mixed-use center focused on logistics will help diversify local income tax revenues.
- » **Strengthening Olde Reynoldsburg.** Olde Reynoldsburg is the heart and soul of the City. The Future Land Use Plan offers a guide to define and strengthen the District.

Using the Future Land Use Plan

While each of the districts have broad requirements to help guide development, some issues facing the City require a more detailed approach. These include specific issues related to site design, public improvements, and open space. These issues are addressed in the policy implementation section of this plan.

The Future Land Use Plan is not a zoning map, nor do the recommendations take the place of the existing zoning districts or designations. However, it is recommended that the zoning code be updated to reflect the proposed characteristics and uses of the adopted Future Land Use map. Future land use and zoning changes should be in alignment with the map and recommendations herein.

REYNOLDSBURG COMPREHENSIVE PLAN



HOUSING

Reynoldsburg's Existing Housing

A diverse, but aging housing stock.

Reynoldsburg has a diverse housing stock (e.g. a well-distributed number of single-family, duplex, and multi-family units). However, the median age of multi-family housing in Reynoldsburg is approximately 40 years old, making it difficult to compete with other Central Ohio communities for residents.

Potential to capture higher rents. Data from the U.S. Department of Housing and Urban Development shows that forecasted rents for new apartments in Central Ohio are significantly higher than existing rents being charged in Reynoldsburg.

Housing and Population trends

Growing region with smaller household sizes.

Central Ohio is growing rapidly. Approximately 87% of the population growth through 2030 will be households without children.

A growing preference for walkable places. In Ohio, survey data shows a majority of residents would prefer to live in walkable places. Currently, about 20% believe they currently live in a walkable place.



RETAIL

Reynoldsburg's Existing Retail

Reynoldsburg has an overbuilt retail sector.

Many experts say that the U.S. has an overbuilt retail sector, with estimates as high as 25 s.f. per person. An UrbanFootprint estimate revealed that Reynoldsburg has a higher retail footprint per capita than the U.S. at over 50 s.f. per person (UrbanFootprint Estimates).

The style of Reynoldsburg's retail is becoming obsolete. Big-box stores and strip malls, which dominate Reynoldsburg's retail landscape, are not necessarily meeting the needs of Reynoldsburg's future businesses.

Retail Trends

Consumer preference for "experiences." The Harvard Business Review, among other sources, indicate that a significant growth area in retail moving forward will come from eating out and "experiences," such as the ability to shop, eat out, and go to events in a downtown or neighborhood.

Rise in online shopping. Shifting trends in supply-chains and distribution mean that businesses no longer need stores with larger footprints.

Key Takeaways

1

DEVELOP NEW HOUSING STOCK THAT MEETS POPULATION SHIFTS AND MARKET DEMAND.

2

TRANSFORM OBSOLETE COMMERCIAL AREAS INTO VIBRANT RESIDENTIAL AND COMMERCIAL DESTINATIONS.

HOUSING, ECONOMY, AND LAND USE

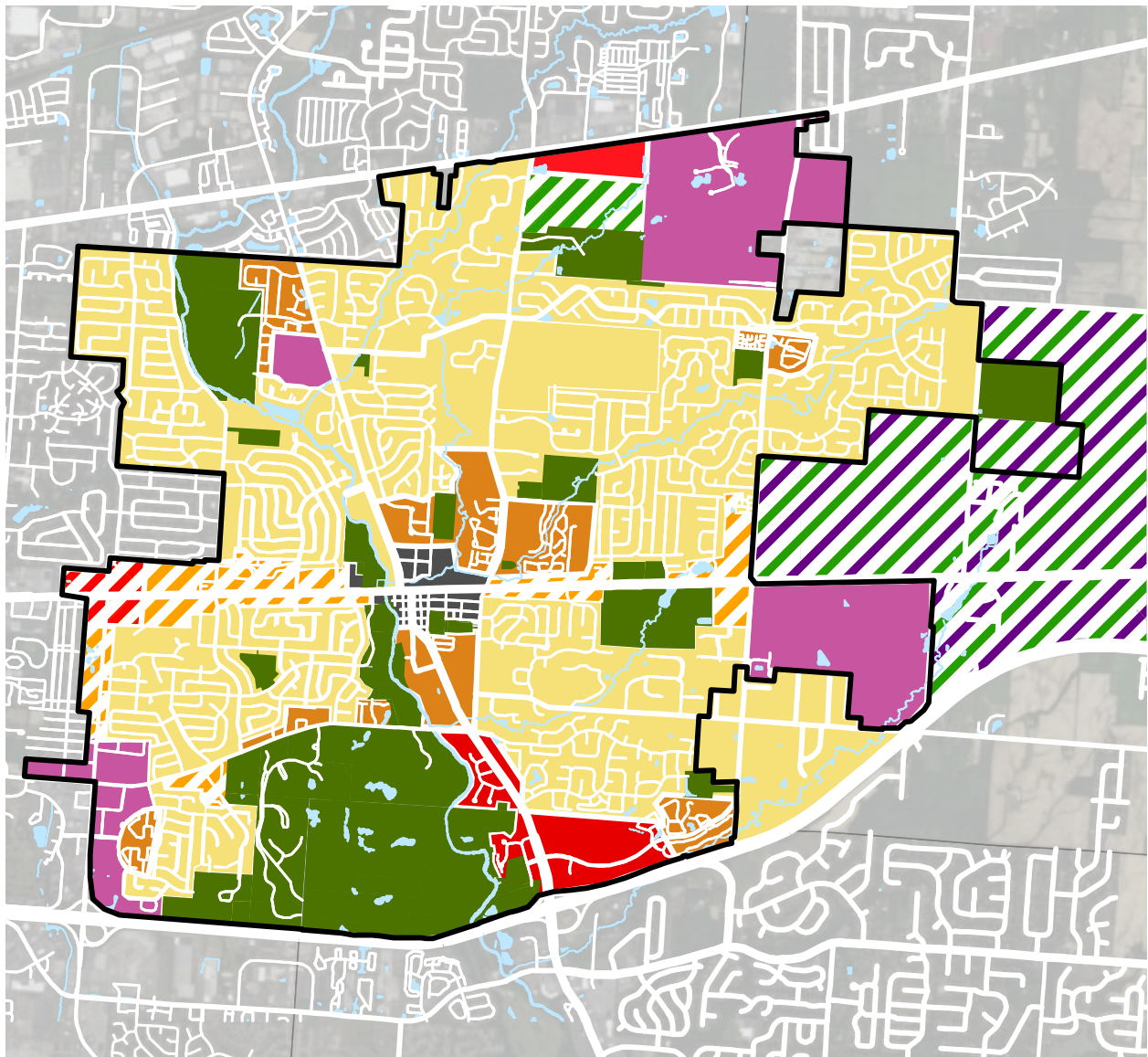
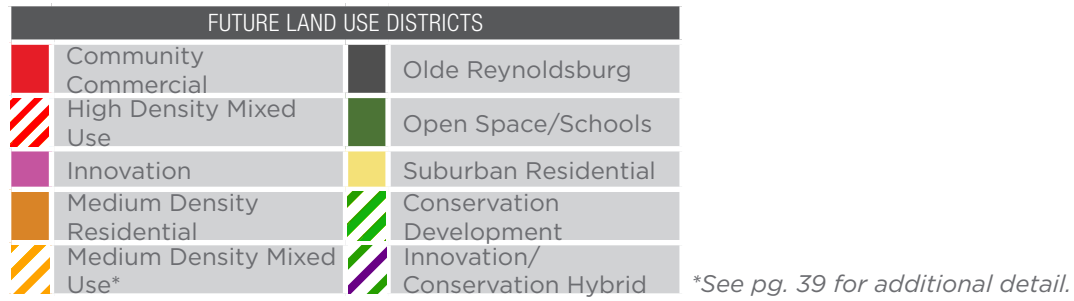


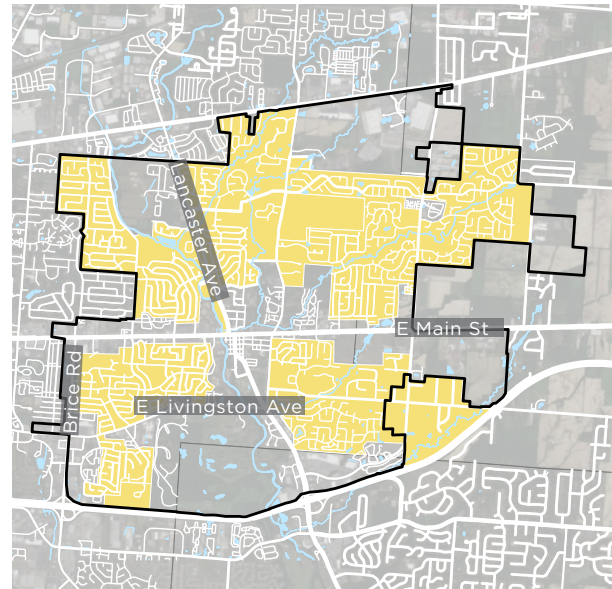
Figure 8: Future Land Use Map



SUBURBAN RESIDENTIAL

Suburban Residential Districts should largely consist of single-family homes situated on medium-sized lots. The Suburban Residential Districts highlighted in the map to the right are largely developed; however, future development should be characterized by a few different traits.

Walkability is an important trait in Suburban Residential Districts. This starts with the street network, which should have sidewalks, street trees, and short block lengths to promote walkability. Furthermore, walkable neighborhoods aren't exclusively pleasant places to walk within. They need to have destinations to walk to. Where possible, each home should be within a half-mile from a park or significant open space, to provide residents the opportunity to walk to recreational activities. Integrating institutional uses, such as schools and day-care centers, are complementary and encouraged in residential districts. Connecting new residential development to trail systems where appropriate is highly encouraged.



Key Features

- » Walkable neighborhoods with street trees and sidewalks
- » Short blocks with frequent connections to adjacent developments or future development
- » Local parks and green space with walking paths, benches, play structures, etc., accessible to each residence
- » Institutional uses, including neighborhood schools, may be integrated throughout the site

Development Character

Development Intensity	3-6 units / acre
Parking	Rear or side facing garages Alley access where appropriate
Front Setback	25-30 ft
Suggested Uses	• Single-family detached • Single-family attached • Duplex • Schools • Religious Institutions



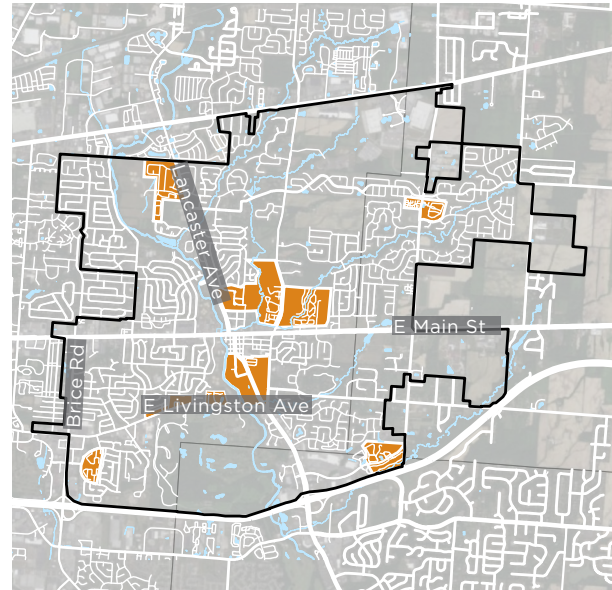
HOUSING, ECONOMY, AND LAND USE

MEDIUM DENSITY RESIDENTIAL

Medium Density Residential Districts are dispersed throughout the community and complement single-family residential by accommodating a more diverse range of housing options.

Future development in Medium Density Residential Districts should be well integrated with surrounding uses while allowing for more compact development to accommodate growth, smaller household sizes, an aging population, and a growing number of households without children. Two-unit buildings are encouraged where appropriate. Developments may include a range of housing options with different price points and styles including townhomes, dense single-family, row houses, and apartments.

High quality, pedestrian-friendly roadway networks between Medium Density Residential Districts and adjacent areas should be a top priority to allow continued and cohesive development throughout the City of Reynoldsburg. Furthermore, infill development should be a priority on current and future vacant parcels that currently exist within the Medium Density Residential District.



Key Features

- » Short walkable blocks with common open spaces
- » Senior-friendly residential options
- » Shared recreational amenities
- » Variety of unit types (townhome, duplex, flat, etc.)
- » Smaller setbacks and improved streetscape to promote walkability

Development Character

Development Intensity	7-12 units / acre
Parking	Rear or side facing parking lots On-street parking Alley access where appropriate
Front Setback	0-20 ft
Suggested Uses	• Single-family attached • Multi-family • Duplex • Townhome



MEDIUM DENSITY MIXED USE

Medium Density Mixed Use Districts are situated along heavily traveled corridors on East Main Street and Brice Road and include a well-integrated mix of housing, neighborhood-oriented retail, and public space, all connected by a network of comfortable, pedestrian-friendly streets.

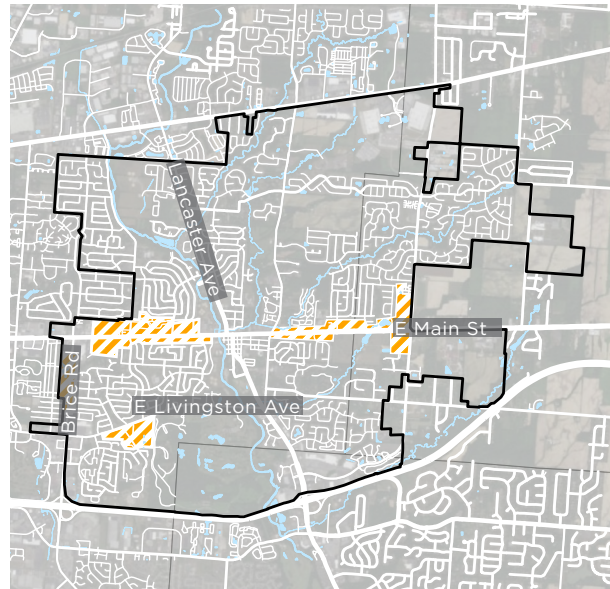
Future development in Medium Density Mixed Use Districts should connect gateways into Reynoldsburg with the downtown, as well as serve commercial needs scaled to accommodate the immediate neighborhoods. The districts should incorporate a mixture of small commercial and office uses, residential units, and retail uses, including shopping and dining. Development should integrate public spaces, such as pocket parks, and the structures should help define the character of the street.

Attractive streetscapes and walkability should be emphasized to encourage pedestrian and transit activity along the corridors, and to create cohesive character amongst neighboring development. Sidewalk cafes, awnings, and landscaping are encouraged to help define the character of the development.

Finally, infill development should be a priority on current and future vacant parcels that currently exist within the Medium Density Mixed-Use District.

Development Character

Development Intensity	20,000 - 25,000 sf / acre (residential units at 10 to 30 units per acre)
Parking	Placed to the rear or side of buildings, well-screened On-street parking
Front Setback	0-20 ft
Suggested Uses	• Duplex/Quad-plex • Multi-family • Dense single-family • Neighborhood commercial • Neighborhood office



Key Features

- » **Along East Main Street, from Brice Road to Olde Reynoldsburg, only commercial uses (office and retail) should be allowed on the first floor. East of Olde Reynoldsburg to Taylor Road, residential is a conditional use on the first floor.*
- » Smaller retail and office users that support local residents and provide experiences at cafes, restaurants, and retail
- » Medium density residential above retail and office where appropriate



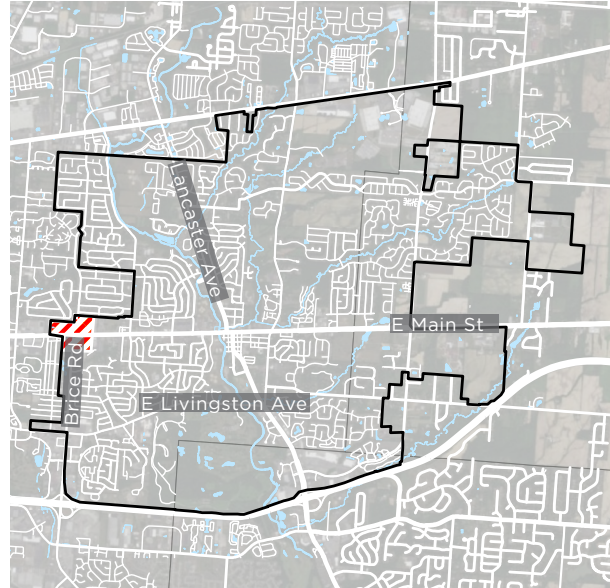
HOUSING, ECONOMY, AND LAND USE

HIGH DENSITY MIXED USE

High Density Mixed Use Districts serve similar functions as Medium Density Mixed Use Districts, but should be located at strategic gateways which are best positioned to accommodate higher-intensity development.

Future development in High Density Mixed Use Districts should be four to five stories with high-quality architecture, minimal setbacks, and pedestrian-friendly site design. Building facades and entrances should be oriented to the street with parking accessible from the rear or side of the building. Signage and wayfinding should be included, as appropriate, to welcome and direct visitors to Reynoldsburg and key community assets.

Residential uses should be intermixed among commercial and office uses. Public parks and green spaces should be integrated throughout future developments and include places for play, pets, and recreation.



Key Features

- » Internal street network within development
- » Pedestrian-friendly streets with high quality streetscapes
- » Residential uses include mid-rise apartment and condo buildings, and units above retail or office
- » Identifiable character, branding, and signage
- » Multi-modal transportation network within close proximity.

Development Character

Development Intensity	20,000 - 40,000 sf / acre (residential units at 15 to 50 units per acre)
Parking	Placed to the rear or side of buildings, well-screened Podium parking where appropriate On-street parking
Front Setback	0-20 ft
Suggested Uses	• Multi-family • Condominium/Townhome • Neighborhood commercial • Institutional Office

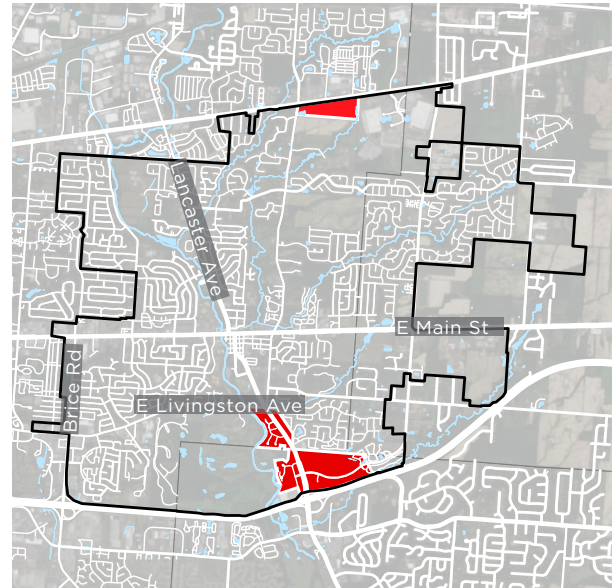


COMMUNITY COMMERCIAL

The Community Commercial District is intended to serve residents of Reynoldsburg and the surrounding areas. With easy access to I-70 and I-270, the districts should promote businesses that rely on a larger geographic market area for their consumer base, along with offices and companies with a regionally-based workforce that can access the district from adjacent, heavily-traveled corridors.

Traditionally, big-box retail has been developed on large lots with ample surface parking. However, changes in online shopping and distribution, along with the imminent rise of automated delivery and autonomous vehicles, will likely diminish the demand for this type of retail in the future.

Future development in the Community Commercial District should accommodate these changes in retail and transportation. Smaller lots and smaller footprints will allow flexibility for current retailers while providing stronger opportunities for adaptive reuse. Streets should be developed as adaptable, interconnected grids, and introduction of other uses may be needed to allow these areas to be successfully repositioned for the future.



Key Features

- » High quality streetscape and roadway materials throughout the district
- » Well-designed buildings with distinct architectural character
- » High quality building standards and abundant landscape treatments within sites, including parking lots, to reflect the brand of the district

Development Character

Development Intensity	15,000-20,000 s.f. per acre
Parking	Rear parking lots, or well-screened side lots
Front Setback	25-30 ft
Suggested Uses	• Regional Commercial • Flex Office

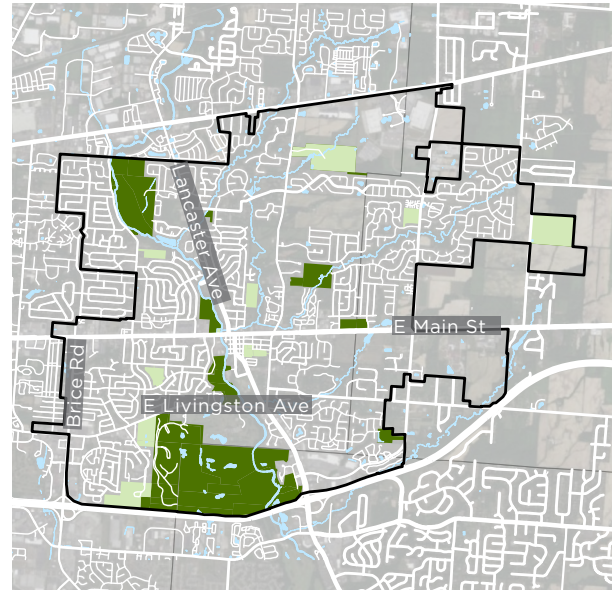


HOUSING, ECONOMY, AND LAND USE

OPEN SPACE

Parks, trails, and open spaces are critically important to the health and well-being of Reynoldsburg's residents. The Open Space District can include a variety of open spaces such as golf courses, ball fields, playgrounds, natural passive areas, and neighborhood pocket parks. These parks vary in their users, from attracting people across the region to a smaller, neighborhood scale.

Moving forward, Reynoldsburg should continue to develop green space with both active and passive uses. Trails are an increasingly popular recreational amenity in communities. When planning for trail improvements, trails should connect key destinations in the community, including Olde Reynoldsburg, civic uses, and existing parks. Schools and residential developments without a significant park within a half-mile of residents should be considered a priority for new open space. (The map to the right highlights existing walk access times to existing public spaces and schools throughout Reynoldsburg and can be used as a tool for future open space planning efforts).

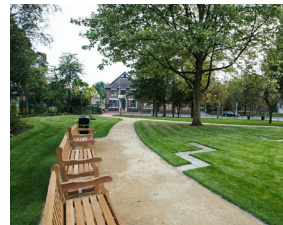


Key Features

- » Shared-use paths as corridors connecting neighborhoods
- » Play structures, picnic areas, recreational fields
- » Open space for City programming or leisure activities
- » Community gardens and dog parks
- » Educational opportunities and facilities
- » Natural wildlife habitats and preserves
- » (Light green indicates schools).

Development Character

Development Intensity	N/A
Parking	Off-street where appropriate
Front Setback	N/A
Suggested Uses	• Neighborhood Parks • Golf Courses • Athletic Fields • Shared-Use Paths • Natural/Conservation Areas • City Parks • Schools



REYNOLDSBURG COMPREHENSIVE PLAN

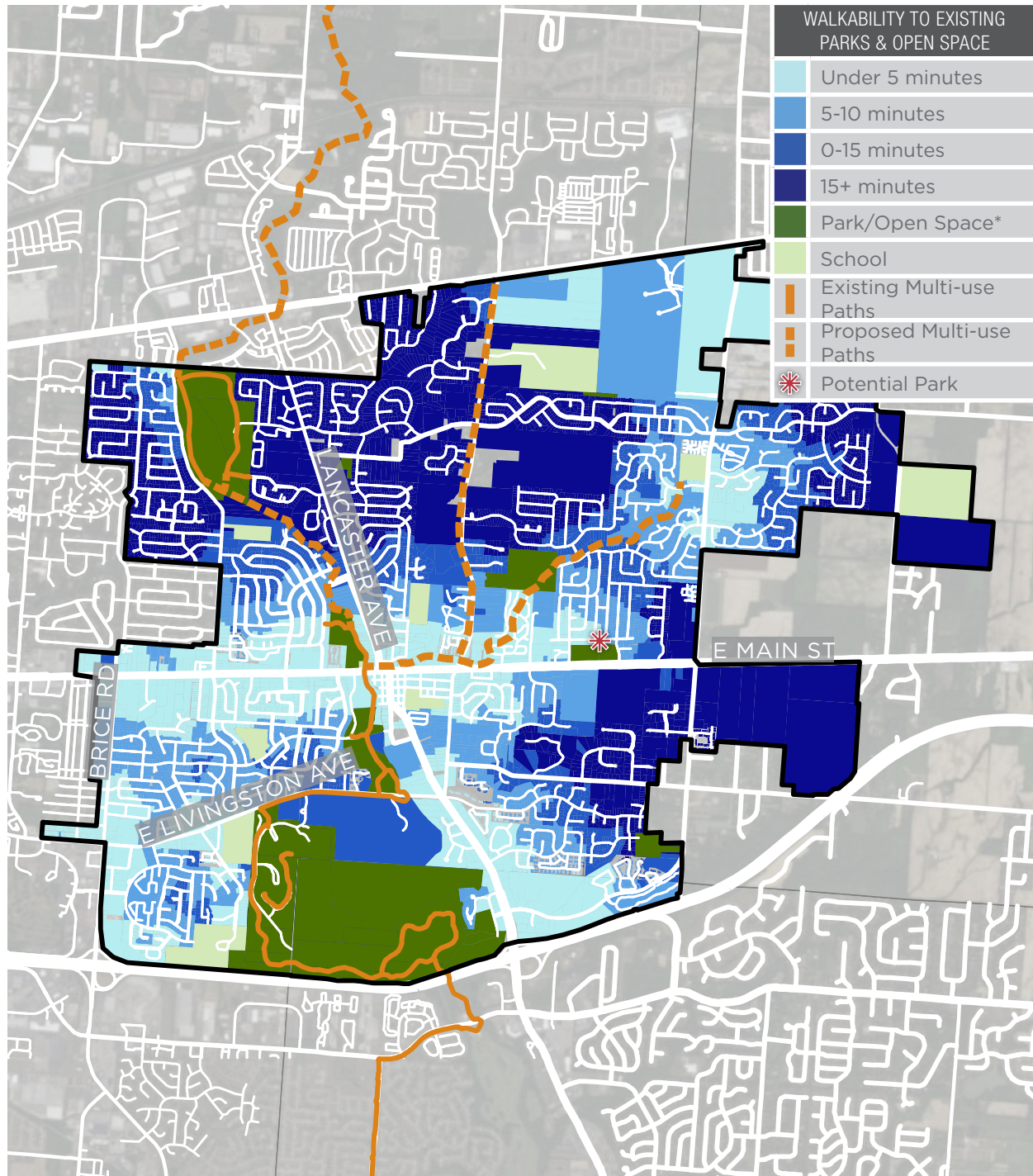


Figure 9: Walkability to Open Space*



*School grounds included in walkability analysis.

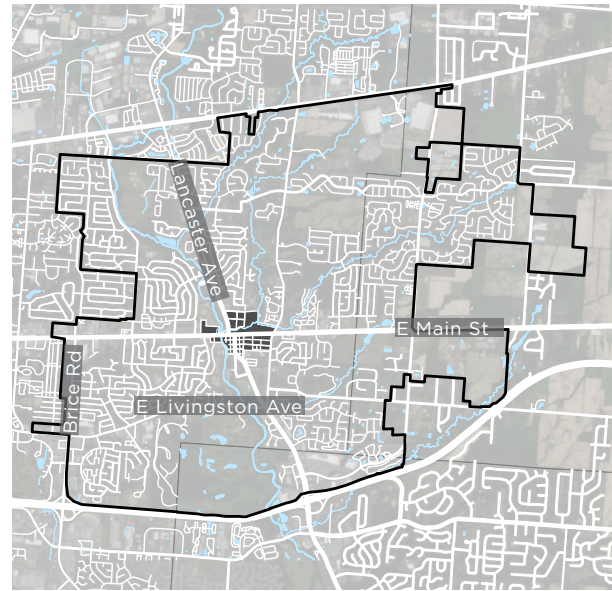
HOUSING, ECONOMY, AND LAND USE

OLDE REYNOLDSBURG

Olde Reynoldsburg is the heart and identity of the City. With a blend of historic buildings, walkable retail and restaurants, small offices, and government buildings, the District is an important gathering place for Reynoldsburg residents and helps strengthen the identity and brand of the city.

Future development in Olde Reynoldsburg should strengthen the historic character of the District. Historic buildings, facades, and public spaces should be maintained in accordance with best practices for historic preservation. Interesting and stimulating pedestrian environments should be a primary feature of the District. Sidewalk cafe seating is encouraged, ground-floor retail with large windows should be promoted whenever possible, and pedestrians should feel safe and comfortable on the streets and sidewalks throughout the district. New residential development is highly encouraged to help bolster and support the vibrancy of the downtown.

The boundaries of this district extend west, over Blacklick Creek, to include the current municipal buildings and campus. Incorporating the civic uses, including the YMCA, of this area into Olde Reynoldsburg can strengthen the mix of uses in the area, promoting a diverse and vibrant place.



Key Features

- » Identifiable character, branding, and signage
- » Walkable streets with sidewalks, short blocks, and a high quality streetscape
- » Public spaces with attractive landscaping, public art, and pedestrian access
- » Integration of retail, office, and residential uses in a true mixed-use approach

Development Character

Development Intensity	20,000 - 40,000 sf / acre (residential - varied)
Parking	Located to the rear or side of the building, well-screened On-street parking
Front Setback	0-15 ft
Suggested Uses	• Neighborhood Retail • Bars and Restaurants • Small-Scale Office • Multi-family Residential • Municipal Buildings • Community Centers and Civic Uses

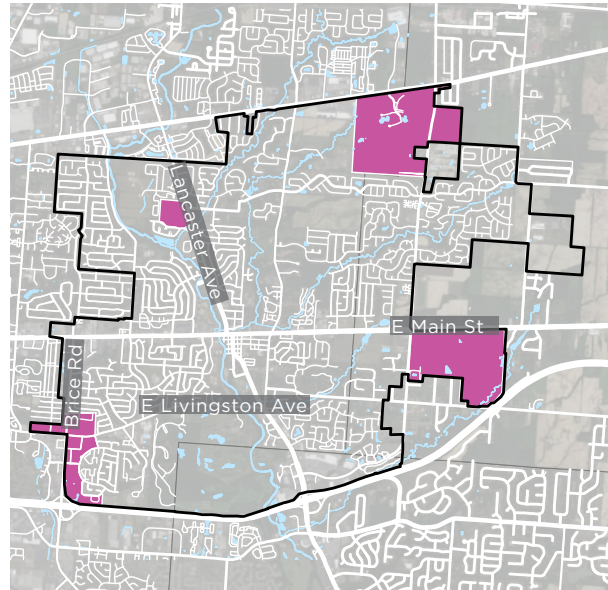


REYNOLDSBURG COMPREHENSIVE PLAN

INNOVATION DISTRICT

Innovation districts include a mix of industrial and office uses intended to serve as economic centers for Reynoldsburg and surrounding communities. Professional office users such as research and development, laboratory, and technology businesses, among others are encouraged. Light industrial, manufacturing, and warehouse uses may be appropriate near major roadways. (In particular, the intersection of Brice Rd. and East Livingston Ave. is a strong opportunity for warehousing and logistics companies to locate and take advantage of the close proximity to I-70 and I-270 to distribute their goods to market. See Chapter 7 for additional information).

Buildings and sites should be well designed, incorporate green infrastructure, have distinct architectural character, and be well integrated with surrounding development and amenities. Attractive landscaping, streetscape elements, and signage should be used to integrate larger sites into the existing street network. Pedestrian crossings should be provided along adjacent streets throughout the districts.

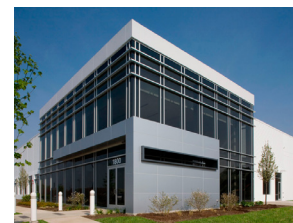
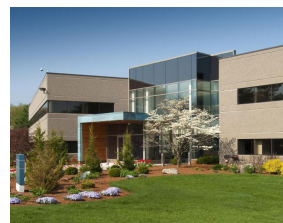


Key Features

- » Signature buildings should serve as a gateway into Reynoldsburg
- » Attractive landscaping and green infrastructure features such as ponds, fountains, small parks, bioswales, etc., are encouraged
- » Small to mid-sized manufacturing warehouses with limited noise and toxin pollution
- » Signage and branding elements incorporated throughout the district

Development Character

Development Intensity	20,000 - 25,000 s.f. per acre
Parking	Rear parking lots, or well-screened side lots
Front Setback	10-25 ft
Suggested Uses	• Industrial • Office • Logistics • Warehousing

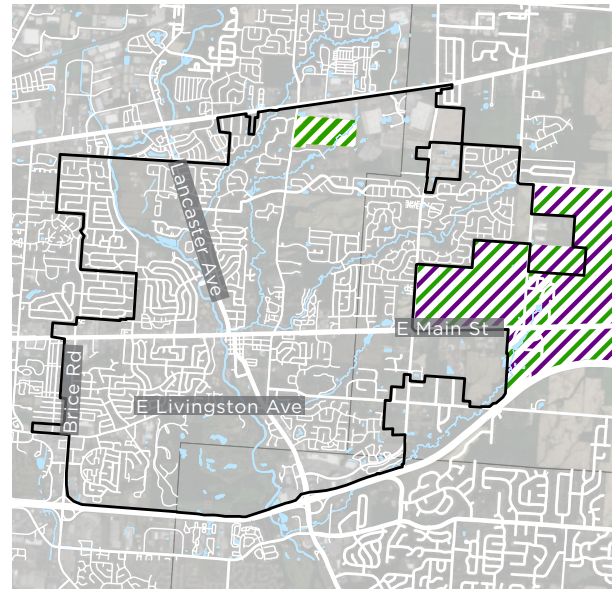


HOUSING, ECONOMY, AND LAND USE

CONSERVATION DISTRICT

As Reynoldsburg's boundaries are currently drawn, the vast majority of land and neighborhoods within the City are already developed. However, if land along the eastern portion of Reynoldsburg's boundary gets incorporated into the City, it should be developed in a clustered pattern that preserves farmland, natural features, and open space. Furthermore, clustered residential development often requires less roadway, water, and sewer infrastructure to design, providing potential cost savings to the City.

The district can offer a number of housing types, from single-family detached, to attached, to townhomes. Open space should promote both passive spaces that preserve farmland or wooded areas, areas for green infrastructure, and more active recreational areas. Both greenspace and residential development should be connected through off-road bicycle and pedestrian trails.

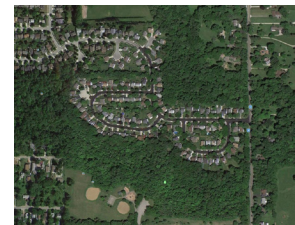


Key Features

- » Clustered single-family development that preserves natural features
- » Typically, 50%-70% of the District is conserved
- » Integrates quality landscaping and green infrastructure throughout the developed portion of the district
- » Innovation zone along East Main Street (indicated with a purple/green hash) indicates areas reserved for new innovative uses that are developed to preserve open space

Development Character

Development Intensity	4 to 6 units per acre
Parking	Rear parking lots, 2 spaces per unit
Front Setback	10-20 ft
Suggested Uses	• Detached/Attached Single-Family • Schools • Community Centers • Research/Office Parks • Office/Warehousing



REYNOLDSBURG COMPREHENSIVE PLAN

IMPLEMENTATION

The implementation framework includes a series of goals with related strategies and actions for each plan area. The development of the framework is a result of the public engagement process, existing conditions analysis, and understanding of best practices. It is intended to be used regularly by staff and members of the local leadership to make informed decisions regarding where and how the City grows.

The following goal, strategies, and actions relate to recommendations around Economy and Land Use.

RESPONSIBLE PARTIES		
	City Council	(CC)
	Planning Department	(PD)
	Planning Commission	(PC)
	Parks & Recreation Department	(P&R)
	Public Service Department	(PS)
	Community Organizations	(CO)

TIMEFRAME		
Short	S	0-1 years
Medium	M	1-3 years
Long	L	3+ years
Ongoing	O	Continuous

GOAL 2 (*Economy and Land Use*)

DIVERSIFY AND BALANCE A MIX OF LAND USE TYPES THAT CREATES ECONOMIC RESILIENCY WHILE PROMOTING A DISTINCT CHARACTER.

	TIMEFRAME	POTENTIAL PARTNERS
STRATEGY 2.1: Update codes, regulations, and plans to align with the Future Land Use Map.		
Action 2.1.1: Update the City's Zoning Code to align with the Future Land Use Map and district descriptions and regulations.	S	PD/PC
Action 2.1.2: Align updates of the Capital Improvements Plan with the Comprehensive Plan.	S	PS
Action 2.1.3: Coordinate MORPC's regional planning initiatives with future planning documents and studies.	O	PS/PD/PR
Action 2.1.4: Update City-wide business friendly processes to expedite approval process for developments identified in this document and the future land use map. The permit to approval time should take no longer than 30 days.	S	PD/PC

HOUSING, ECONOMY, AND LAND USE

	TIMEFRAME	POTENTIAL PARTNERS
STRATEGY 2.2: Transition the Brice and Main area to a unique and dynamic mixed-use development.		
Action 2.2.1: Work with public and private agencies (e.g. REDI) to promote redevelopment of focus areas.	S	PD/CC
Action 2.2.2: Use existing TIF's and create new ones as needed to finance future capital improvements associated with development in the area.	O	PD/PS
Action 2.2.3: Leverage the potential of the Opportunity Zone to attract future private investment in the Brice Road area.	S	PD
Action 2.2.4: Work with MORPC and COTA to integrate mass transit into future development plans in the area.	O	PD/PS
STRATEGY 2.3: Grow Olde Reynoldsburg as the cultural and entertainment center of the community.		
Action 2.3.1: Create new public space areas that will serve to create a sense of place and provide opportunities for gathering and entertainment.	O	PD/PR
Action 2.3.2: Embrace the waterways in all future design decisions.	O	PD/PR
Action 2.3.3: Explore the opportunity to create on-street parking on East Main St. to expand parking options and improve walkability.	S	PD/PS
Action 2.3.4: Consider implementing tools to promote the growth and reinvestment of the Downtown District, including Tax Increment Financing, Designated Outdoor Refreshment Area (DORA), or a Special Improvement District, among other programs.	S	PD/CC/PR
Action 2.3.5: Create gateways that define and brand Olde Reynoldsburg, including arches, signage, public art, etc.	S	PD/PS
Action 2.3.6: Expand off-street parking options with high-quality landscape screening.	O	PD/PS/CC
STRATEGY 2.4: Transition the Brice Rd. and Livingston Ave. area to a light industrial, innovation, and logistics center that capitalizes and builds on access to the I-70 corridor.		
Action 2.4.1: Partner with the City of Columbus to transition outdated commercial uses into spaces competitive in the marketplace.	M	PD
Action 2.4.2: Develop a unique brand to promote the innovation in the Innovation District.	M	PD

REYNOLDSBURG COMPREHENSIVE PLAN



04

MOBILITY

04

MOBILITY

Mobility

OVERVIEW

Mobility in Reynoldsburg covers a variety of transportation modes. Beyond a traditional examination of traffic counts and whether or not roadway design can accommodate these traffic counts, this Chapter addresses safety and comfort for pedestrians, transit riders, and automobile drivers. While the future of transportation technology continues to evolve, a focus on developing a comfortable street and pedestrian network for all users will remain essential to helping Reynoldsburg maintain a strong quality of life. The intent of future transportation planning in Reynoldsburg is to balance function and character.

In This Chapter:

- » **Existing Conditions and Trends:**
Roadway, Non-motorized Transportation, Complete Streets, Regional Mobility Efforts
- » **Planned Roadway Improvements**
- » **Implementation Strategy**

As Reynoldsburg accommodates population growth and new development, strengthening connectivity and leveraging infrastructure investments will be critical. High quality streetscape design, improved pedestrian safety, and trail connectivity are important investments. Furthermore, the City can coordinate planned infrastructure investments, particularly along East Main Street, with other public and private investments, occurring locally and regionally.

The transportation component of this plan builds upon the principles and land use recommendations to define a vision for the future transportation network. It establishes a hierarchy of streets and street design criteria to support the land use vision and provides strategies to continue to expand the City's road network, bikeway system, transit service, pedestrian infrastructure and other mobility needs over the next 30 years and beyond.

Survey data indicates that Ohioans increasingly prefer to live in walkable communities. Figure 11 (to the right) indicates areas of strength and opportunity across Reynoldsburg.

REYNOLDSBURG COMPREHENSIVE PLAN

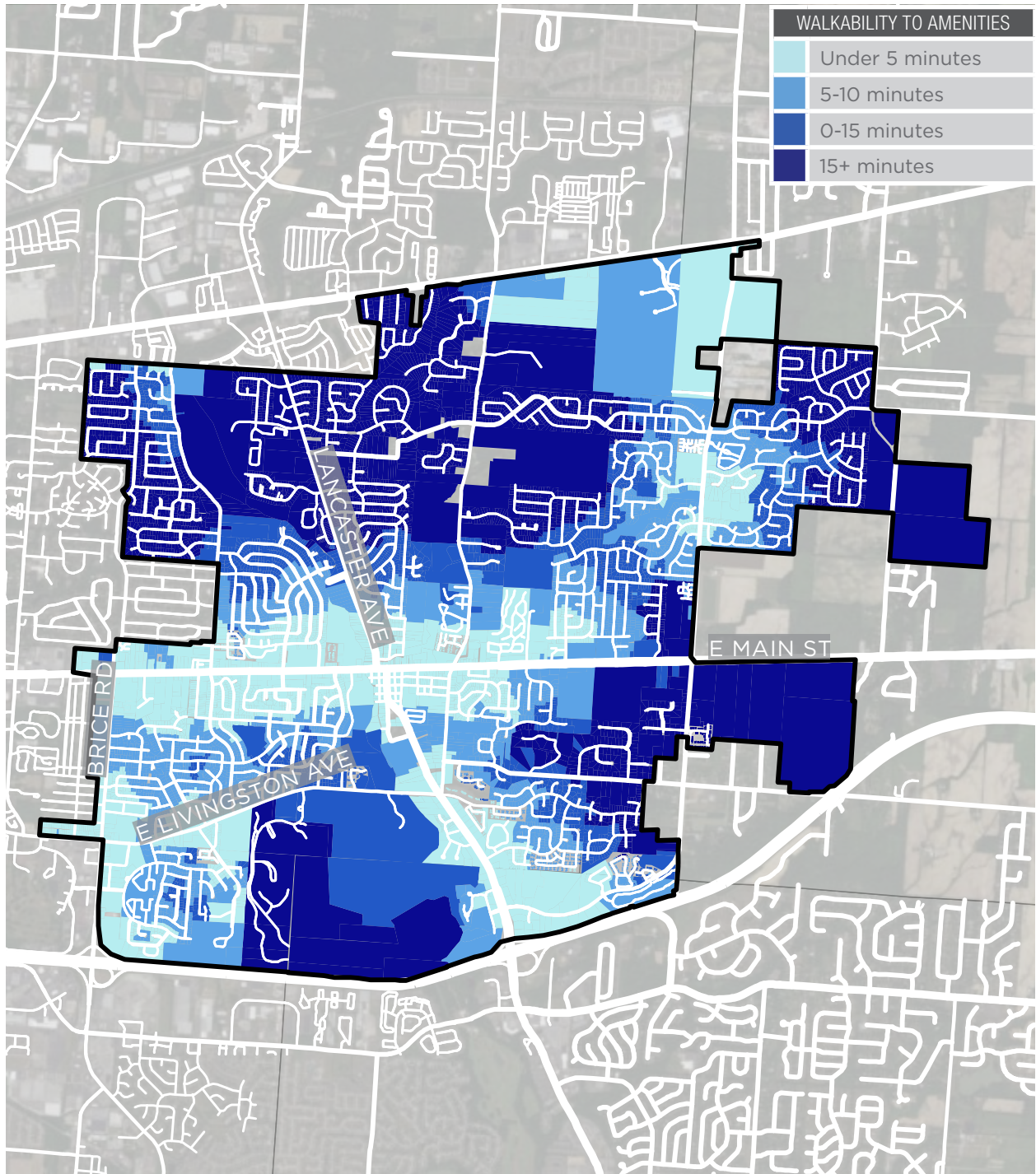


Figure 10: Walkability to Amenities



MOBILITY

EXISTING CONDITIONS AND TRENDS

ROADWAY

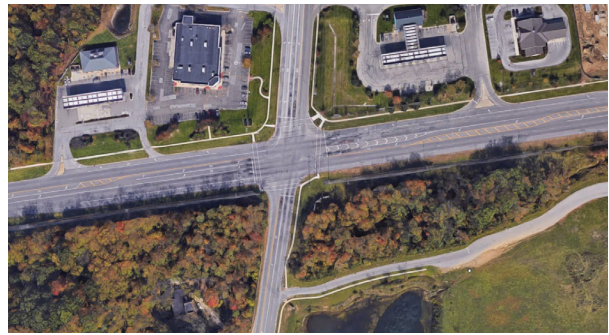
High Crash Locations

The transportation network must be designed to safely accommodate all modes of travel. More heavily traveled corridors will inherently have more crashes due to the higher volume of cars. However, examining the context of crashes helps identify potential improvements. The map on the following page shows areas marked in the top 100 crash locations in Central Ohio by MORPC. They experience both heavy traffic and have multiple curb cuts in close proximity with little to no access management (shared entrances and access drives).

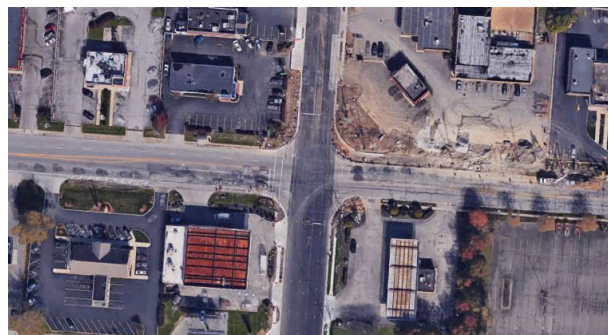
Traffic Volumes

While Reynoldsburg has several heavily traveled corridors, traffic volume is not as high in comparison with other suburbs. Traffic volumes are measured in terms of average vehicles per day or Average Daily Traffic (ADT). ADT varies considerably based on roadway context and design. High ADT corridors are often attractive for retail development, while less attractive for residential development. Corridors with certain levels of traffic may employ different designs (number of lanes, lane width, intersection type, etc.) depending on context. The new roadway network guidelines will ensure that even roads with high traffic volumes can develop in a safe way for all users.

The East Main Street corridor carries more than 32,000 vehicles per day and Lancaster Avenue nearly 25,000. While these are the busiest roadways in Reynoldsburg, ADT is lower than the busiest



Waggoner Road and Broad Street (#24 on Figure 12.)



Brice Road and East Livingston Avenue (#49 on Figure 12).



Brice Road and East Main Street (#90 on Figure 12.)

roadways in communities such as Dublin and Westerville, which have ADTs between 35,000 to 45,000 vehicles. Despite the high ADT's in these communities, both Dublin and Westerville's downtowns are still vibrant and walkable with a mix of uses. (See recommendations for Olde Reynoldsburg in Chapter 7).

REYNOLDSBURG COMPREHENSIVE PLAN

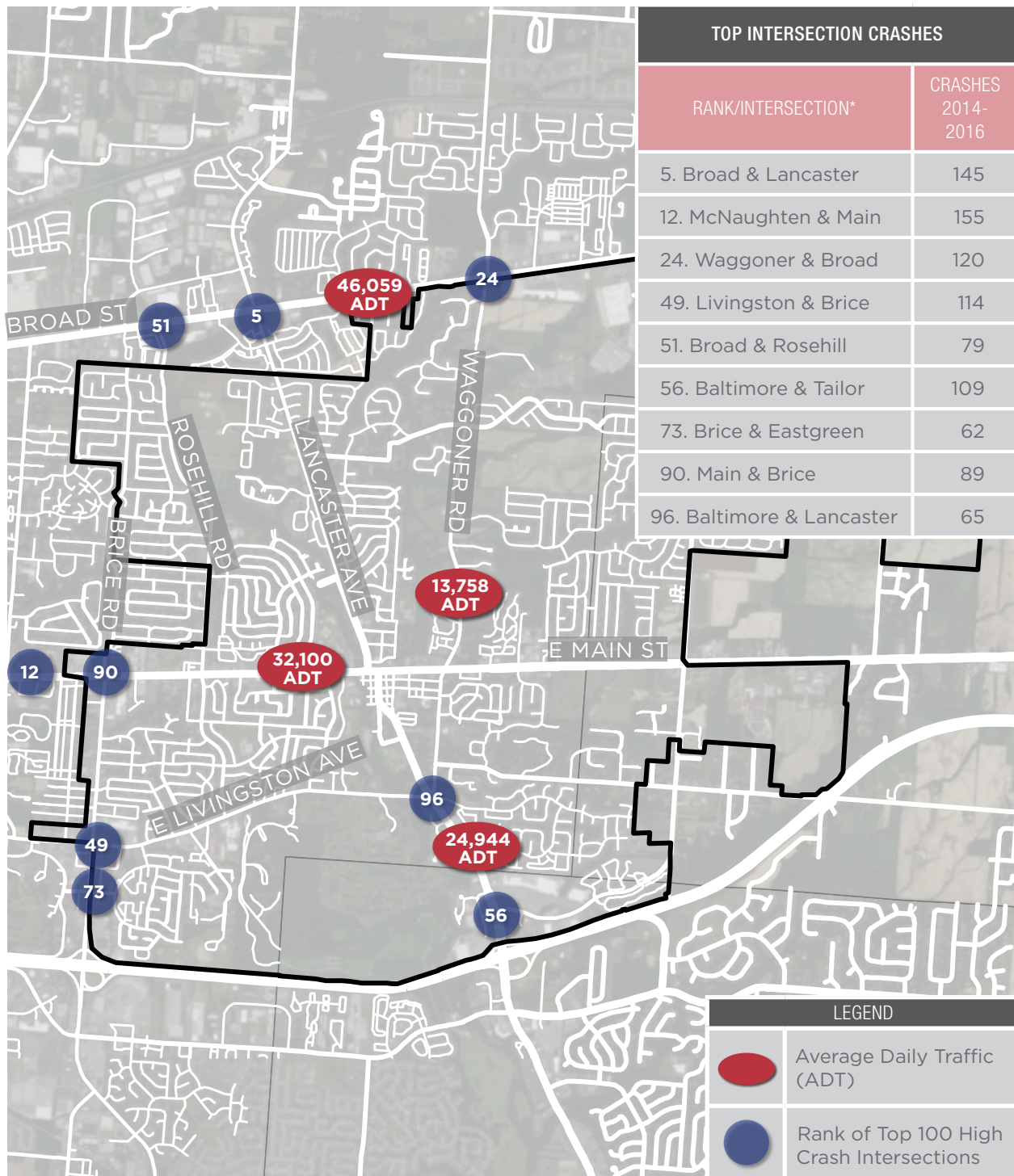


Figure 11: Traffic Counts and High Crash Data Locations



*Intersections are ranked on total crashes and crash severity.

MOBILITY

NON-MOTORIZED TRANSPORTATION

Existing Trail Network

The City has an extensive and growing bikeway network connecting to the regional trail and greenway network. As highlighted on the map on the following page, many of the City's parks and schools are connected to the existing bikeway network, and there are plans to provide additional connectivity between the remaining schools, parks, and future bicycle networks.

As Reynoldsburg plans future facilities, there are two different types of trails and paths that can be implemented: off-road trails and on-road bike lanes and facilities. Recommended off-road trails are highlighted here. Integrating on-road facilities into a Complete Streets philosophy and network are highlighted on the following page.

Columbus Area Active Transportation Plan

The 2016-2040 Columbus Area Metropolitan Transportation Plan also included the Columbus Area Active Transportation Plan to help identify regionally significant active transportation projects that include pedestrian, bicycle and transit accommodations.

The draft plan, completed in October 2015, includes tools such as an interactive map and cost estimator for construction costs for active transportation facilities. The interactive map identifies major transportation corridors with recommendations for appropriate transportation facilities for each type. As Reynoldsburg plans for future non-motorized facilities, this plan should be consulted.



A two-way bicycle lane (shown here in Columbus), is a safe, on-road facility protected from automobile traffic by parked cars.



Green painted lanes are an effective way to draw attention to cyclists, particularly at intersections.

Implications for Reynoldsburg

Off-road bicycle and trail facilities, while more expensive to construct than on-road bicycle lanes, are safe facilities for users of all ages. The map to the right highlights the parks, schools, and Olde Reynoldsburg. Many of these locations are currently connected by off-road bicycle trails. Filling in the missing links, along with prioritizing construction on trails that connect some of these uses, should be a priority for the City moving forward.

REYNOLDSBURG COMPREHENSIVE PLAN

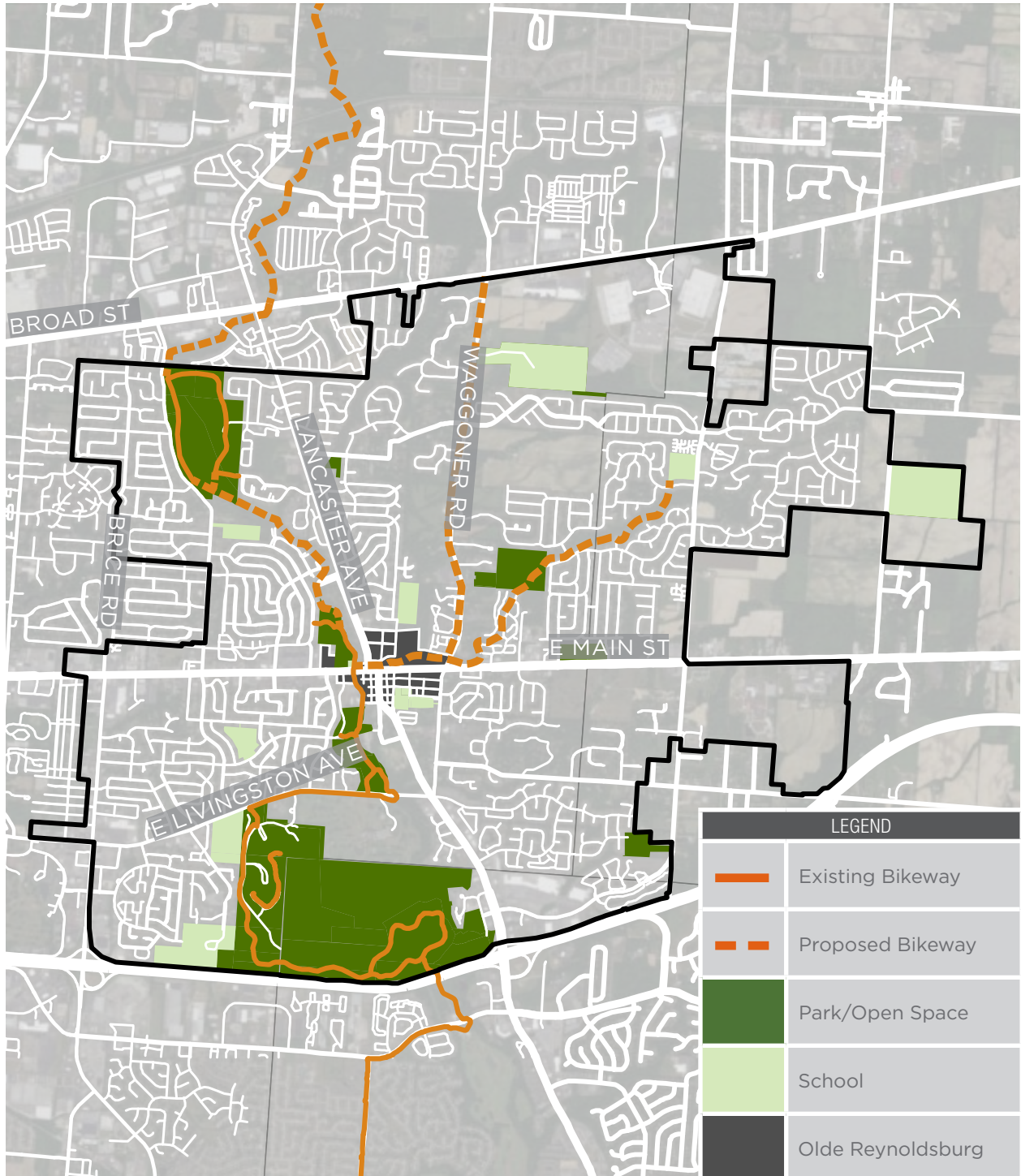


Figure 12: Non-Motorized Transportation Planning



MOBILITY

COMPLETE STREETS

Complete Streets is a philosophy used by cities to accommodate the need for an integrated, connected street network that serves users of all ages and abilities, including motorists, bicyclists, pedestrians, and transit riders.

Throughout the process, Reynoldsburg residents indicated a preference for walkability. A Complete Streets policy can help promote walkability.

Appropriate design standards and engineering requirements must be balanced to meet users' needs within the context of the street. Furthermore, the implementation of roadway improvements should accommodate the physical needs of all users of a transportation network, regardless of their age or physical ability.

The design of a "Complete Street" depends on its context. For example, a Complete Street in a rural area may not include sidewalks and curbs, but could feature a multi-use path on one side of the street to provide a meaningful transportation option in that setting. For that reason, not all "Complete Streets" will look the same.

Features of Complete Streets may include:

- » Sidewalks and bike lanes
- » Comfortable and accessible public transportation stops
- » Frequent and safe crossing opportunities, with accessible pedestrian signals
- » Curb extensions and median islands
- » Narrower travel lanes, and roundabouts

The priority roadway networks, highlighted in Figure 14, indicate roadway networks where a Complete Streets approach may have the most significant investment.

Roundabouts

Intersections typically require stop signs or traffic signals when traffic counts warrant. However, modern, low-speed roundabouts can reduce crashes, accommodate more traffic than traffic signals, cost less, and require less pavement than signalized intersections. Pedestrian crosswalks are located behind the "pause" line for automotive traffic. Although not all intersections are candidates, the roundabout is a viable traffic management tool.

- » **Safety:** Reduction of crashes and fatalities due to slower speeds and no left turns.
- » **Improved traffic flow:** Congestion is alleviated through continuous traffic flow.
- » **Complex intersection solution:** Roundabouts are ideal for 5-legged, sharp intersection and other unusual intersections.



Roundabouts are becoming increasingly common in Central Ohio. Newark, Ohio (above) installed four roundabouts around its Downtown square.

- » **Less conflict:** Roundabouts offer fewer points of conflict where crashes may occur.
- » **Easy maintenance:** Given the lack of traffic signals, roundabouts are easier to maintain and more energy efficient than signaled intersections.

REYNOLDSBURG COMPREHENSIVE PLAN

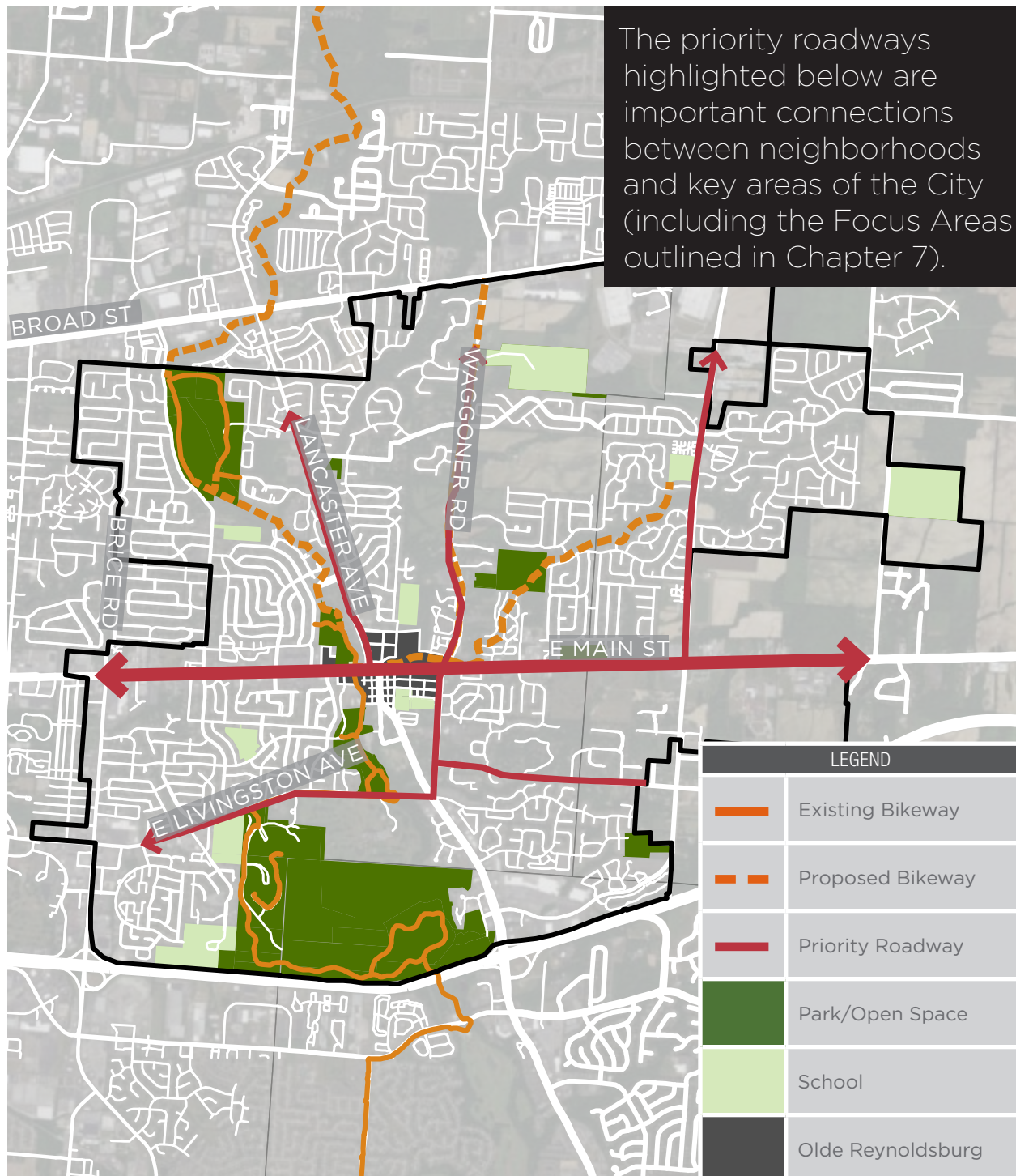


Figure 13: Major City Thoroughfares



See appendix for planned roadway improvements.

MOBILITY

REGIONAL MOBILITY EFFORTS

Throughout the Central Ohio region, several planning initiatives are underway that will help shape the future of mobility in Reynoldsburg. These key projects, likely to impact future development, land use, and transportation in Reynoldsburg, are highlighted below.

Insight 2050

The Insight 2050 planning process conducted by the Mid-Ohio Regional Planning Commission (MORPC) has estimated that Central Ohio is expected to grow by up to one million people by the year 2050. As part of planning for that population growth, MORPC has initiated a follow-up planning study that considers long-term land use and transportation strategies on five key corridors. These corridors are likely to accommodate significant population growth throughout the Central Ohio.

East Main Street, specifically the portion of the corridor from Downtown Columbus to Reynoldsburg, is one of these five corridors. Local staff and elected officials from jurisdictions along the corridor, along with regional planning officials and transit leaders, have begun planning for the implications of population growth. This includes identifying key nodes of residential development, public space investments, and future transportation options along the corridors.

NextGen

The Central Ohio Transit Authority (COTA) recently completed a long-range planning effort called NextGen to identify public transportation needs and opportunities through the year 2050. NextGen considers how future population growth and other trends will shape demand for public transportation. COTA recently reconfigured many of their routes to offer more frequent and faster transit service. The plan's Vision 2050 also includes 13 potential high capacity transit corridors centered

on some of Columbus' most dense corridors. East Main Street has been identified as a high-capacity corridor, with the potential for future Bus Rapid Transit services.

Smart Columbus

Municipal governments around the country are at the beginning stages of integrating technologies to improve city functionality and the overall quality of life for residents. In 2016, the City of Columbus won the U.S. Department of Transportation (USDOT) \$40 million Smart City Challenge with additional funds from private and philanthropic sectors. Smart Columbus aims to achieve the following:

- » Improve access to jobs through expanded mobility options in major job centers.
- » Compete globally through smart logistics.
- » Connect Columbus residents to safe, reliable transportation that can be accessed by all.
- » Better connect visitors to transportation options.
- » Develop a more environmentally-sustainable transportation system.

As Smart Columbus continues to evolve, the City of Reynoldsburg may be able to apply lessons learned to the future of mobility in Reynoldsburg.

Implications for Reynoldsburg

These regional mobility efforts have identified East Main Street as an important corridor, both for the City of Reynoldsburg and the region. Currently, East Main Street is the main transit corridor in the city (see map to the right). Redevelopment concepts for underutilized areas along this corridor, which can be found in the Focus Areas Chapter, reflect the efforts to accommodate future population growth and increase mobility options along this corridor.

REYNOLDSBURG COMPREHENSIVE PLAN

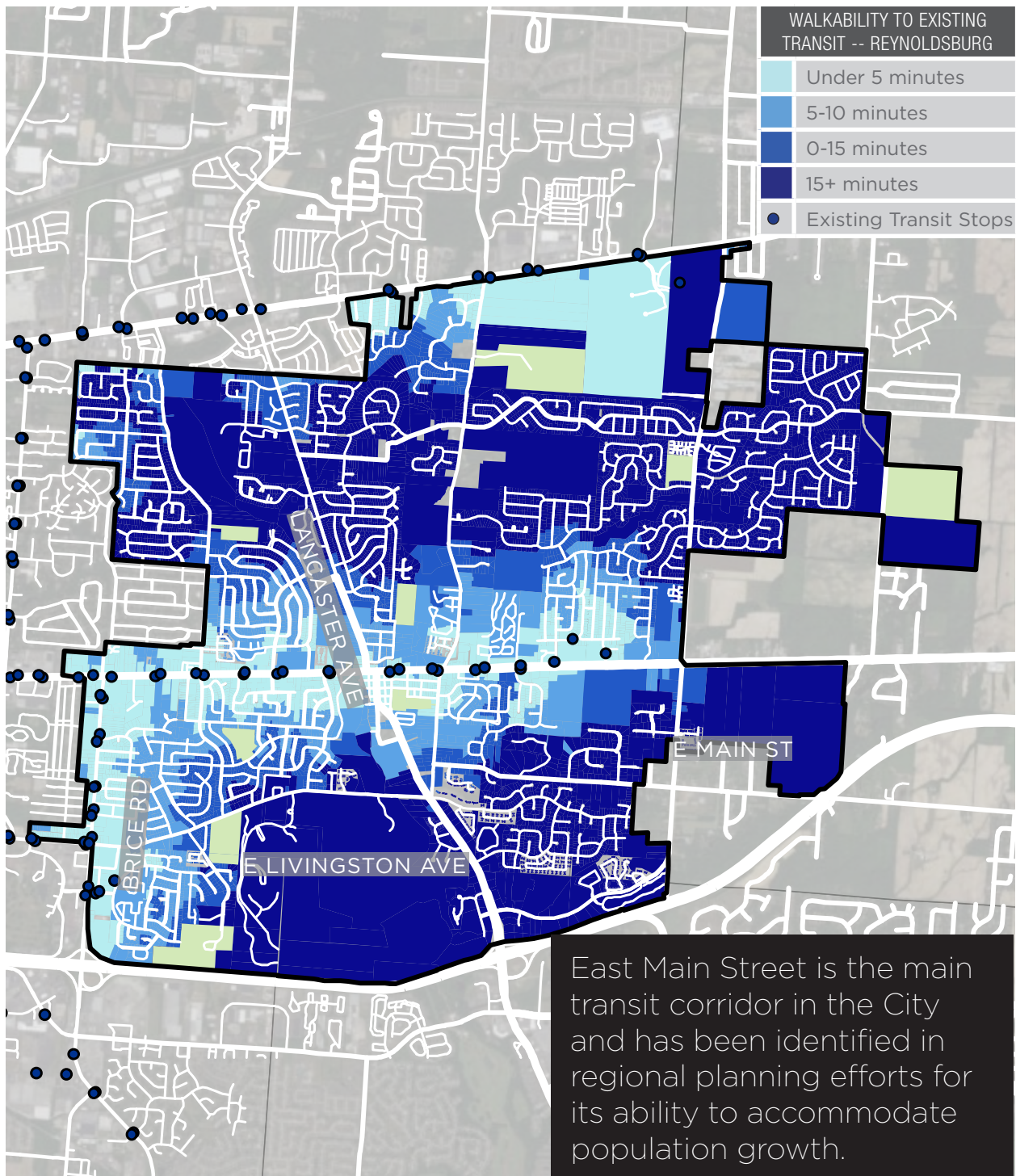


Figure 15: Walkability to Existing Transit



MOBILITY

KEY FINDINGS-MOBILITY



Existing Conditions

- » The City has an extensive bikeway network with additional connections planned to better link schools, parks, and destinations.
- » East Main Street, Reynoldsburg's main commercial corridor, continues to be a focus of regional planning efforts and local improvements:
 - » As a result of Insight 2050, local stakeholders are studying East Main Street as a corridor that is likely to accommodate significant population growth over the next 30 years.
 - » In the short term, East Main Street has plans for capital improvements by 2022. Infrastructure and streetscape improvements should be designed with the understanding that more residents will live along East Main Street in the future.
 - » East Main Street will be repaved in Olde Reynoldsburg in 2019. A new streetscape should include well-defined pedestrian markings and on-street parking to improve the safety, energy, and access in Olde Reynoldsburg. (U.S. Route 23 goes through the heart of Olde Reynoldsburg, it is a walkable street with on-street parking).



Public Engagement

- » Residents noted low satisfaction and high rate of importance for road conditions and traffic flow (Aimpoint).
- » Residents noted a preference for walkability throughout the process.
- » Improving trail connectivity throughout the City is important (Stakeholders). Multi-purpose trails and bicycle paths were moderately important to survey respondents. (Aimpoint).

REYNOLDSBURG COMPREHENSIVE PLAN

IMPLEMENTATION

The implementation framework includes a series of goals with related strategies and actions for each plan area. The development of the framework is a result of the public engagement process, existing conditions analysis, and understanding of best practices. It is intended to be used regularly by staff and members of the local leadership to make informed decisions regarding where and how the City grows.

The following goal, strategies, and actions relate to recommendations around Mobility.

RESPONSIBLE PARTIES	
	City Council (CC)
	Planning Department (PD)
	Planning Commission (PC)
	Parks & Recreation Department (PR)
	Public Service Department (PS)
	Community Organizations (CO)

TIMEFRAME		
Short	S	0-1 years
Medium	M	1-3 years
Long	L	3+ years
Ongoing	O	Continuous

GOAL 3 (Mobility)

A SAFE, EFFICIENT, AND ACCESSIBLE TRANSPORTATION NETWORK THAT INCLUDES A RANGE OF MOBILITY OPTIONS

	TIMEFRAME	POTENTIAL PARTNERS
STRATEGY 3.1: Expand the sidewalk and bikeway networks to provide connectivity within Reynoldsburg and the region.		
Action 3.1.1: Create multi-use paths along at least one side of new roadways where appropriate. While many residential streets may be appropriate for onstreet bike facilities, busier streets with higher vehicle counts are better suited for off-street paths.	O	PS/PD
Action 3.1.2: Establish partnerships with area jurisdictions and state agencies and organizations on bikeways and trails. Coordinate the extension of bikeways and trails into adjacent townships and municipalities by collaborating with Central Ohio Greenways, MORPC, Metroparks, City of Columbus, Townships, and other entities. Collaborative efforts may enable special funding or cost-sharing opportunities.	O	PS/PR/PD

MOBILITY

GOAL 3 (Mobility)

A SAFE, EFFICIENT, AND ACCESSIBLE TRANSPORTATION NETWORK THAT INCLUDES A RANGE OF MOBILITY OPTIONS

	TIMEFRAME	POTENTIAL PARTNERS
Action 3.1.3: <i>Require that bicycle parking facilities (bike racks or shelters) are included on new development plans where appropriate. Include requirements for bike parking facilities within the suggested update to the City's zoning code.</i>	O	PS/PR/PD
Action 3.1.4: <i>Ensure that any roadway and non-motorized transportation improvements meet the needs of all users in Reynoldsburg, including seniors, young people, and those with physical limitations.</i>	O	PS
STRATEGY 3.2: Reduce congestion and improve quality of main corridors and intersections.		
Action 3.2.1: <i>Manage access points onto parkways and boulevards (arterials and major collectors). Access management should be applied on all boulevards and parkways and on avenues in commercial settings to provide for adequate, safe and properly designed entrances and exits to and from developments.</i>	O	PS/PC/PD
Action 3.2.2: <i>Consider the use of roundabouts at local intersections. Modern roundabouts have been demonstrated to improve efficiency and safety at critical intersections. The City should consider roundabouts at intersections where appropriate.</i>	O	PS
Action 3.2.3: <i>Require traffic impact studies for most development proposals. Development proposals that meet certain criteria should be required to submit a traffic impact study as part of the review process.</i>	O	PS
Action 3.2.4: <i>Develop partnerships to leverage the work of the City of Columbus' Smart City Grant. The Smart City Grant (from the US Department of Transportation), has made Columbus an epicenter for testing "intelligent" transportation systems.</i>	O	PS/PD

GOAL 3 (Mobility)

A SAFE, EFFICIENT, AND ACCESSIBLE TRANSPORTATION NETWORK THAT INCLUDES A RANGE OF MOBILITY OPTIONS

	TIMEFRAME	POTENTIAL PARTNERS
STRATEGY 3.3: Expand public transportation options.		
Action 3.3.1: Continue to coordinate with the Central Ohio Transit Authority (COTA). Meet with COTA officials at least annually to identify opportunities to improve public transportation in the City. As needed, share significant development proposals to assess their design with regard to viability of transit.	O	PS/PD
STRATEGY 3.4: Ensure that new developments are connected into the existing transportation network.		
Action 3.4.1: Require street and trail connectivity between developments. Update the land development regulations to require that development plans include street and trail connections to adjacent development. At the edge of the City, stub streets should be included in subdivisions with the expectation that those streets will be connected to future development.	O	PS/PD/PC
STRATEGY 3.5: Expand trail connectivity in and around Olde Reynoldsburg.		
Action 3.5.1: Develop a connection west of the Main Street Bridge, on the north side of the street, to connect to the Blacklick Trail.	S	PD/PS/PR
Action 3.5.2: Develop and implement a non-motorized network through Old Reynoldsburg along the French Run Creek.	S	PD/PS/PR
STRATEGY 3.6: Ensure Reynoldsburg is prepared for the adoption of autonomous and connected vehicles.		
Action 3.6.1: Ensure that a zoning code update incorporates anticipated changes in land use and parking requirements as a result of autonomous vehicles.	S	PD
Action 3.6.2: Planning Commission should consider the impact of autonomous vehicles in development review.	O	PC

05

UTILITIES AND INFRASTRUCTURE

05

UTILITIES AND
INFRASTRUCTURE

Utilities and Infrastructure

OVERVIEW

Reynoldsburg's sewer, water and drainage systems are critical in providing for the public health and safety for residents, employees, and students within Reynoldsburg. Homes, businesses, schools, and institutions all benefit from the development, operations, and maintenance of Reynoldsburg's infrastructure.

The goal for Reynoldsburg's public utilities is to maintain excellent service with all utilities while utilizing proven technologies and best practices to make the City's systems more efficient and sustainable. The City's utilities are currently functioning at a high level, but there are opportunities in future development projects to continue to improve the systems' functionality.

In This Chapter:

- » **Existing Conditions:** Sanitary System, Storm System, Water System, Sewer Service Area, Fiber
- » **Best Practices:** Green Infrastructure and Street Design
- » **Implementation Strategy**

EXISTING CONDITIONS

Sanitary System

Reynoldsburg sanitary sewer lines perform the essential function of collecting household and commercial wastes and conveying them to points of discharge – primarily into the City of Columbus for treatment. The construction and management of a sanitary sewer system is a major component of the City's public works infrastructure network and imperative to community health.

The City of Reynoldsburg has a contractual agreement with the City of Columbus for sewage treatment. The existing sanitary sewer lines in the City are connected to Columbus. The City programmatically includes sanitary sewer line improvements in conjunction with street rehabilitation projects.

As Reynoldsburg plans for sewer service, areas that can flow by gravity to the existing subtrunks are the most efficient areas to serve. Areas that cannot be served via gravity lines can be accessed with lift stations, but these are expensive.

Sewer planning uses the Equivalent Dwelling Unit to determine future sewer needs. The 2002 study and county standards fall somewhere between 350

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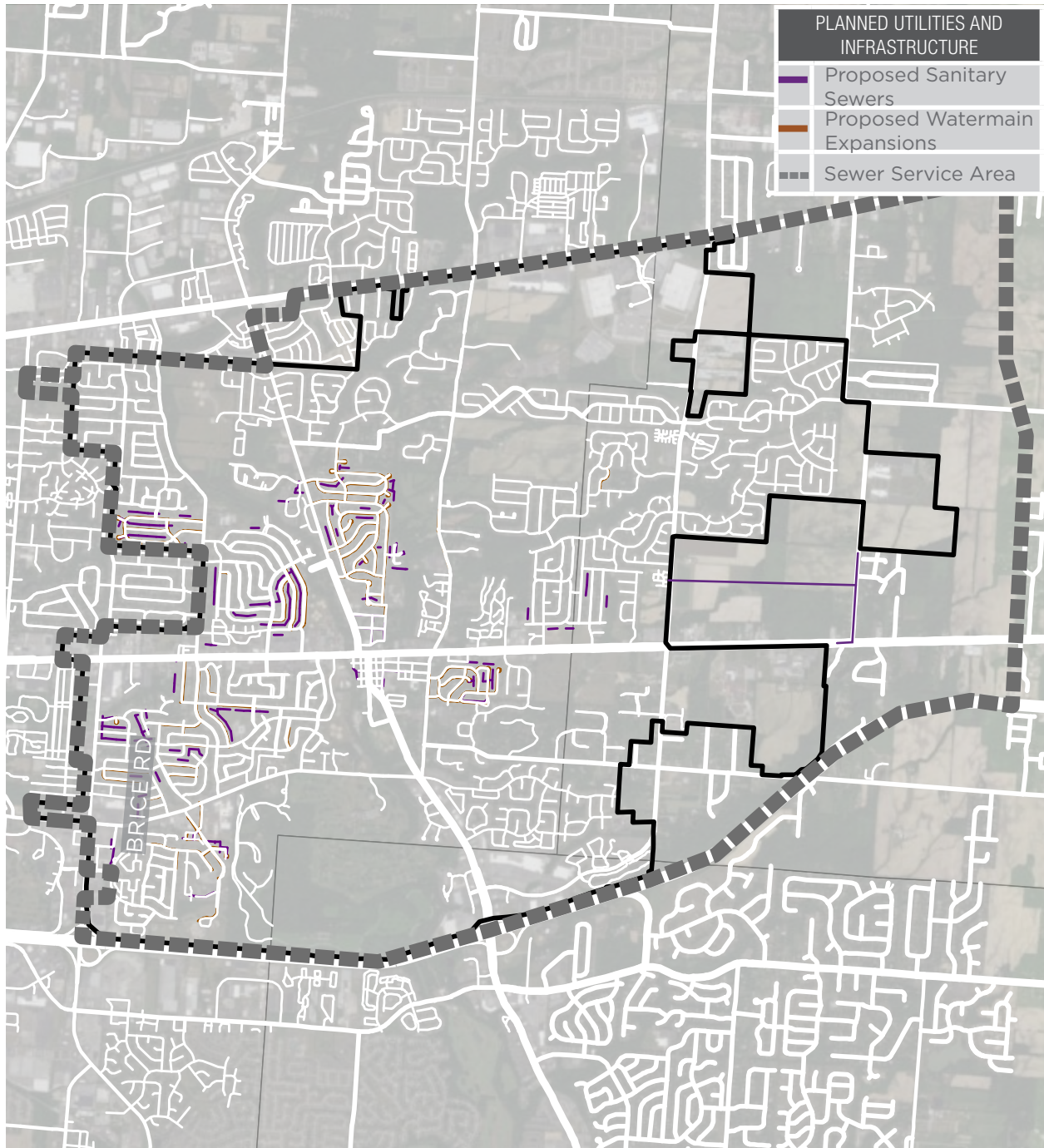


Figure 16: Planned Utilities and Infrastructure



UTILITIES AND INFRASTRUCTURE

gallons per day and 400 gallons per day. This allows for planning per housing unit. Non-residential uses are calculated based on an EDU as determined based on the specific type of use.

- » *DFFOs led to Citywide SSES Investigations*
- » *CCTV, Smoke Testing, and Manhole Investigations*
- » *Frequency and Severity of Defects produced many recommendations*
- » *Rehabilitation, Repair, or Replacement*

The additional load resulting from proposed development will require sanitary sewer line extensions for new development, some existing line upgrades in the strategic location redevelopment areas, and a holistic understanding of Reynoldsburg's needs and Columbus' capacity.

Storm System

The purpose of Reynoldsburg's storm drainage system is to deal with excess stormwater from paved streets, parking lots, sidewalks, and roofs. Projects are designed to reduce the potential impact of new and existing developments with respect to surface water drainage discharges.

Reynoldsburg maintains a substantial amount of both underground stormwater drainage pipes, and continues to incorporate stormwater requirements into every public and private development proposal.

Reynoldsburg has practiced sustainable urban drainage, trying to replicate natural systems that lower the environmental impacts caused by dirty surface water run-off through collection, storage, and cleaning before allowing it to be released slowly back into water courses. These sustainable urban drainage systems require little or no energy input (except from environmental sources such as sunlight, etc.), are resilient to use, and are environmentally as well as aesthetically attractive. However, they do require regular maintenance, as any landscaped feature does.

The table below shows the city's current stormwater management strategies and the quantity of each type of asset.

Existing stormwater system drainage pipes are sufficient for the proposed growth in this plan, yet all new development will require a storm sewer system that mitigates any water quantity or quality impacts. All development proposals must consider downstream impacts. Stormwater management is reviewed by the City as part of the subdivision platting process. Commercial development plans also must be reviewed for proper stormwater treatment and discharge.

Water Main System

Water quality is extremely important, as all public and private development proposals, especially in the Blacklick Creek corridor, must consider the effects of the built environment on the City's water supply. The water distribution system provides reliable water service to customers in the quantities they desire, at the quality level that meets or exceeds both customer and regulatory standards.

Reynoldsburg owns and maintains its own water supply. Water supply comes from the City of Columbus. All water is treated by Columbus and is then master metered as it enters the City of Reynoldsburg and is distributed to residents and businesses.

Currently, the City of Reynoldsburg maintains a water distribution system serving local homes and businesses and over a million feet of pipe infrastructure with the pressures and capacities necessary to support the City's fire hydrants to ensure proper fire protection for properties within the City. Much of this infrastructure has been replaced in the past 20 years, as improvements in technology have led to increased longevity (the system is expected to last for the next 75 years) and capacity (the diameter of the piping). The high quality drinking water produced by Reynoldsburg consistently meets all water quality regulations.

REYNOLDSBURG COMPREHENSIVE PLAN

Water Use Trends

Over the past decade, Reynoldsburg and other Midwest water utilities have experienced a trend of declining water use per capita. This trend has been attributed to increased water use efficiencies in new appliances (such as toilets, washing machines, shower heads, etc.), public water conservation awareness and increasing water/sewer bills. The declining use has more than offset the increases due to population growth. Future per capita use is predicted to remain about the same or slightly decreasing. When average household size (of people and square feet) decreases, so does water

use. When a portion of the projected growth is based upon multi-family, even less water is used, as landscape irrigation and car washing is usually nonexistent.

Based on predicted use patterns and existing infrastructure, Reynoldsburg is well positioned to accommodate the projected growth. The water utility has the supply capacity and the distribution system to support the additional residents and businesses. Certain sections of the water main network will require replacement pipes, valves, fire hydrants, and meters in the near future.

Fiber

Internet usage has evolved dramatically in the last few years, changing how we all shop, bank, and search for services, among other things. Residents and businesses are increasingly reliant on the Internet for their daily needs. The expectations for internet performance (speed and capacity) continue to increase and that trend is expected to accelerate. Fiber connectivity has proven to be an essential utility to support business operations and economic and educational development.

Fast internet (1 Gbps), at an affordable price, has become and will grow as an everyday necessity for businesses and residents. Experts at the Fiber to

the Home (FTTH) Council say fiber-to-the-home connections are the only technology with enough bandwidth to handle projected consumer demands during the next decade reliably and cost effectively.

Media companies (Spectrum, AT&T, Verizon, Comcast, etc.) echo the FTTH Council in their assessment, claiming that existing services will not be able to handle the demand at the rate is growing. The city should explore partnerships with telecommunications companies to implement appropriate and cost-effective infrastructure, including small cell facilities that support

5G technology. The city should avoid investing in below-ground infrastructure.

Focus Area #4 at Brice and Livingston is an ideal location for implementing new 5G technology.

UTILITIES AND INFRASTRUCTURE

BEST PRACTICES

Green Infrastructure

Green infrastructure and low impact development strategies can minimize storm sewer improvement costs to support development and can also be implemented with complete streets. Low Impact Development (LID) is a stormwater management approach modeled after nature: manage rainfall at the source using uniformly distributed decentralized micro-scale controls. LID's goal is to mimic a site's pre-development hydrology by using design techniques that infiltrate, filter, store, evaporate, and detain runoff close to its source. Techniques are based on the premise that stormwater management should not be seen as stormwater disposal. Instead of conveying and managing stormwater in large,

costly end-of-pipe facilities located at the bottom of drainage areas, LID addresses stormwater through small, cost-effective landscape features located at the lot level. This includes not only open space, but

Green infrastructure can be incorporated within complete street design, and should be a feature of improvement projects such as East Main Street in Olde Reynoldsburg.

also rooftops, streetscapes, parking lots, sidewalks, and medians. LID is a versatile approach that can be applied equally well to new development, urban retrofits, and redevelopment projects.

Permeable Pavers

Over time, as pavement is replaced in the city, permeable surfaces like pavers and porous asphalt can be used to reduce the quantity of stormwater that runs directly into the storm system. Permeable pavers allow stormwater to flow through pavers and infiltrate the ground, rather than into the stormwater system.

POTENTIAL LOCATIONS:

- » Sidewalks
- » Curb-bumpouts
- » Parking lots



Street Medians

The primary benefit of street medians is to give pedestrians a stopping point when crossing from one side of the street to the other. However, street medians are an ideal location to integrate green infrastructure into a street, while adding an element of visual interest.

POTENTIAL LOCATIONS:

- » Locate on busy streets to narrow the feel of the street while reducing traffic speeds
- » Locate in between crosswalks separated by long distances.



REYNOLDSBURG COMPREHENSIVE PLAN

Bioswales and Rain Gardens

Rainwater that runs off from Reynoldsburg's streets can be diverted into bioswales and rain gardens, which reduce the quantity of water entering the storm system, improve water quality, and provide landscaping elements and buffering.

POTENTIAL LOCATIONS:

- » Curb-Bumpouts and Medians
- » Parking lots and on-street parking
- » On sidewalks to be buffers for pedestrians



Street Trees

Adding healthy, environmentally appropriate street trees can provide street users a number of benefits. Trees can provide a buffer between pedestrians and automobile traffic and provide an increased level of comfort for pedestrians in the summer. Planting native, appropriate street trees species is important to creating a healthy, sustainable streetscape. Planting trees in silva cells or equivalent structures (pictured to the right) will help ensure healthy tree root growth.



KEY FINDINGS-UTILITIES & INFRASTRUCTURE



Existing Conditions

- » The City's utilities are functioning at a high level. Future development should increase the efficiency and sustainability of the system.
- » Affordable, fast internet will become a necessity for residents.
- » Green infrastructure can be incorporated into stormwater and roadway projects to increase water quality and reduce the burden on the stormwater system.



Public Engagement

- » Residents are open to expanding the City's boundaries to the east to accommodate income-generating uses. (Aimpoint Survey)
- » Residents cited infrastructure conditions as a primary concern in the City. (Aimpoint)

UTILITIES AND INFRASTRUCTURE

IMPLEMENTATION

The implementation framework includes a series of goals with related strategies and actions for each plan area. The development of the framework is a result of the public engagement process, existing conditions analysis, and understanding of best practices. It is intended to be used regularly by staff and members of the local leadership to make informed decisions regarding where and how the City grows.

The following goal, strategies, and actions relate to recommendations around Utilities and Infrastructure.

RESPONSIBLE PARTIES	
	City Council (CC)
	Planning Department (PD)
	Planning Commission (PC)
	Parks & Recreation Department (PR)
	Public Service Department (PS)
	Community Organizations (CO)

TIMEFRAME		
Short	S	0-1 years
Medium	M	1-3 years
Long	L	3+ years
Ongoing	O	Continuous

GOAL 4 (*Utilities and Infrastructure*) COORDINATE FUTURE INFRASTRUCTURE INVESTMENTS WITH ANTICIPATED GROWTH AND DEVELOPMENT

	TIMEFRAME	POTENTIAL PARTNERS
STRATEGY 4.1: Explore opportunities around implementing fiber infrastructure.		
Action 4.1.1: Explore partnerships with technology companies and other utilities to facilitate access to high-speed internet in an equitable manner.	M/L	PD
Action 4.1.2: With the passage of H.B. 478 in the Ohio Legislature, prepare design guidelines around zoning code update to accommodate small-cell facilities to support 5G cell phone technology within the public right-of-way.	S	PD

REYNOLDSBURG COMPREHENSIVE PLAN

	TIMEFRAME	POTENTIAL PARTNERS
STRATEGY 4.2: Examine wastewater collection capacity to ensure it meets future needs.		
Action 4.2.1: Perform sanitary sewer system capacity analyses. Development can be constrained by sewer capacity. Study scenarios need to be conducted to determine the future growth and to help adjust the budget as needed to include the remedies found in the analyses.	O	PS
STRATEGY 4.3: Ensure stormwater quality is improved as Reynoldsburg's population continues to grow.		
Action 4.3.1: Establish processes to ensure detention and retention facilities and water quality features are maintained. A review of current monitoring process should be completed and recommendations made to ensure maintenance is being performed as needed.	S/M	PS
Action 4.3.2: Employ sustainable methods for roadway construction. Utilize sustainable methods in the design of streets, as recommended in this Plan.	O	PS
Action 4.3.3: Coordinate Reynoldsburg's stormwater policies with neighboring jurisdictions. Watersheds have geographic limits that are not constrained by jurisdictional boundaries. The City should understand the efforts of neighboring jurisdictions to better maintain stormwater runoff at the current levels and improve the stormwater quality.	O	PS
Action 4.3.4: Collaborate with Franklin Soil and Water Conservation District on education and outreach to the public through mailings, social media, in-person workshops and other methods as to how citizens can reduce stormwater runoff and improve water quality (rain barrels, rain gardens, planting of trees and grasses along waterways, etc.).	O	PS

06

COMMUNITY IMAGE AND BRAND

06

COMMUNITY IMAGE
AND BRAND

Community Image and Brand

OVERVIEW

A community's image and brand describes the overall impression, culture, and feel of a community. It reflects its values and encompasses almost every aspect of a city. How well-maintained is a city? Does it offer places to gather publicly? Are its streets invested in? A brand is cultivated through physical efforts such as signage, streetscape design, or architecture, as well as marketing by the City including digital messaging, community events, and social media. The following chapter includes strategies that can continue to help define and enhance the City of Reynoldsburg's image and brand.

Ultimately, the City of Reynoldsburg needs to take an active role in cultivating its own brand and identity. If the City isn't, someone else is. This could be residents on social media, or through local media outlets. The City of Reynoldsburg is competing against communities across Central Ohio, each of whom are actively shaping their own identity in a unique way. The creation and delivery of Reynoldsburg's image is a strategic process which requires comprehensive attention and long-term sustainability.

In This Chapter:

- » **Existing Conditions and Trends:** Current perception of brand, brand development, and signature places
- » **Signage Overview:** Function, Concepts, and Locations
- » **Key Findings:** Existing Conditions and Trends, Public Engagement
- » **Implementation Framework:** Goals and Strategies

A community's image and brand helps establish a sense of place and tells a compelling story of its vision for the future.

EXISTING CONDITIONS AND TRENDS

Current Perception of Brand

Understanding how residents and visitors currently view Reynoldsburg is helpful in determining how to create an effective brand moving forward. According to the Aimpoint survey responses, 41.2% of residents do not believe the City has a distinct identity, while 7.6% are unsure. Those who do think that Reynoldsburg has an identity describe it as family-oriented, suburban, and diverse. Those who think the City lacks an identity would like to see its identity centered around similar themes of community engagement and family.

As the City works to cultivate its image and brand, Reynoldsburg may consider leveraging the positive attributes identified by community members while actively engaging with those who do not believe an image or identity yet exists.

Brand Development: What's In a Brand?

The City's branding serves as a promise to residents and visitors to deliver the long-term vision for the community as defined throughout this Plan. The image and brand of a city is more than a logo or banner: it tells a compelling story to targeted audiences and consistently delivers on its brand promises.

In order to deliver on the long-term vision of a city, target audiences may be identified. What is expected from a city will vary for residents, employees, and employers, but a city should aim to develop a brand promise for each audience which reinforces, and does not contradict, the others.

- » **Current and Future Residents:** As current residents age, what is their perception of the City? As Central Ohio grows, what do prospective residents think of the community?
- » **Current and Future Employees:** Will current employees who live outside of Reynoldsburg consider moving to the City? What is needed to attract prospective employees to move to the City?
- » **Current and Future Employers:** How do current businesses view the City? Does the current image and brand reflect a strong sense of identity and leverage Reynoldsburg's economic opportunities for future employers?

Image and Branding Opportunities for Reynoldsburg

Challenges Identified During Planning Process	Opportunities
Reynoldsburg residents don't agree if the City has a current brand or image.	The community can guide the development of a desired vision and brand for the future.
Not all gateways into the city are defined, nor is there consistent gateway treatments applied.	Targeted investment along main corridors and entrances to the City can simultaneously strengthen branding, economic development, and land use decisions.
The downtown does not currently serve as the cultural and entertainment center of the community.	Olde Reynoldsburg can be strengthened to serve as a civic node and experience-based commercial center.
The City is growing and diverse.	The City can celebrate the diversity which makes it different from other places while strategically planning for growth.

COMMUNITY IMAGE AND BRAND

Signature Places in Central Ohio

Signature places, such as downtowns, parks, plazas, and mixed-use environments, can define and project a city's image and brand and establish a sense of place for residents and visitors. Leveraging an effective brand of these spaces can serve as a catalyst for future investment within the city. Enhancing Olde Reynoldsburg can help shape the identity of the Reynoldsburg. The following are three examples of signature places impacting a Central Ohio city's image and brand.

Olde Worthington, Worthington, Ohio

The downtown of Worthington, Olde Worthington, is a gathering space for the City with local shops and a nearby Village Green. Olde Worthington has historic buildings and character that create a sense of place. A high quality streetscape that includes street trees and paver sidewalks supports a comfortable environment for pedestrians and outdoor diners. The character of Olde Worthington is also reflected in the City logo, further enforcing this historic area as the image and brand of the City.

Grandview Yard, Grandview Heights, Ohio

Grandview Yard is a mixed use project that brings new retail, office, and residential units while creating an urban environment that did not exist within the City. Throughout the district, signage, materials, and landscaping is cohesive, and buildings follow urban site design principles. This creates a unique and inviting gateway into the City that is well-known around Central Ohio.

Creekside, Gahanna, Ohio

Gahanna's image and brand celebrates natural beauty along with the strength of families and commitment to growing businesses. This is reflected in Creekside, in downtown Gahanna, where water elements, including a central fountain and pathways along Big Walnut Creek, are integrated within an urban, mixed use development that supports residences and local businesses. This unique, high quality space, is used for community gatherings and promoted as a destination within the City.



(Pictured: Downtown Worthington)

Cities are increasingly identified by their downtown. Focusing improvements and branding here can help create an image of Reynoldsburg across the region.



(Pictured: Grandview Yard)

Signature developments can welcome visitors to the city, while serving housing and commercial needs.



(Pictured: Creekside, Gahanna)

Parks and open space can be used for community events and gatherings which help build a city's brand.

SIGNAGE OVERVIEW

Recommended Function

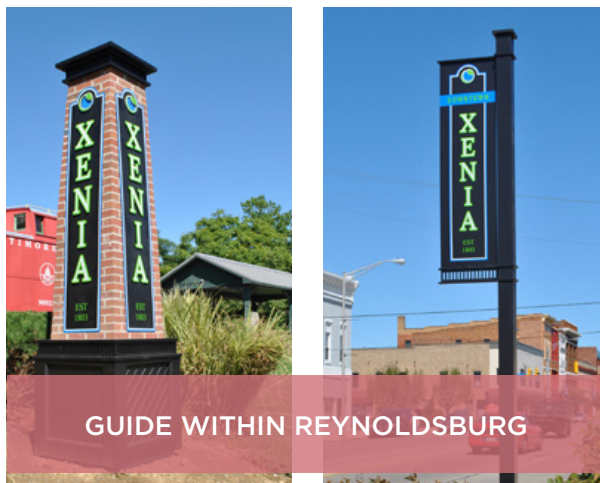
An effective branding strategy, which delivers on the promise of a long-term vision for the city, may be physically supported by appropriate signs, banners, and logos. Aligned with best practices in planning, urban design, and marketing, signage throughout the City of Reynoldsburg should meet four basic objectives:



Signage should reflect the future vision of a City. The City of South Euclid recently re-branded itself to reflect its focus on sustainability.



Branding should be amplified at gateways to the City and special districts like Downtown.



Signage should be clear and consistent across the City, but vary in design.



Creative wayfinding can navigate while adding character within a community.

COMMUNITY IMAGE AND BRAND

Signage and Gateway Concepts

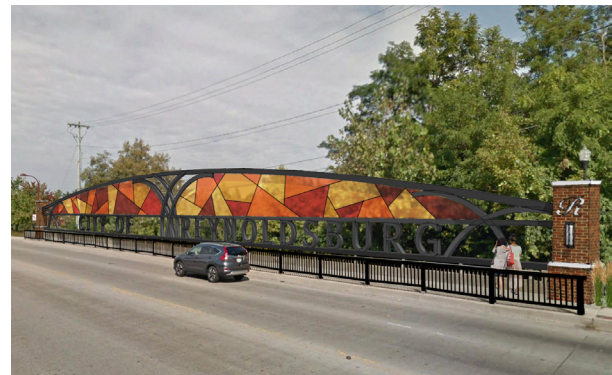
As Reynoldsburg thinks about defining its signature space, Olde Reynoldsburg, distinct signage should be incorporated into the overall design and infrastructure improvements. Implementing consistent signage concepts can add to Olde Reynoldsburg's identity while bringing distinct areas of the district together.

As development continues to occur on the south side of East Main Street, including with the construction of the YMCA, safely connecting this area with historic Olde Reynoldsburg can benefit users. Signage concepts on Main Street and Davidson Drive (above) and along the Main Street bridge into Olde Reynoldsburg (right) can assist with physically tying these two areas together.

Finally, the concept can be repeated at other public spaces throughout Olde Reynoldsburg, (including parks, public spaces, and public parking lots). The concept below is designed for the parking lot at East Main Street and Lancaster Avenue.



Main Street and Davidson Drive (looking south).



Main Street bridge into Olde Reynoldsburg.



Entrance into Main Street and Lancaster Avenue parking lot (in Olde Reynoldsburg).

REYNOLDSBURG COMPREHENSIVE PLAN

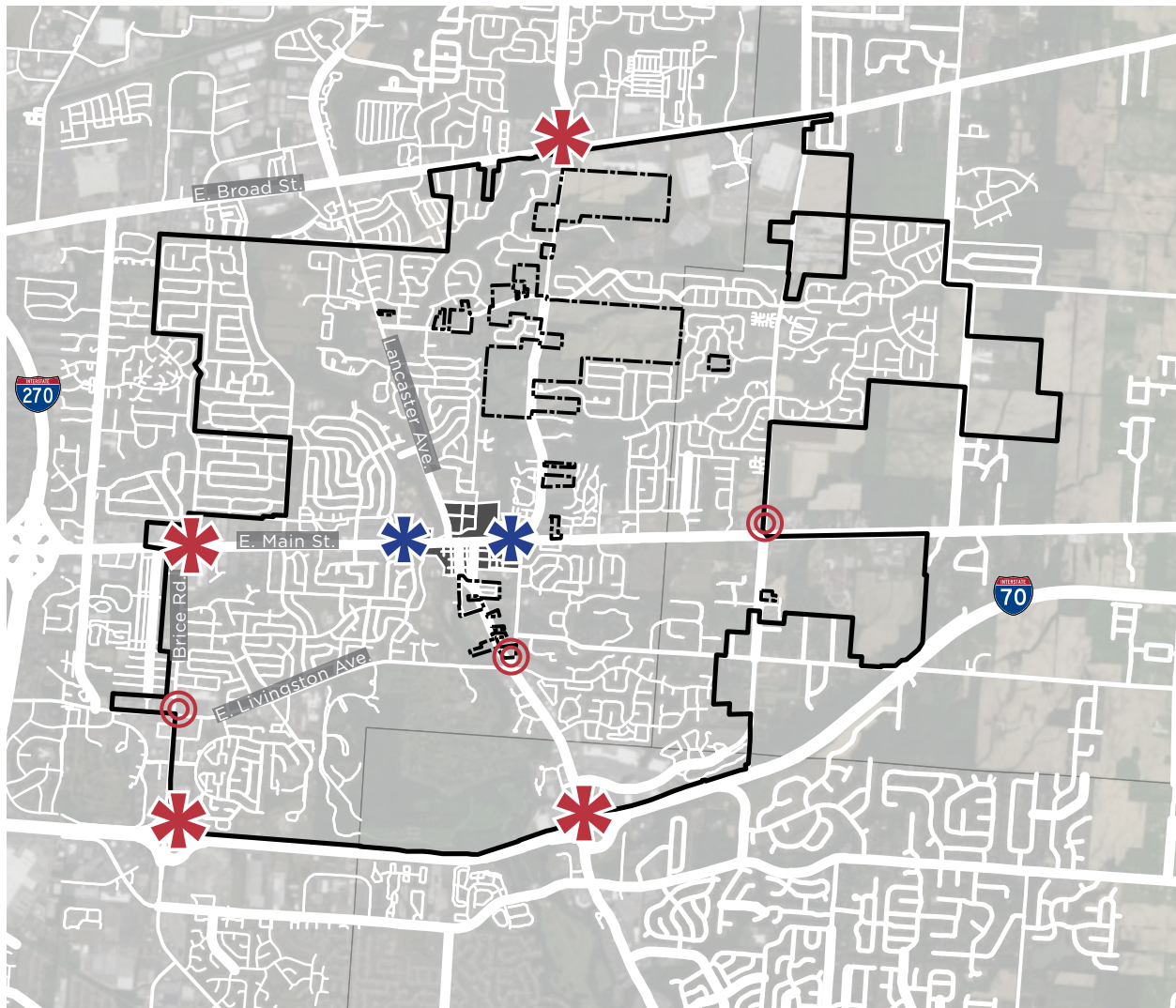
Proposed Gateway Locations

In addition to improving signage concepts throughout Olde Reynoldsburg, there are also opportunities to promote the Reynoldsburg brand at key entrances across the city.

Recommended locations for gateway signage are located on the map below. Primary gateways should help introduce residents and visitors into the City of Reynoldsburg, while secondary gateway signage can help reinforce the City's brand.

LEGEND	
	Primary Reynoldsburg Gateway
	Secondary Reynoldsburg Gateway
	Primary Olde Reynoldsburg Gateway

Figure 17: Reynoldsburg Gateways



COMMUNITY IMAGE AND BRAND

KEY FINDINGS-IMAGE & BRAND



Existing Conditions

- » Across the region, Central Ohio communities are defining their identities based on their downtowns and public spaces. (Gahanna, Hilliard, Newark, etc.) Reynoldsburg has an opportunity to define itself with its Downtown.
- » Growth in consumer spending will come from travel, eating out, and “experiences.” A strong Downtown can help the City of Reynoldsburg develop that experience.
- » The “front door” to a community reflects the City’s image and brand to residents and visitors alike. Public and private investments on East Main Street and Brice Road can help improve the City’s image.



Public Engagement

- » Most Reynoldsburg residents feel the city has a distinct identity: it is suburban, family-oriented, and multi-cultural. (*Aimpoint Survey*)
- » Residents who don’t feel like the City has an identity would like to see an identity that is family oriented and celebrates diversity. (*Aimpoint Survey*)
- » Residents and local business leaders feel the City doesn’t currently have an identity. (*Stakeholder Groups*)
- » The City of Reynoldsburg continues to grow in diversity. How should diversity be incorporated into the brand? (*Aimpoint Survey, Stakeholder Groups*)

REYNOLDSBURG COMPREHENSIVE PLAN

IMPLEMENTATION

The implementation framework includes a series of goals with related strategies and actions for each plan area. The development of the framework is a result of the public engagement process, existing conditions analysis, and understanding of best practices. It is intended to be used regularly by staff and members of the local leadership to make informed decisions regarding where and how the City grows.

The following goal, strategies, and actions relate to recommendations around Image and Brand.

RESPONSIBLE PARTIES	
	City Council (CC)
	Planning Department (PD)
	Planning Commission (PC)
	Parks & Recreation Department (P&R)
	Public Service Department (PS)
	Community Organizations (CO)

TIMEFRAME		
Short	S	0-1 years
Medium	M	1-3 years
Long	L	3+ years
Ongoing	O	Continuous

GOAL 5

DEFINE, GROW, AND PROMOTE THE CITY'S IMAGE AND BRAND.

	TIMEFRAME	POTENTIAL PARTNERS
STRATEGY 5.1: Create a marketing and branding plan.		
Action 5.1.1: Issue an RFP to a marketing and brand consultant.	S	PD/CC
Action 5.1.2: Identify and engage a variety of stakeholders, including business owners, residents, employees, and those who don't live in Reynoldsburg, in creating a marketing and branding plan.	S	PD

COMMUNITY IMAGE AND BRAND

	TIMEFRAME	POTENTIAL PARTNERS
STRATEGY 5.2: Define and promote a consistent brand message, internally and externally.		
Action 5.2.1: Identify one person on City staff, or hire a “Public Information Officer”, that is responsible for communicating the City’s messaging, programming, and project updates to the community.	S/M	CC
Action 5.2.2: Ensure that the brand message is consistent across all mediums, including online, social media, and events and programming.	O	TBD
STRATEGY 5.3: Define and apply brand elements to the public realm.		
Action 5.3.1: As part of the marketing and branding plan, create and develop a “signage package” so that updated signage and brand elements are consistent throughout the City.	M	TBD
Action 5.3.2: Identify locations, particularly in Olde Reynoldsburg and entrances to the City, to locate new signage.	M	PD/PR/PS
Action 5.3.3: Coordinate with ODOT to explore the opportunity to promote the Reynoldsburg brand on single point interchanges and bridges over I-70.	M	PS/PD
STRATEGY 5.4: Create new standards to guide private investment that will result in and create a consistent brand message.		
Action 5.4.1: In zoning code review, ensure that site design and landscape standards are strengthened to reflect renewed public investments in signage and branding	O	PD/PC

REYNOLDSBURG COMPREHENSIVE PLAN

STRATEGY 5.5: Continue to support and promote small, locally-owned businesses throughout the City, particularly in Reynoldsburg.		
Action 5.5.1: <i>In zoning code review, examine and remove any unnecessary regulations that are limiting small business growth and development.</i>	S/M	PD/PC
Action 5.5.2: <i>Collaborate with local partners, including Chamber of Commerce, on marketing the work of local businesses to the Central Ohio region.</i>	O	PD
Action 5.5.3: <i>Identify existing and potential incentive programs to use to leverage additional business development.</i>	O	PD
STRATEGY 5.6: Incorporate sustainability projects and initiatives into overall image and brand improvements for the City.		
Action 5.6.1: <i>Explore opportunities to integrate ongoing and future City-wide sustainability initiatives into promoting the image and brand of Reynoldsburg.</i>	O	PD

07

FOCUS AREAS

FOCUS AREAS

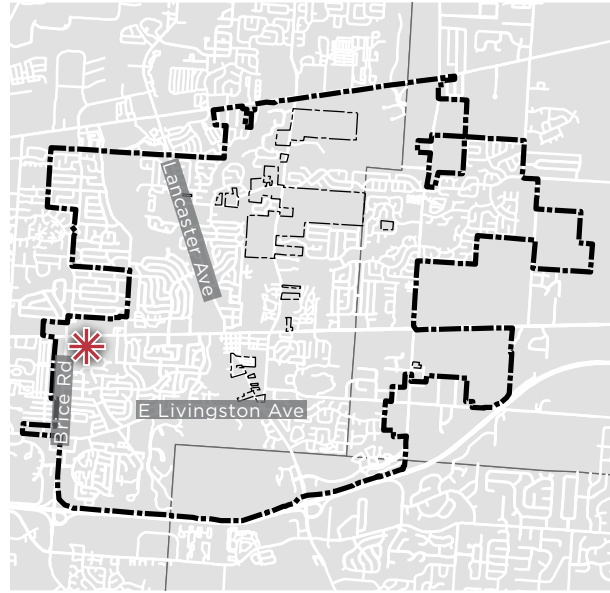
Focus Area #1

K-Mart Site

OVERVIEW

The abandoned K-Mart site at the corridor of Brice and Main represents a significant development opportunity in the City. Big-box retail, particularly developed as stand-alone stores or adjacent to strip malls are becoming increasingly obsolete as both consumer expectations and the business of receiving, storing, and shipping physical goods continues to change. Reynoldsburg has considerable retail space in the City -- reducing that footprint is essential to moving the City forward.

East Main Street is a significant corridor, not just for Reynoldsburg, but for the region. Shifting the site from outdated retail to a mixed-use development with a strong residential component presents an opportunity to transform the City and the community.



EXISTING CONDITIONS



The existing structure is setback far from the street, and is difficult to reuse in an urban fabric.



Over supply of retail and a changing market can lead to increase vacancy rates.



Nearby strip malls do not create a dynamic environment that consumers are increasingly seeking.

DEVELOPMENT GOALS



Add new residential options not currently available within Reynoldsburg.



Integrate new, smaller retail footprints throughout the site.



Transform the gateway appearance to promote the city's identity.

REYNOLDSBURG COMPREHENSIVE PLAN

Figure 18: Existing Zoning

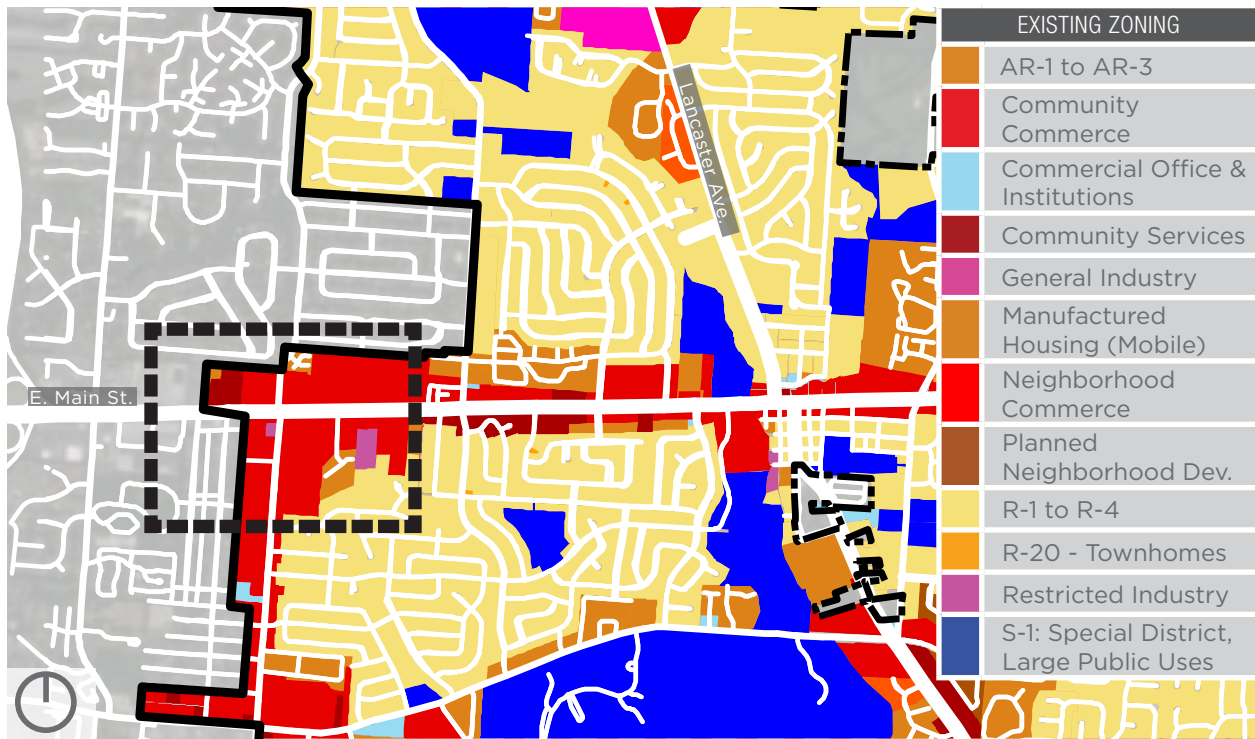
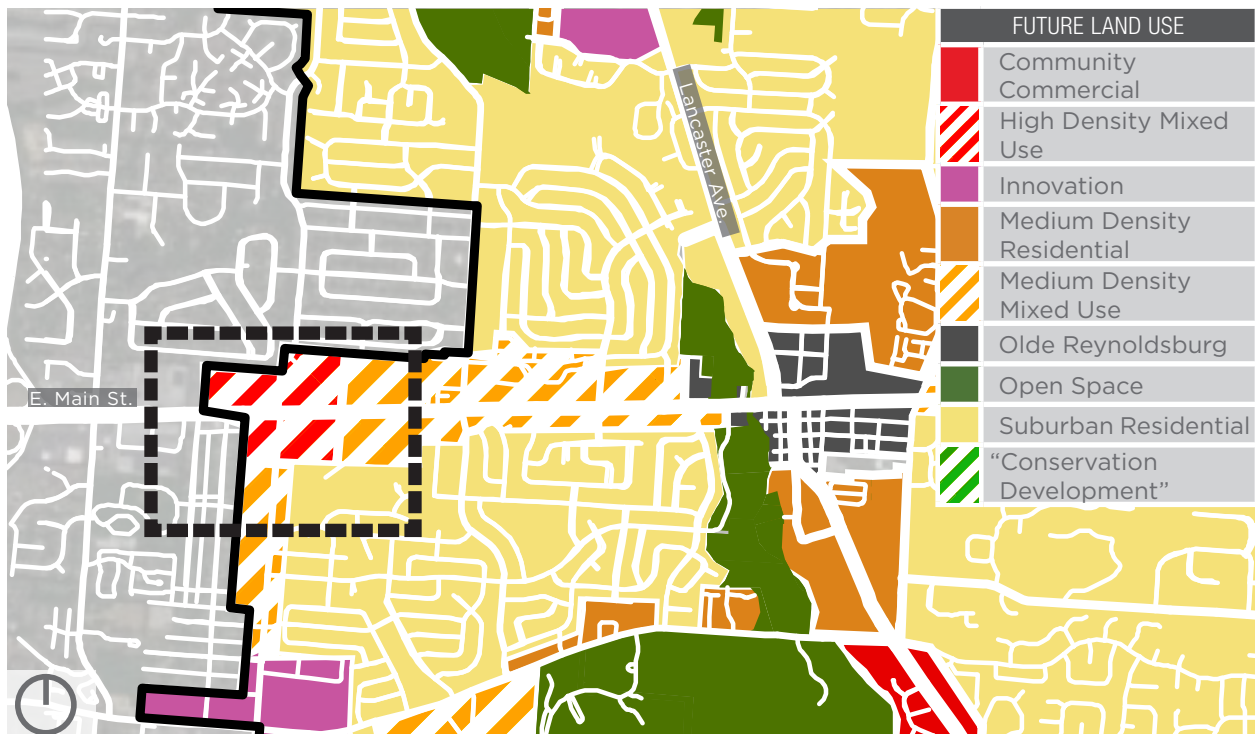


Figure 19: Future Land Use



FOCUS AREAS

THE VISION

The corner of East Main Street and Brice Road has the opportunity to transform into a dynamic entryway into the City. Anchoring one of the most visible corners of the City, a mix of quality residential, retail, and integrated greenspace creates a dynamic, space that builds social and economic value.

In the concept below, first-floor retail is accessible both on East Main Street and on a new interior road off of Brice Road. There are three to four stories of residential units above, with screened parking structures, serving the residential and retail components in this area. The southern end of the site is more dense and has an urban residential neighborhood feel. A central median park with a clubhouse and a pool anchors this part of the site, servicing approximately 200+ townhomes and apartments.

Figure 20: Development Concept



RECOMMENDED ZONING CHANGES

- » Create a new, High-Density Mixed-Use District (see Future Land Use Plan chapter).
- » Site design standards in the district should promote high-quality design and walkability through the following:
 - » Architectural massing and material standards that help brand the district as a gateway to the neighborhood
 - » Well-screened surface and structured parking
 - » Neighborhood streets
 - » Integrated centralized public spaces and civic plazas.
 - » Landscape standards

REYNOLDSBURG COMPREHENSIVE PLAN

NECESSARY CAPITAL IMPROVEMENTS

PROJECT	TIMEFRAME	RESPONSIBLE PARTY	COST
Traffic Impact Study	0-2 years	Developer	Low
Utility Evaluation	0-2 years	City Engineer	Low
Watermain*	3-5 years	City	Low
Sanitary*	3-5 years	City	Med
Roadway*	3-5 years	City	High
Stormwater/Drainage*	3-5 years	Developer	Medium

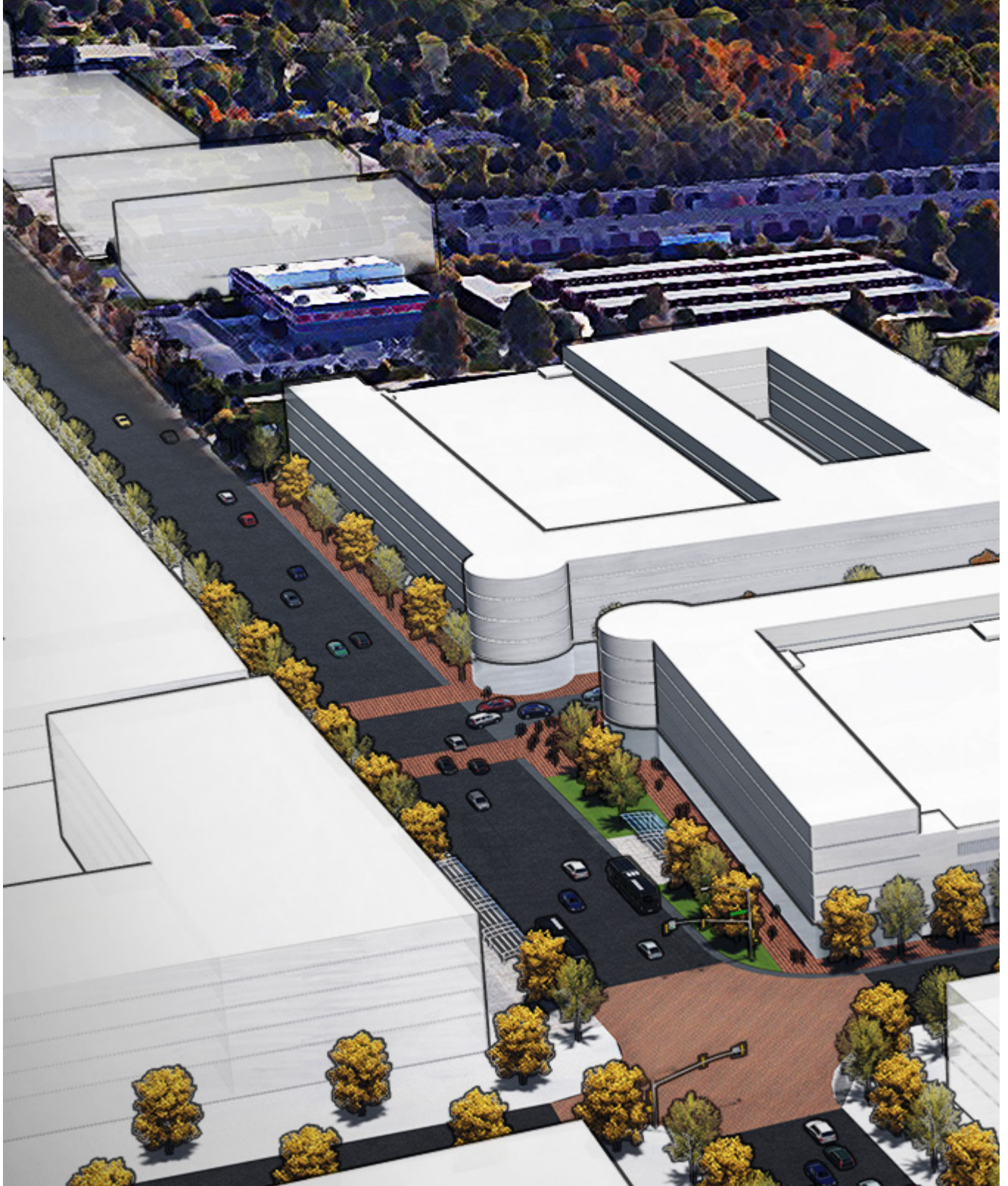
**Pending a capacity evaluation.*

PROPOSED CHARACTER

The proposed character includes townhomes and apartments with first floor retail front the street. Parking is integrated within the building but screened from sight. Buildings are constructed with natural materials, creating a quality gateway experience entering into the City.



FOCUS AREAS



Attachment: Reynoldsburg Final 12_14 (Implementation of the Comprehensive Plan)

REYNOLDSBURG COMPREHENSIVE PLAN



Attachment: Reynoldsburg Final 12_14 (Implementation of the Comprehensive Plan)

FOCUS AREAS

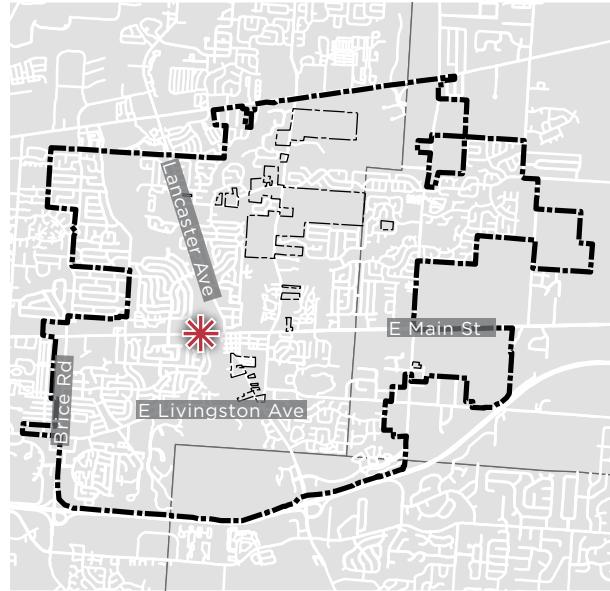
Focus Area #2

Existing Kroger Site

OVERVIEW

The existing Kroger store at Briarcliff Road and East Main Street is relocating farther east along Main Street, leaving the current strip mall without its biggest anchor. However, this is an important area in the City as the current strip mall sits within walking distance of Olde Reynoldsburg and City Hall.

Two approaches to consider with the site are to modify the existing building or completely reimagine the entire site. With either approach, the site's proximity to Olde Reynoldsburg, municipal offices, and the new YMCA can help revitalize a key underutilized area along East Main Street.



EXISTING CONDITIONS



The existing structure has a large setback from East Main Street, making it difficult to reuse.



The new Ohio Health facility should be incorporated into any new site plan.



Strengthening the site design along East Main Street is critical for creating an identity to the development.

DEVELOPMENT GOALS



Reactivate an underutilized space with an office anchor or residential opportunities.



Increase residential options for specific groups, including seniors.



Integrate high-quality commercial space along East Main Street.

REYNOLDSBURG COMPREHENSIVE PLAN

Figure 21: Existing Zoning

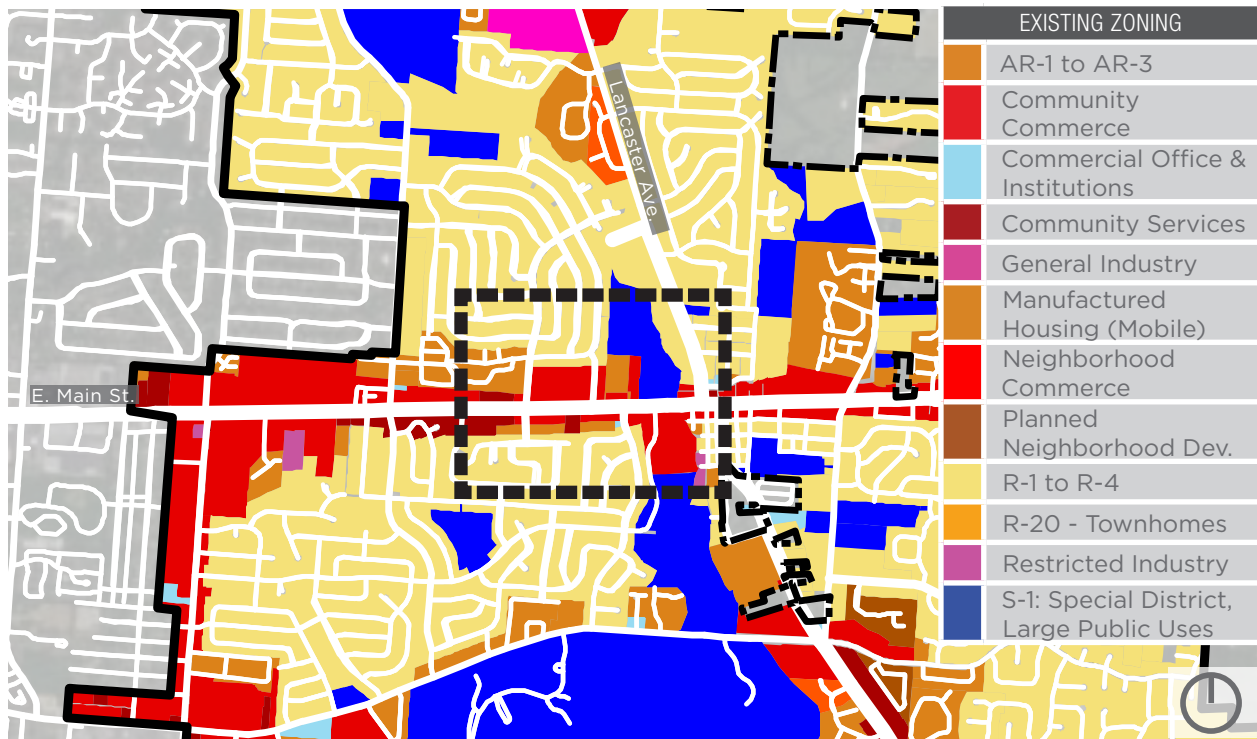
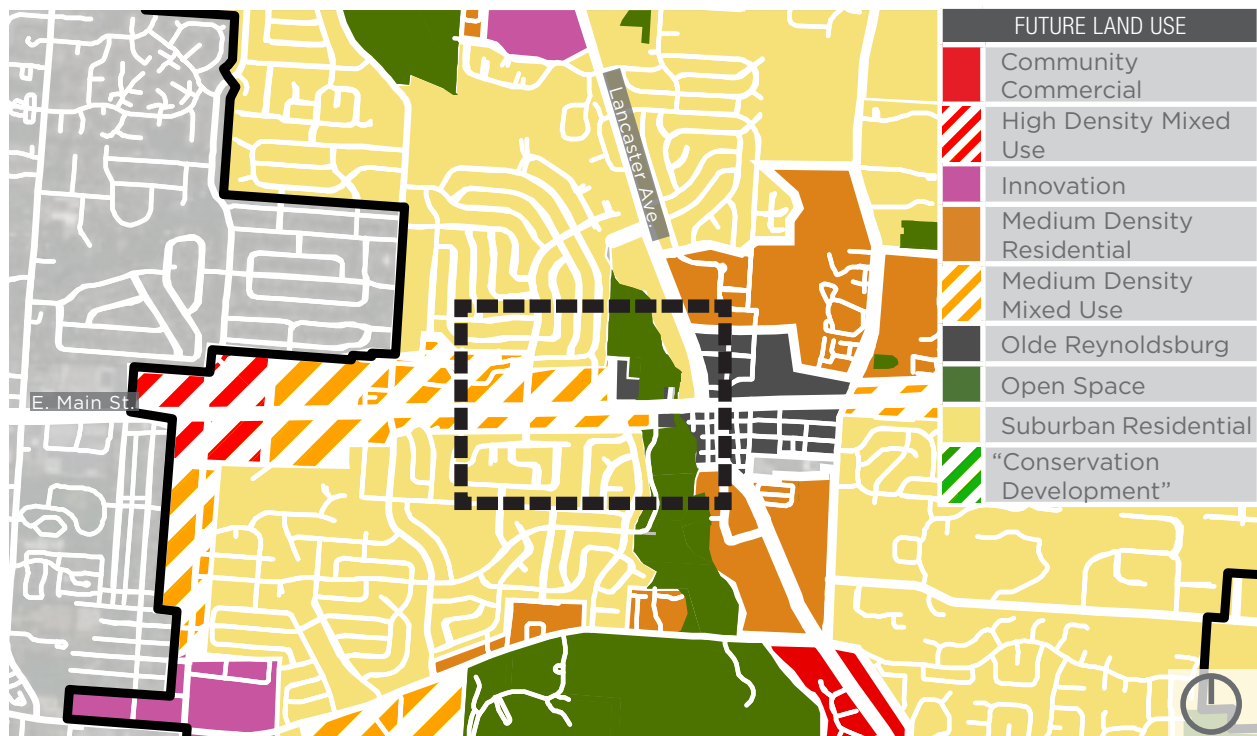


Figure 22: Future Land Use



FOCUS AREAS

VISION

The concept below reduces the big-box retail footprint along the East Main Street corridor while adding additional office or potentially residential uses within close proximity to Olde Reynoldsburg. The site is accessed through a central corridor, with three small retail footprints and an Ohio Health Center anchoring the front entrance to the site. To the rear and along the eastern edge of the site, complementary office or residential uses could function as a gateway to the residential neighborhood to the north.

RECOMMENDED ZONING CHANGES

- » Create a new mixed-use zoning district called Medium Density Mixed-Use District (see Future Land Use Chapter). The district is less

dense than High-Density Mixed-Use District and includes a mix of uses, rather than true mixed-use development.

- » Site design standards in the district should promote high-quality design and walkability through the following:
 - » Architectural massing and material standards that help brand the district as a gateway to the neighborhood.
 - » Well-screened surface and structured parking
 - » Neighborhood streets
 - » Integrated centralized public spaces and civic plazas
 - » Landscape standards

Figure 23: Development Concept



REYNOLDSBURG COMPREHENSIVE PLAN

NECESSARY CAPITAL IMPROVEMENTS

PROJECT	TIMEFRAME	RESPONSIBLE PARTY	COST
Traffic Impact Study	0-2 years	Developer	Low
Utility Evaluation	0-2 years	City Engineer	Low
Watermain*	3-5 years	City	Low
Sanitary*	3-5 years	City	Med
Roadway*	3-5 years	City	High
Stormwater/Drainage*	3-5 years	Developer	Medium

**Pending a capacity evaluation.*

PROPOSED CHARACTER

The proposed character includes retail buildings with entryways fronting the street. New office, retail, and residential development should have a consistent architectural feel, with quality materials and a balance of glazing (windows) to front facade, with a goal of 50%-60% on the front facade.



FOCUS AREAS

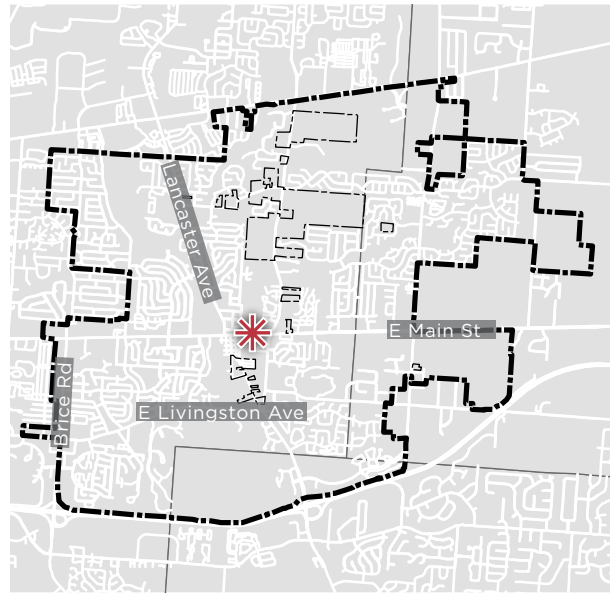
Focus Area #3

Olde Reynoldsburg

OVERVIEW

Across Central Ohio, downtowns define the identities of communities. They provide a home for residents young and old, and shops, restaurants, and parks for people to gather around. Throughout the public engagement process, residents expressed a desire to support local businesses, find new gathering places, and strengthen the City's identity. All of these objectives can be accomplished with a revitalized downtown.

Private investment is picking up along East Main Street, with new restaurants and businesses adding energy to the street. However, strategic public investments are needed to help define and strengthen the identity of Olde Reynoldsburg.



EXISTING CONDITIONS



Improving the comfort of East Main Street is critical for attracting people to Olde Reynoldsburg.



Restaurants and bars are the type of amenities important to Olde Reynoldsburg residents.



Quality site design is important for future redevelopment areas in Olde Reynoldsburg.

DEVELOPMENT GOALS



Grow downtown to strengthen the identity of the city.



Promote walkability throughout the Olde Reynoldsburg.



Strengthen the historic character of the district.

REYNOLDSBURG COMPREHENSIVE PLAN

Figure 24: Existing Zoning

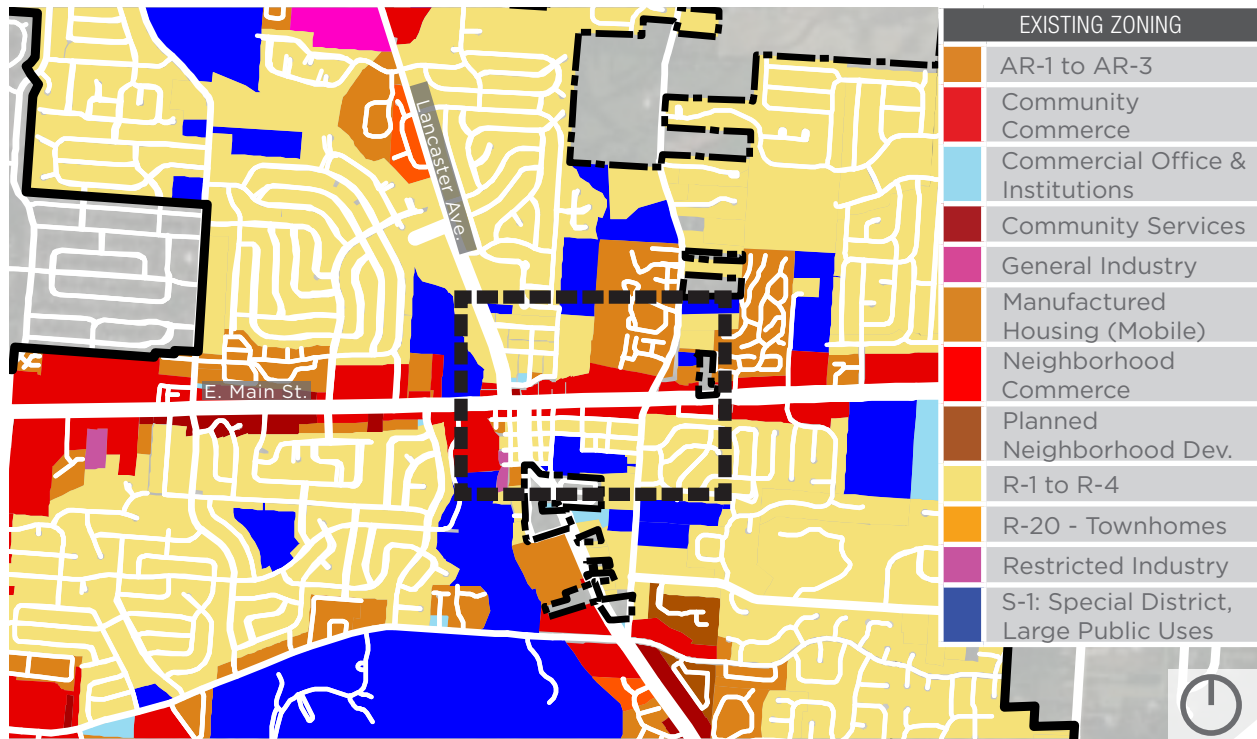
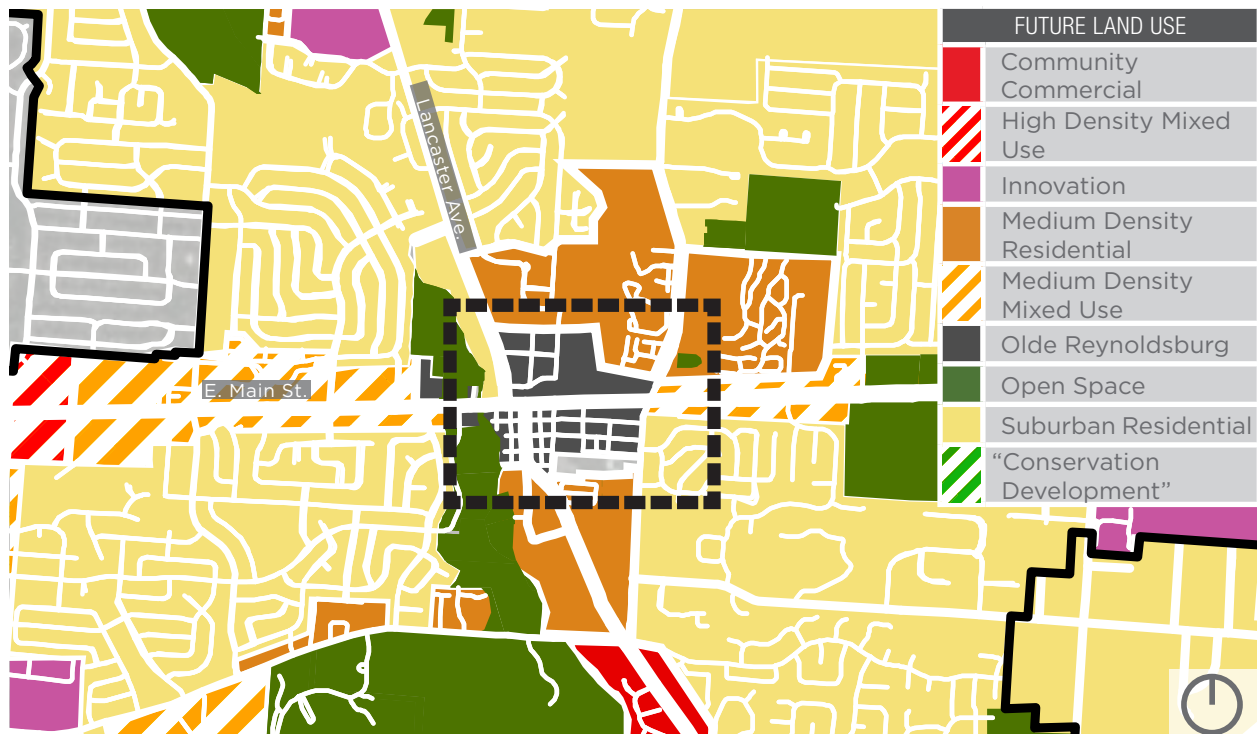


Figure 25: Future Land Use



FOCUS AREAS

VISION

Successful downtowns have a blend of public and private investments. New shops, restaurants and businesses are complemented by walkable streets, accessible parking, and public gathering spaces. Olde Reynoldsburg has a number of new private businesses along East Main Street. Proposed public improvements including design improvements along the corridor, a new public parking lot, and new parks and open spaces will increase access and safety, improve the urban environment, and create destinations where people can gather.

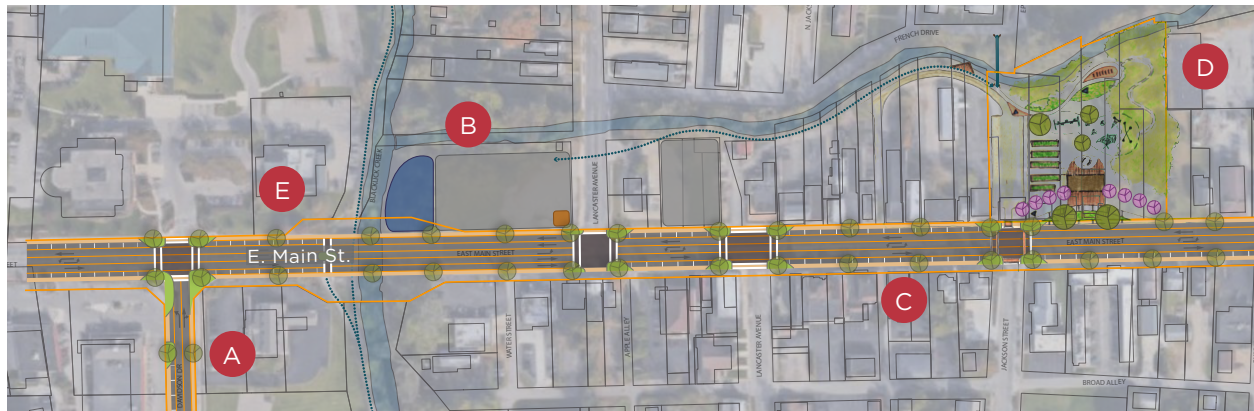
RECOMMENDED ZONING CHANGES

- » Create a new zoning district or strengthen the existing historic overlay within the community commerce district (See Future Land Use Plan).
- » Walkability and preservation can be supported through building siting where new development is encouraged to front the street. It can also be supported through design guidelines by strengthening policies that promote the preservation and reuse of historically significant structures.
- » There is an opportunity to add water, sewer, and sidewalks to all roads and major alleys where homes reside.

NECESSARY CAPITAL IMPROVEMENTS

PROJECT	TIMEFRAME	RESPONSIBLE PARTY	COST
Planning and Design Study (Roadway, Park, and Trail)	e.g. 0-2 yrs. 3-5 yrs. 5+ yrs	City Engineer	Low
Roadway Construction	3-5 years	City	High

Figure 26: Olde Reynoldsburg Capital Projects Overview



PROPOSED CAPITAL PROJECTS OVERVIEW

A	New Parking Lot (<i>under construction, 2018</i>)	D	New Park
B	New Parking Lot (<i>under construction, 2018</i>)	E	New Trail Access/Connector
C	New Traffic Lanes and Traffic Flow		

PROPOSED TRAFFIC CIRCULATION

Many successful downtowns in Central Ohio have on-street parking. The proposed traffic circulation for downtown incorporates on-street parking on both sides of Main Street. During peak travel times, parking lanes would likely be opened for travel.

On-street parking provides many benefits to the downtown while still allowing for efficient flow of traffic. This would create additional parking and easier access for local businesses compared to shared lots or parking in the rear of a building. It would also help reduce needed off-street parking, thereby conserving land for other uses. On-street parking can also increase safety by reducing vehicle speed and creating a more comfortable and safe environment for pedestrians and cyclists.

Proposed changes would need to be confirmed by a full traffic study before specific improvements can be made.

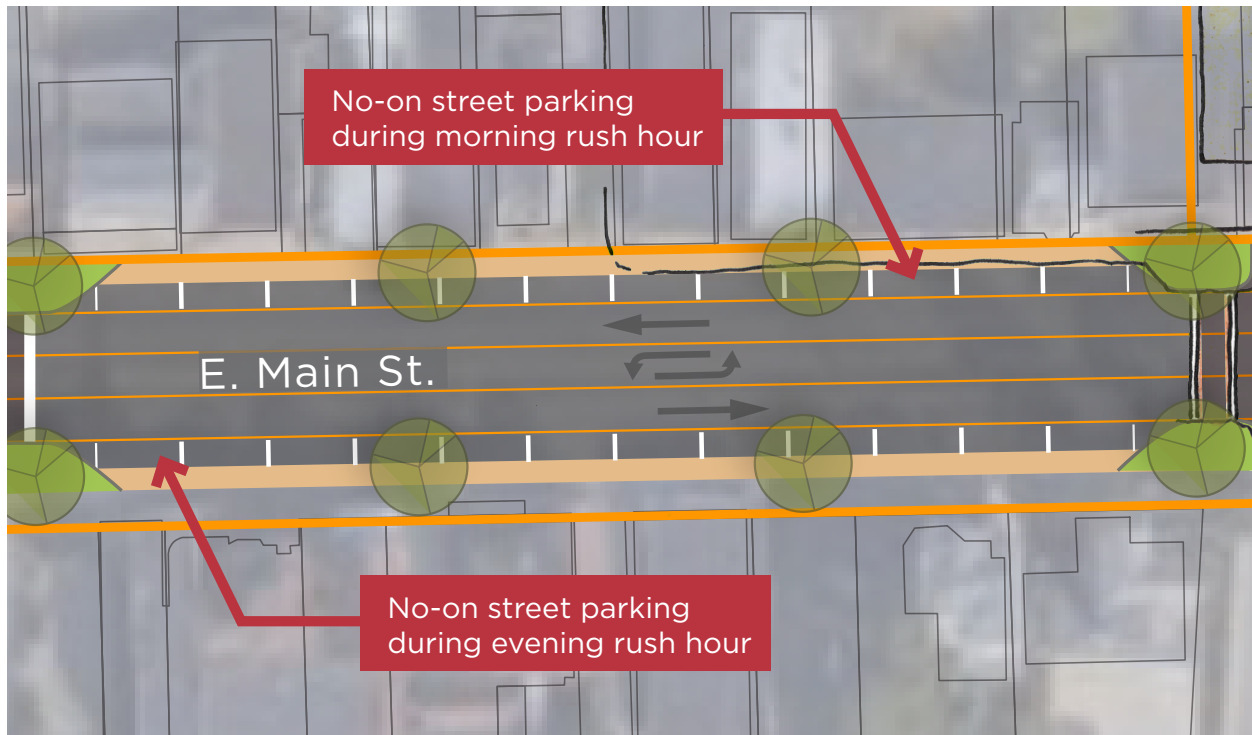


State Route 3 provides on-street parking in Uptown Westerville.



A heavily traveled corridor, U.S. 40 in Downtown Bexley allows for on-street parking.

Figure 27: Proposed Traffic Pattern with On-Street Parking



FOCUS AREAS

MAIN AND LANCASTER PARKING LOT

As part of the planning process, a design for a new parking lot and park on the corner of Lancaster Avenue and East Main Street was envisioned. The concept below, and the ultimate project, will not only add parking capacity to support businesses downtown, it will create a different type of park and gathering space, complete with various green infrastructure elements and other natural features. This will serve as one of the central gathering spaces in Olde Reynoldsburg while anchor one of the important street corners in downtown.

PARK FEATURES	
A	New Parking Lot (39 Spaces)
B	Overlook with Brick Walk
C	Overlook Structures with Seating
D	Natural Stream bank with Boulders
E	Natural Stream bank Area

Figure 28: Parking Lot & Park Concept



REYNOLDSBURG COMPREHENSIVE PLAN

THE CENTRAL PARK

Successful downtowns have public gathering spaces. Gahanna, Hilliard, Marysville, Newark, and other communities have significantly invested in parks and plazas in their downtowns. The park concept below is centrally located in Olde Reynoldsburg, adjacent to the intersection of Jackson Street and East Main Street. The park embraces East Main Street with a pavilion or plaza that overlooks the entire

park. A proposed bike trailhead along the creek helps tie the park to Olde Reynoldsburg and the larger trail system. The central green is purposefully unprogrammed to provide a flexible event space in the downtown.

Note: This rendering is one concept, and can be expanded to accommodate various program elements and opportunities. Furthermore, the park is conceptual at this location, and could be located in other areas in Olde Reynoldsburg as opportunities arise.

Figure 29: Olde Reynoldsburg Park Concept



FOCUS AREAS

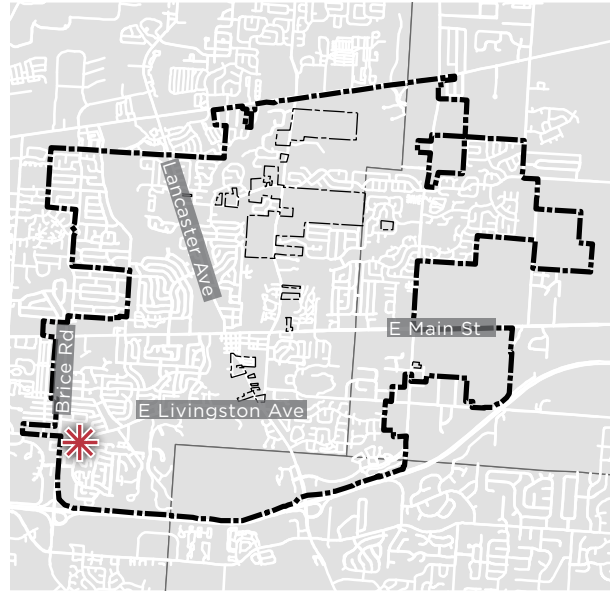
Focus Area #4

Brice and Livingston

OVERVIEW

The intersection of Brice and Livingston is a highly-visible southern gateway into the City of Reynoldsburg from I-70. The intersection, and the corridors immediately surrounding it, have suffered from a combination of disinvestment and changes to the retail marketplace, with outdated out-parcels, strip-malls, and big-box stores dominating this section of the City.

As mentioned elsewhere throughout this Plan, reducing the overall size of the City's retail footprint is essential to maintaining the City's competitiveness. There is an opportunity to reimagine the area with a mix of new, small-scale manufacturing, logistics, office, and R&D that elevates the image of the area while adding to the City's revenues.



EXISTING CONDITIONS



Landscaping, parking screening, and site design standards would improve the image of the intersection.



Strip mall style developments will continue to become obsolete, and are redevelopment opportunities.



Commercial corridors leading to the Brice and Livingston intersection are in need of a facelift.

DEVELOPMENT GOALS



Strengthen the appearance of a significant gateway into the City.



Promote new income generating uses for the city.



Accommodate land uses that will generate income for the City.

REYNOLDSBURG COMPREHENSIVE PLAN

Figure 30: Existing Zoning

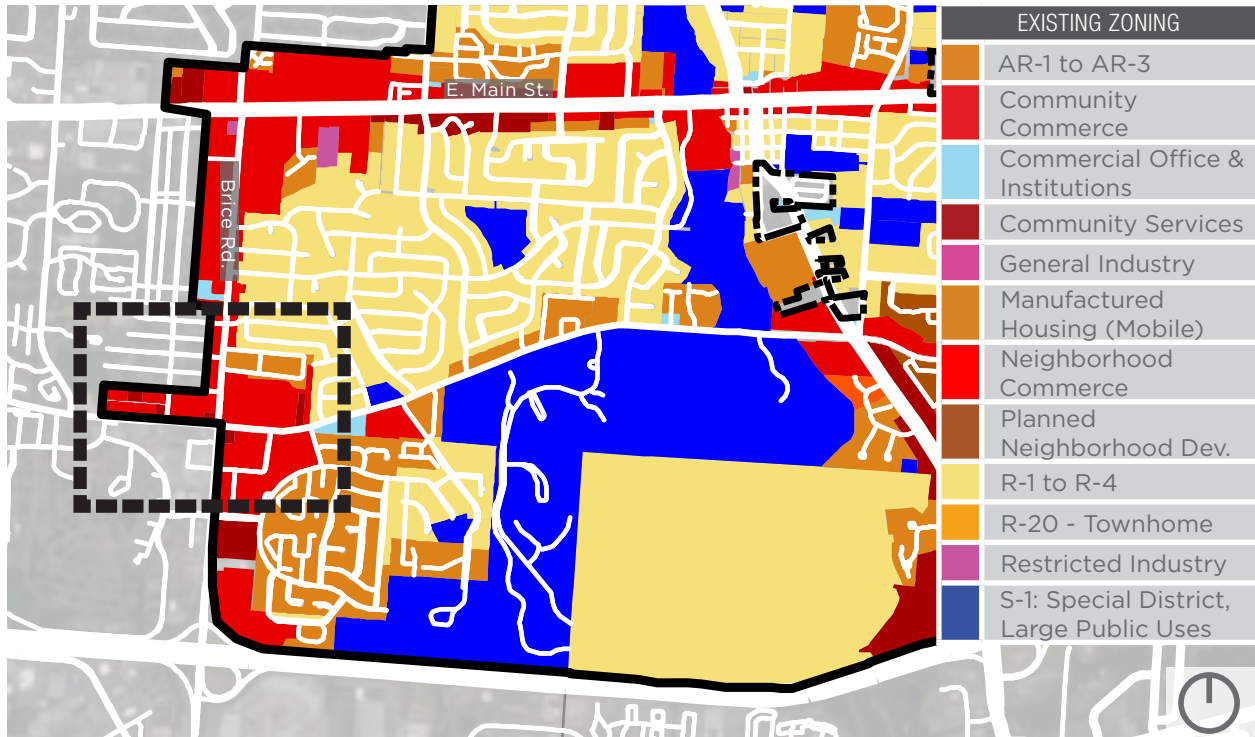


Figure 31: Future Land Use



FOCUS AREAS

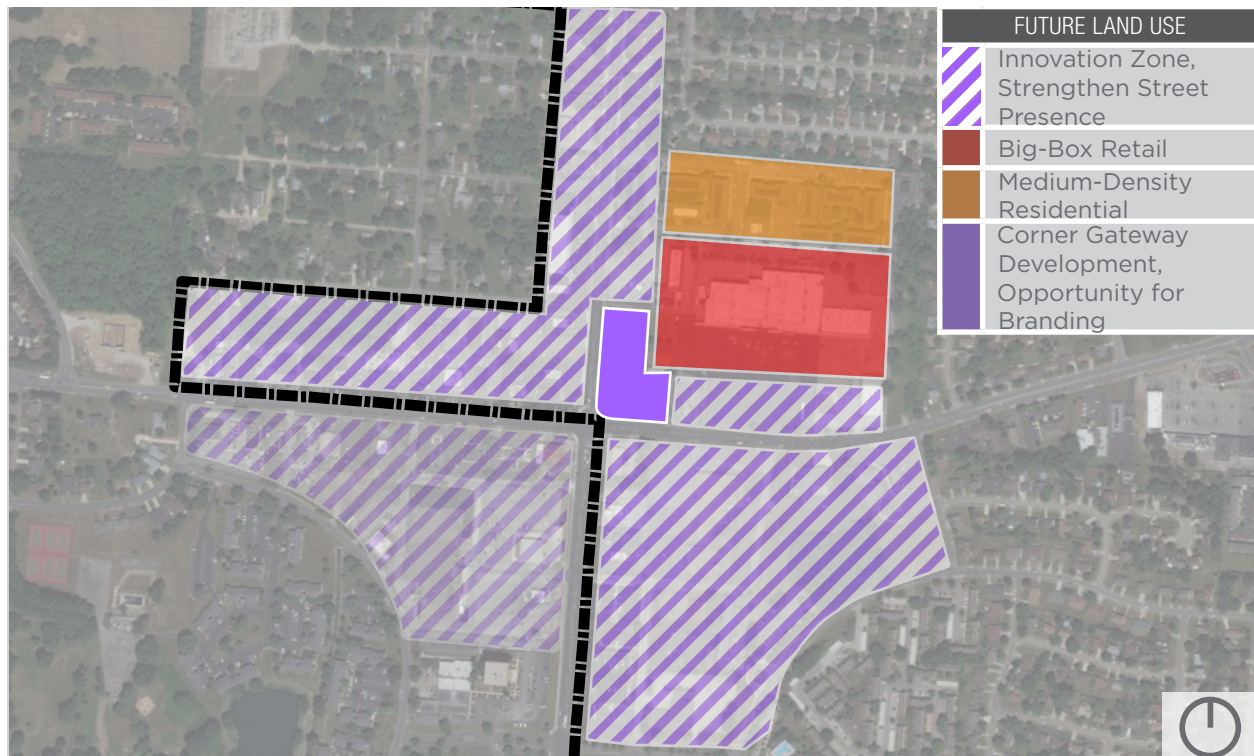
VISION

The intersection of Brice Road and Livingston Avenue has the potential to transform into a space for innovation and creativity. Uses in this district will be a range of office, research and development, and retail spaces. The design and character of the district should reflect this creativity, through the use of quality building materials and significant investment in the public realm.

RECOMMENDED ZONING CHANGES

- » Create a new, innovation district (see Future Land Use Plan chapter).
- » Site design standards in the district should promote the following:
 - » Architectural massing and material standards that can help brand the district as an innovative place in the City. This includes the use of glass and stone architectural materials.
- » Public realm improvements: Streetscape and furnishings improvements.
- » Screened parking and access management: a mix of industrial and retail uses will require well-managed access throughout the District.

Figure 32: Future Land Use Plan



REYNOLDSBURG COMPREHENSIVE PLAN

NECESSARY CAPITAL IMPROVEMENTS

PROJECT	TIMEFRAME	RESPONSIBLE PARTY	COST
Traffic Impact Study	0-2 years	Developer	Low
Utility Evaluation	0-2 years	City Engineer	Low
Watermain*	3-5 years	City	Low
Sanitary*	3-5 years	City	Med
Roadway*	3-5 years	City	High
Stormwater/Drainage*	3-5 years	Developer	Medium

**Pending a capacity evaluation.*

PROPOSED CHARACTER

Building architecture and materials create a distinct identity for a district including using stone, metal, and glass. Although buildings are large in size and may require significant parking areas, buildings and entrances are still oriented to the street with large windows for visual interest. In areas where parking must front the street, landscaping screens parking from sight and breaks-up large lots.





A

APPENDIX: PUBLIC ENGAGEMENT



APPENDIX

APPENDIX A - GOALS AND STRATEGIES

Policy Framework

Overview

The policy framework is an essential component of the Comprehensive Plan. The development of the framework is a result of the public engagement process, existing conditions analysis, and understanding of best practices. The following goals, strategies, and actions will structure the implementation of the Plan.

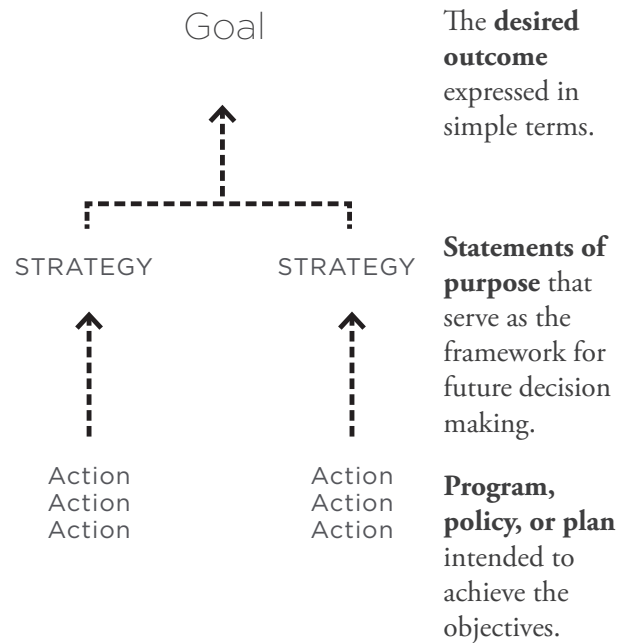
RESPONSIBLE PARTIES		
C	City Council (CC)	
P	Planning Department (PD)	
PC	Planning Commission (PC)	
	Parks & Recreation Department (P&R)	
	Public Service Department (PS)	
	Community Organizations (CO)	

TIMEFRAME		
Short	S	0-1 years
Medium	M	1-3 years
Long	L	3+ years
Ongoing	O	Continuous

POLICY HIERARCHY

Goals, Strategies, and Actions

Each plan goal has one or more strategies. Each strategy has at least one action that, if implemented, will help advance the strategies and goals of the plan.



REYNOLDSBURG COMPREHENSIVE PLAN

GOAL 1 (Housing)**PROMOTE A DIVERSE MIX OF HOUSING OPTIONS.**

	TIMEFRAME	POTENTIAL PARTNERS
STRATEGY 1.1: Promote a mix of housing options.		
Action 1.1.1: Plan for new senior housing options that are integrated with parks, recreation facilities, trails and other community amenities.	O	PC/PD
Action 1.1.2: Promote a mix of housing types such as flats, townhomes, cottages, etc., that cater to those who would like to live or remain in Reynoldsburg but would prefer not to live in a single-family home.	O	PC/PD
Action 1.1.3: Prioritize a mix of housing options, including senior housing options, within new development along the East Main Street corridor.	O	PC/PD
STRATEGY 1.2: Create new standards that will define the character and level of quality for future residential development.		
Action 1.2.1: Any new single-family or multi-family residential development should integrate quality greenspace.	O	PC/PD
Action 1.2.2: New residential developments should strengthen the street character. New multi-family buildings should have minimal setbacks. New single	O	PC/PD
STRATEGY 1.3: Target new multi-family developments in the Focus Areas outlined in this Plan.		
Action 1.3.1: Promote residential development and mixed-use development near Brice and Main street.	S	PD
Action 1.3.2: Continue to find opportunities to add residential development in or around Olde Reynoldsburg.	M	PD

APPENDIX A - GOALS AND STRATEGIES

GOAL 1 (*Housing*)

PROMOTE A DIVERSE MIX OF HOUSING OPTIONS.

	TIMEFRAME	POTENTIAL PARTNERS
STRATEGY 1.4: Strengthen existing single-family neighborhoods and multi-family districts.		
Action 1.4.1: Bolster code enforcement in older, or more targeted neighborhoods. This includes strengthening existing City rental inspection programs.	S/O	PS
Action 1.4.2: Continue to maintain and invest in infrastructure with a high-level of service throughout single-family neighborhoods.	O	PS
Action 1.4.3: Pursue neighborhood improvement and grant programs to provide needed assistance in neighborhoods.	S/O	PD/PS

GOAL 2 (*Economy and Land Use*)

DIVERSIFY AND BALANCE A MIX OF LAND USE TYPES THAT CREATES ECONOMIC RESILIENCY WHILE PROMOTING A DISTINCT CHARACTER.

	TIMEFRAME	POTENTIAL PARTNERS
STRATEGY 2.1: Update codes, regulations, and plans to align with the Future Land Use Map.		
Action 2.1.1: Update the City's Zoning Code to align with the Future Land Use Map and district descriptions and regulations.	S	PD/PC
Action 2.1.2: Align updates of the Capital Improvements Plan with the Comprehensive Plan.	S	PS
Action 2.1.3: Coordinate MORPC's regional planning initiatives with future planning documents and studies.	O	PS/PD/PR
Action 2.1.4: Update City-wide business friendly processes to expedite approval process for developments identified in this document and the future land use map. The permit to approval time should take no longer than 30 days.	S	PD/PC
STRATEGY 2.2: Transition the Brice and Main area to a unique and dynamic mixed-use development.		
Action 2.2.1: Work with public and private agencies (e.g. REDI) to promote redevelopment of focus areas.	S	PD/CC
Action 2.2.2: Use existing TIF's and create new ones as needed to finance future capital improvements associated with development in the area.	O	PD/PS
Action 2.2.3: Leverage the potential of the Opportunity Zone to attract future private investment in the Brice Road area.	S	PD
Action 2.2.4: Work with MORPC and COTA to integrate mass transit into future development plans in the area.	O	PD/PS

APPENDIX A - GOALS AND STRATEGIES

GOAL 2 (*Economy and Land Use*)

DIVERSIFY AND BALANCE A MIX OF LAND USE TYPES THAT CREATES ECONOMIC RESILIENCY WHILE PROMOTING A DISTINCT CHARACTER.

	TIMEFRAME	POTENTIAL PARTNERS
STRATEGY 2.3: Grow Olde Reynoldsburg as the cultural and entertainment center of the community.		
Action 2.3.1: Create new public space areas that will serve to create a sense of place and provide opportunities for gathering and entertainment.	O	PD/PR
Action 2.3.2: Embrace the waterways in all future design decisions.	O	PD/PR
Action 2.3.3: Explore the opportunity to create on-street parking on East Main St. to expand parking options and improve walkability.	S	PD/PS
Action 2.3.4: Consider implementing tools to promote the growth and reinvestment of the Downtown District, including Tax Increment Financing, Designated Outdoor Refreshment Area (DORA), or a Special Improvement District, among other programs.	S	PD/CC/PR
Action 2.3.5: Create gateways that define and brand Olde Reynoldsburg, including arches, signage, public art, etc.	S	PD/PS
Action 2.3.6: Expand off-street parking options with high-quality landscape screening.	O	PD/PS/CC
STRATEGY 2.4: Transition the Brice Rd. and Livingston Ave. area to a light industrial, innovation, and logistics center that capitalizes and builds on access to the I-70 corridor.		
Action 2.4.1: Partner with the City of Columbus to transition outdated commercial uses into spaces competitive in the marketplace.	M	PD
Action 2.4.2: Develop a unique brand to promote the innovation in the Innovation District.	M	PD

GOAL 3 (Mobility)

A SAFE, EFFICIENT, AND ACCESSIBLE TRANSPORTATION NETWORK THAT INCLUDES A RANGE OF MOBILITY OPTIONS

	TIMEFRAME	POTENTIAL PARTNERS
STRATEGY 3.1: Expand the sidewalk and bikeway networks to provide connectivity within Reynoldsburg and the region.		
Action 3.1.1: Create multi-use paths along at least one side of new roadways where appropriate. While many residential streets may be appropriate for on-street bike facilities, busier streets with higher vehicle counts are better suited for off-street paths.	O	PS/PD
Action 3.1.2: Establish partnerships with area jurisdictions and state agencies and organizations on bikeways and trails. Coordinate the extension of bikeways and trails into adjacent townships and municipalities by collaborating with Central Ohio Greenways, MORPC, Metroparks, City of Columbus, Townships, and other entities. Collaborative efforts may enable special funding or cost-sharing opportunities.	O	PS/PR/PD
Action 3.1.3: Require that bicycle parking facilities (bike racks or shelters) are included on new development plans where appropriate. Include requirements for bike parking facilities within the suggested update to the City's zoning code.	O	PS/PR/PD
Action 3.1.4: Ensure that any roadway and non-motorized transportation improvements meet the needs of all users in Reynoldsburg, including seniors, young people, and those with physical limitations.	O	PS

APPENDIX A - GOALS AND STRATEGIES

GOAL 3 (Mobility)

A SAFE, EFFICIENT, AND ACCESSIBLE TRANSPORTATION NETWORK THAT INCLUDES A RANGE OF MOBILITY OPTIONS

	TIMEFRAME	POTENTIAL PARTNERS
STRATEGY 3.2: Reduce congestion and improve quality of main corridors and intersections.		
Action 3.2.1: Manage access points onto parkways and boulevards (arterials and major collectors). Access management should be applied on all boulevards and parkways and on avenues in commercial settings to provide for adequate, safe and properly designed entrances and exits to and from developments.	O	PS/PC/PD
Action 3.2.2: Consider the use of roundabouts at local intersections. Modern roundabouts have been demonstrated to improve efficiency and safety at critical intersections. The City should consider roundabouts at intersections where appropriate.	O	PS
Action 3.2.3: Require traffic impact studies for most development proposals. Development proposals that meet certain criteria should be required to submit a traffic impact study as part of the review process.	O	PS
Action 3.2.4: Develop partnerships to leverage the work of the City of Columbus' Smart City Grant. The Smart City Grant (from the US Department of Transportation), has made Columbus an epicenter for testing "intelligent" transportation systems.	O	PS/PD

GOAL 3 (Mobility)

A SAFE, EFFICIENT, AND ACCESSIBLE TRANSPORTATION NETWORK THAT INCLUDES A RANGE OF MOBILITY OPTIONS

	TIMEFRAME	POTENTIAL PARTNERS
STRATEGY 3.3: Expand public transportation options.		
Action 3.3.1: Continue to coordinate with the Central Ohio Transit Authority (COTA). Meet with COTA officials at least annually to identify opportunities to improve public transportation in the City. As needed, share significant development proposals to assess their design with regard to viability of transit.	O	PS/PD
STRATEGY 3.4: Ensure that new developments are connected into the existing transportation network.		
Action 3.4.1: Require street and trail connectivity between developments. Update the land development regulations to require that development plans include street and trail connections to adjacent development. At the edge of the City, stub streets should be included in subdivisions with the expectation that those streets will be connected to future development.	O	PS/PD/PC
STRATEGY 3.5: Expand trail connectivity in and around Olde Reynoldsburg.		
Action 3.5.1: Develop a connection west of the Main Street Bridge, on the north side of the street, to connect to the Blacklick Trail.	S	PD/PS/PR
Action 3.5.2: Develop and implement a non-motorized network through Old Reynoldsburg along the French Run Creek.	S	PD/PS/PR

APPENDIX A - GOALS AND STRATEGIES

GOAL 3 (*Mobility*)

A SAFE, EFFICIENT, AND ACCESSIBLE TRANSPORTATION NETWORK THAT INCLUDES A RANGE OF MOBILITY OPTIONS

	TIMEFRAME	POTENTIAL PARTNERS
STRATEGY 3.6: Ensure Reynoldsburg is prepared for the adoption of autonomous and connected vehicles.		
Action 3.6.1: <i>Ensure that a zoning code update incorporates anticipated changes in land use and parking requirements as a result of autonomous vehicles.</i>	S	PD
Action 3.6.2: <i>Planning Commission should consider the impact of autonomous vehicles in development review.</i>	O	PC

GOAL 4 (*Utilities and Infrastructure*)

COORDINATE FUTURE INFRASTRUCTURE INVESTMENTS WITH ANTICIPATED GROWTH AND DEVELOPMENT

	TIMEFRAME	POTENTIAL PARTNERS
STRATEGY 4.1: Explore opportunities around implementing fiber infrastructure.		
Action 4.1.1: Explore partnerships with technology companies and other utilities to facilitate access to high-speed internet in an equitable manner.	M/L	PD
Action 4.1.2: With the passage of H.B. 478 in the Ohio Legislature, prepare design guidelines around zoning code update to accommodate small-cell facilities to support 5G cell phone technology within the public right-of-way.	S	PD
STRATEGY 4.2: Examine wastewater collection capacity to ensure it meets future needs.		
Action 4.2.1: Perform sanitary sewer system capacity analyses. Development can be constrained by sewer capacity. Study scenarios need to be conducted to determine the future growth and to help adjust the budget as needed to include the remedies found in the analyses.	O	PS

APPENDIX A - GOALS AND STRATEGIES

GOAL 4 (*Utilities and Infrastructure*) COORDINATE FUTURE INFRASTRUCTURE INVESTMENTS WITH ANTICIPATED GROWTH AND DEVELOPMENT

	TIMEFRAME	POTENTIAL PARTNERS
STRATEGY 4.3: Ensure stormwater quality is improved as Reynoldsburg's population continues to grow.		
Action 4.3.1: Establish processes to ensure detention and retention facilities and water quality features are maintained. A review of current monitoring process should be completed and recommendations made to ensure maintenance is being performed as needed.	S/M	PS
Action 4.3.2: Employ sustainable methods for roadway construction. Utilize sustainable methods in the design of streets, as recommended in this Plan.	O	PS
Action 4.3.3: Coordinate Reynoldsburg's stormwater policies with neighboring jurisdictions. Watersheds have geographic limits that are not constrained by jurisdictional boundaries. The City should understand the efforts of neighboring jurisdictions to better maintain stormwater runoff at the current levels and improve the stormwater quality.	O	PS
Action 4.3.4: Collaborate with Franklin Soil and Water Conservation District on education and outreach to the public through mailings, social media, in-person workshops and other methods as to how citizens can reduce stormwater runoff and improve water quality (rain barrels, rain gardens, planting of trees and grasses along waterways, etc.).	O	PS

GOAL 5 (*Image and Brand*)

DEFINE, GROW, AND PROMOTE THE CITY'S IMAGE AND BRAND.

	TIMEFRAME	POTENTIAL PARTNERS
STRATEGY 5.1: Create a marketing and branding plan.		
Action 5.1.1: Issue an RFP to a marketing and brand consultant.	S	PD/CC
Action 5.1.2: Identify and engage a variety of stakeholders, including business owners, residents, employees, and those who don't live in Reynoldsburg, in creating a marketing and branding plan.	S	PD
STRATEGY 5.2: Define and promote a consistent brand message, internally and externally.		
Action 5.2.1: Identify one person on City staff, or hire a "Public Information Officer", that is responsible for communicating the City's messaging, programming, and project updates to the community.	S/M	CC
Action 5.2.2: Ensure that the brand message is consistent across all mediums, including online, social media, and events and programming.	O	TBD
STRATEGY 5.3: Define and apply brand elements to the public realm.		
Action 5.3.1: As part of the marketing and branding plan, create and develop a "signage package" so that updated signage and brand elements are consistent throughout the City.	M	TBD
Action 5.3.2: Identify locations, particularly in Olde Reynoldsburg and entrances to the City, to locate new signage.	M	PD/PR/PS
Action 5.3.3: Coordinate with ODOT to explore the opportunity to promote the Reynoldsburg brand on single point interchanges and bridges over I-70.	M	PS/PD

APPENDIX A - GOALS AND STRATEGIES

GOAL 5 (*Image and Brand*)

DEFINE, GROW, AND PROMOTE THE CITY'S IMAGE AND BRAND.

	TIMEFRAME	POTENTIAL PARTNERS
STRATEGY 5.4: Continue to support and promote small, locally-owned businesses throughout the City, particularly in Reynoldsburg.		
Action 5.4.1: In zoning code review, examine and remove any unnecessary regulations that are limiting small business growth and development.	S/M	PD/PC
Action 5.4.2: Collaborate with local partners, including Chamber of Commerce, on marketing the work of local businesses to the Central Ohio region.	O	PD
Action 5.4.3: Identify existing and potential incentive programs to use to leverage additional business development.	O	PD
STRATEGY 5.5: Incorporate sustainability projects and initiatives into overall image and brand improvements for the City.		
Action 5.5.1: Explore opportunities to integrate ongoing and future City-wide sustainability initiatives into promoting the image and brand of Reynoldsburg.	O	PD

REYNOLDSBURG COMPREHENSIVE PLAN

PLANNED ROADWAY IMPROVEMENTS

The City of Reynoldsburg has a number of planned roadway improvement projects. Recent planning studies conducted by the City and MORPC indicate that increases in traffic volumes are expected on several roadways in and around Reynoldsburg. This planned increase in traffic volumes may exceed the existing capacity of those roads at peak times. However, roadway expansion isn't the answer. Often times, as transportation planners provide additional lanes of traffic to alleviate congestion, these new lanes fill up with more traffic, failing to solve congestion while adding a significant cost to the taxpayer.

Instead, future roadway development should align with the new roadway classifications outlined in this Chapter. Many planned roadway improvements should include bikeway facilities and additional off-street trails are planned as the City grows. Smart and safe transportation choices offer reduced congestion, support and encourage desirable growth and character of place, and integrate private vehicles, public transportation, biking, and walking.

PLANNED ROADWAY IMPROVEMENTS

Main Street 1

LOCATION: WESTERN CITY LIMITS TO TAYLOR ROAD

This is a collaborative project with Ohio Department of Transportation (ODOT) to resurface East Main Street using a mill/overlay methodology. Repairing pavement and roadway conditions along this main corridor will improve the useful life and safe traffic movements. This section is approximately 197,820 S.Y. of roadway reconstruction. This project is being funded through the ODOT Urban Paving Program, which is an 80%-ODOT and 20%-City split.

Waggoner Road 2

LOCATION (PHASE 1): EAST MAIN STREET TO PRIESTLY DRIVE

Improvements include full reconstruction and widening of the roadway throughout the entire corridor with the addition of curb, a bike path, and sidewalk. Upgrades to the street lighting and water line are included. This section is approximately 16,500 S.Y. of roadway reconstruction. The City of Reynoldsburg applied for \$5M of funding assistance from the State Capital Improvement Program for this project.

LOCATION (PHASE 2): PRIESTLY DRIVE TO RODEBAUGH ROAD

Improvements include full reconstruction and widening of the roadway throughout the entire corridor with the addition of curb, a bike path, and sidewalk. This section is approximately 21,020 S.Y. of roadway reconstruction. Similar to Phase 1, this project will require additional outside funding and will be the subject of a future Ohio Public Works Commission, Issue 2, funding application.

Davidson Drive 3

LOCATION: EAST MAIN STREET TO HAFT DRIVE

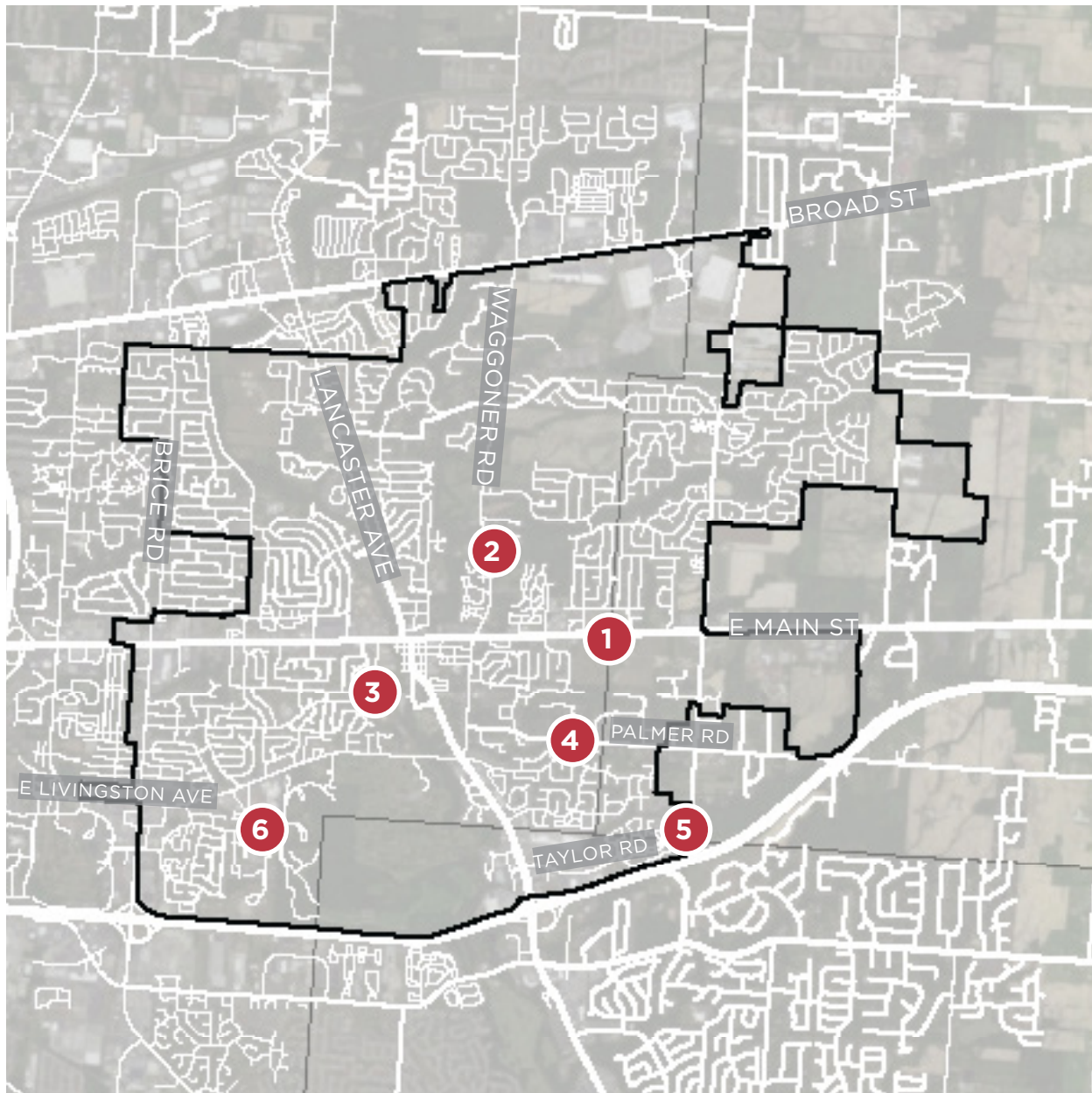
This project would focus on the roadway reconstruction of Davidson Drive. This work would replace the failing inverted crown concrete pavement section with a curbed, asphalt roadway. Storm sewers and inlets would be installed to provide better drainage, adding life to the roadway. This section is 4,700' x 26' (13,578 S.Y.)

Palmer Road 4

LOCATION: GRAHAM ROAD TO EAST CORP. LIMIT

Palmer Road is in need of reconstruction. This work would reinforce the base of the road to provide longer life to the road surface. The road would be widened by four feet to provide proper lane widths. Storm sewers and inlets would be installed to provide better drainage, adding life to the roadway. This section is 4,700' x 26' (13,578 S.Y.)

PLANNED ROADWAY IMPROVEMENTS



Taylor Road 5

LOCATION: MAIN STREET TO BROAD STREET
Taylor Road is in need of milling and paving from Main Street to Broad Street. Some curb repairs and storm inlet repairs will be needed. This section is 11,600' x 36' (46,400 S.Y.) This project will be evaluated further to determine if it is a good candidate for outside funding assistance.

Baldwin Road 6

LOCATION: WOODSEDGE DRIVE TO JUNIOR HIGH SCHOOL
This section of Baldwin Road and Woodsedge Drive is in very poor condition. It measures 1,680' x 26' (4,854 S.Y.). This work will consist of the reconstruction of the roadway and repairs to storm sewer inlets. This street is heavily traveled by school buses.



REYNOLDSBURG CITIZEN SURVEY

April 30th, 2018

CONFIDENTIAL
AimpointResearch.com



AIMPOINT RESEARCH

Attachment: Reynoldsburg Final 12_14 (Implementation of the Comprehensive Plan)



Telephonic Survey

Research Approach

Participants

300

Residents

Target Audience

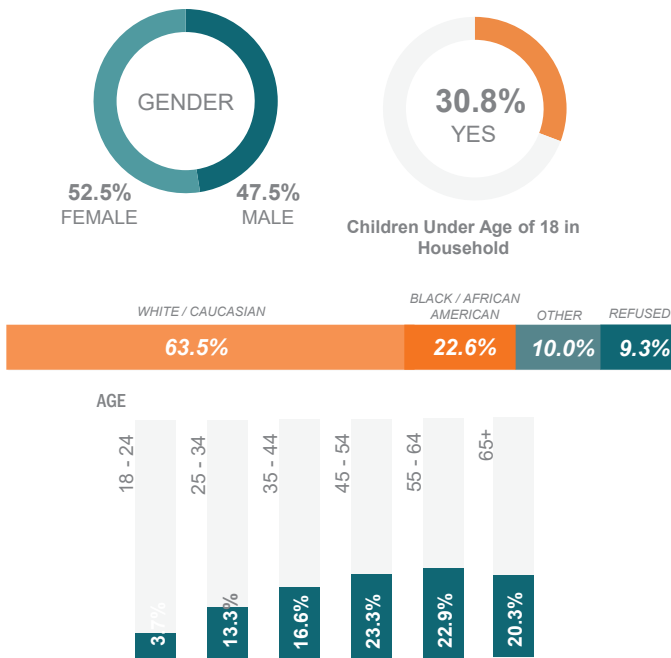
Current residents of Reynoldsburg, Ohio

Field Dates

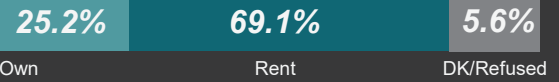
April 19th – April 26th



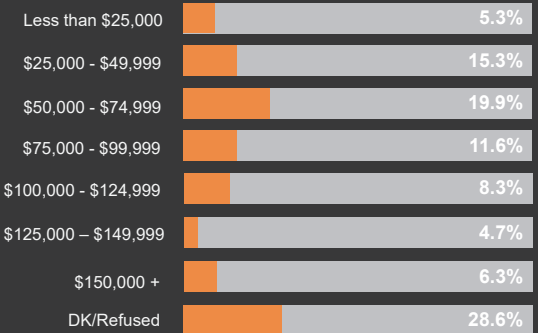
Profile of Respondents



HOME OWNERSHIP



HOUSEHOLD INCOME



YEARS IN REYNOLDSBURG

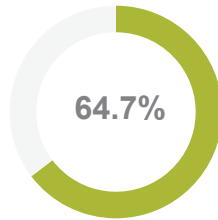


Key Takeaways

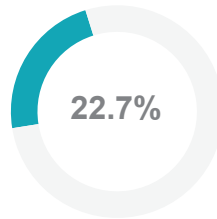
1. Residents are generally satisfied about living in Reynoldsburg (Slides 5, 10)
2. Reynoldsburg is viewed as being a family oriented multi-cultural suburban community (6)
3. Family is the main reason that residents have moved to Reynoldsburg (13)
70% plan to still live in Reynoldsburg in 5 years (14)
Lifestyle change and family are main reasons for leaving (16)
4. Residents are most satisfied with public parks and access to healthcare (12)
5. The most significant challenge is infrastructure (11)
6. Redeveloping existing properties and growing businesses (19) in existing corridors (20) are preferred strategies to deal with increased population growth
Specifically redeveloping old retail locations, K-mart, Big Lots and Kroger (21)
7. Senior housing and single family residential are top housing needs (24)

The 3 to 1 ratio suggests a high level of satisfaction with the direction of the city.

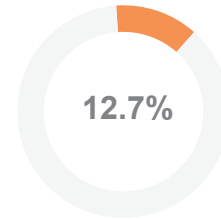
RIGHT DIRECTION



WRONG TRACK



DON'T KNOW



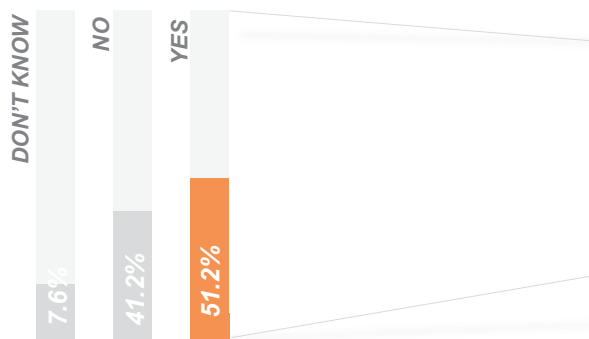
Source: All Respondents

Q2: Generally speaking, would you say things here in Reynoldsburg are going in the right direction, or have they gotten off on the wrong track?

5

Most residents believe Reynoldsburg has a distinct identity: it is primarily viewed as a suburban, family oriented, multi-cultural community.

DO YOU BELIEVE THE CITY HAS A DISTINCT IDENTITY?



WHAT IS THE IDENTITY OF REYNOLDSBURG?



Source: All Respondents That Said Reynoldsburg Has a Distinct Identity

Q3: Do you believe the City has a distinct identity? Q4: What do you believe the current identity of Reynoldsburg is?

6

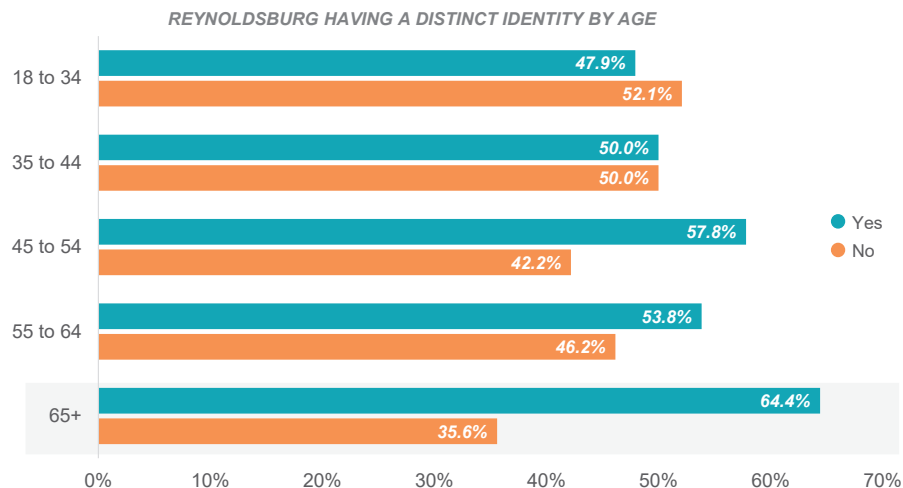
Reynoldsburg residents would like the identity of the city to be a community of involvement and family oriented.



Source: All Respondents That Said Reynoldsburg Does Not Have a Distinct Identity
Q3: Do you believe the City has a distinct identity? Q5: What would you like the identity of Reynoldsburg to be?

7

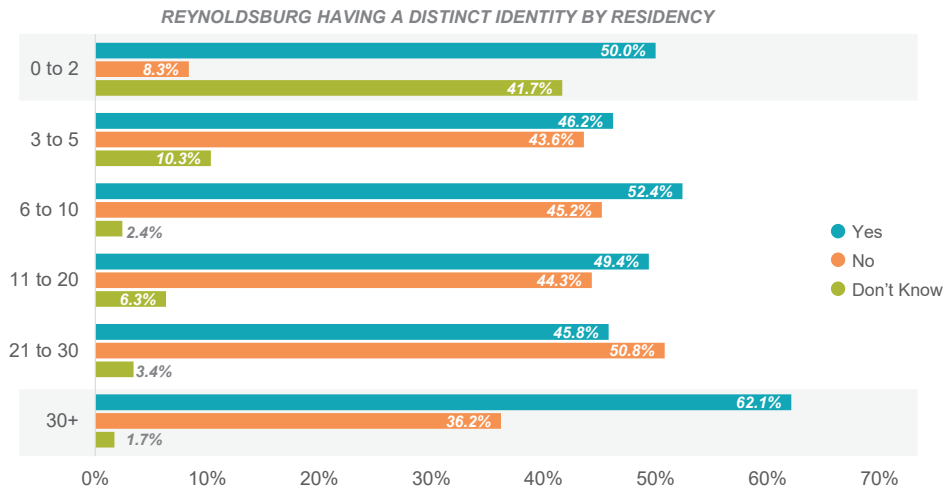
Older Reynoldsburg residents are more likely to believe Reynoldsburg has a distinct identity.



Source: All Respondents That Said Reynoldsburg Has a Distinct Identity By Age
Q4: Do you believe the City has a distinct identity?

8

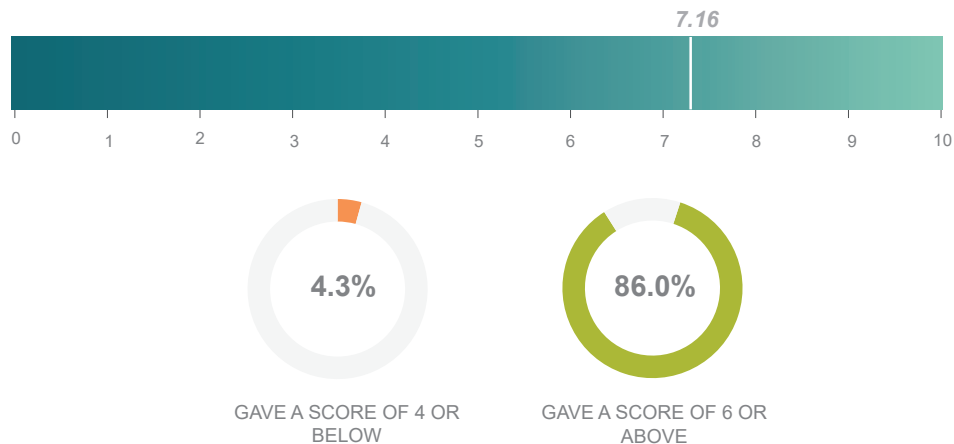
Reynoldsburg residents of 21 – 30 years are the only category to be less inclined to believe that the city has a distinct identity.



Source: All Respondents That Said Reynoldsburg Has a Distinct Identity By Residency
Q4: Do you believe the City has a distinct identity?

9

Overall—residents are very satisfied with their quality of life in Reynoldsburg, with 86% of respondents giving a ranking of a 6 or above.

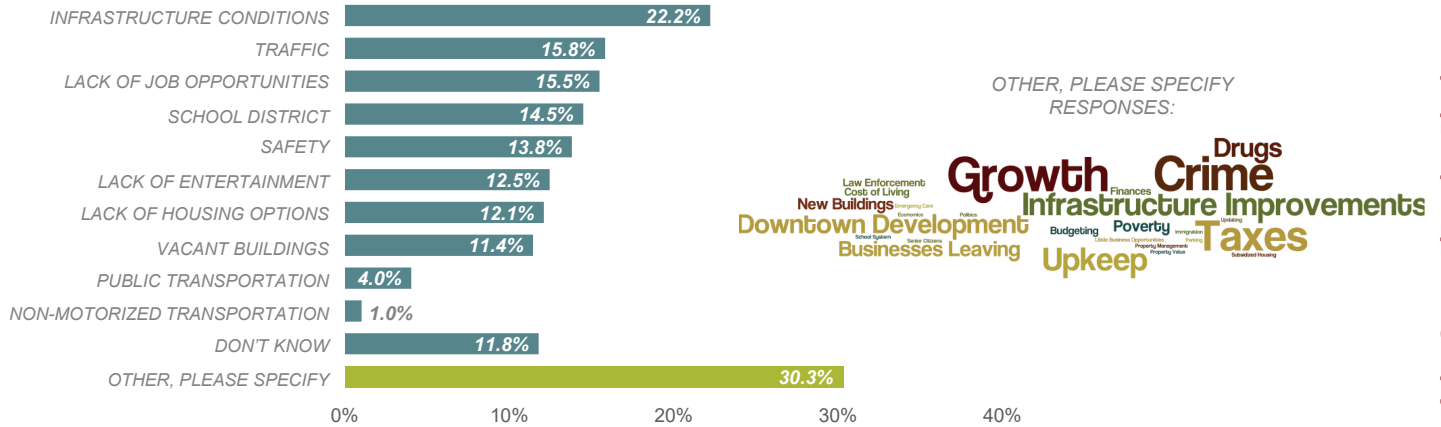


Source: All Respondents
Q6: On a scale of 0 – 10 where 0 is "extremely low" and 10 is "extremely high," how would you rate the quality of life in Reynoldsburg?

10

Residents cited infrastructure conditions as a primary concern – along with the need for city growth and crime.

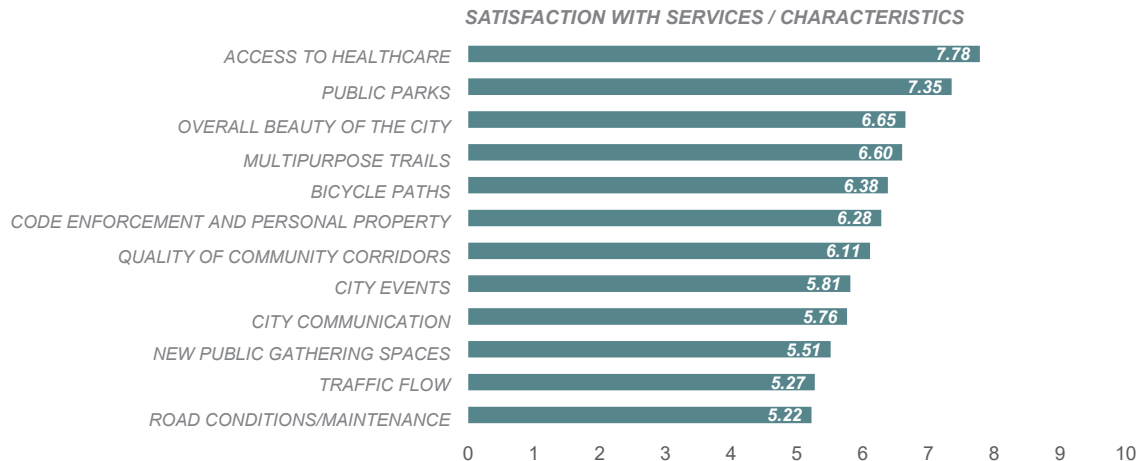
MOST SIGNIFICANT CHALLENGE FACING REYNOLDSBURG



Source: All Respondents
Q7: What is the most significant challenge facing the City of Reynoldsburg?

11

Generally, residents of Reynoldsburg are most satisfied with availability of healthcare and the public parks in the city.



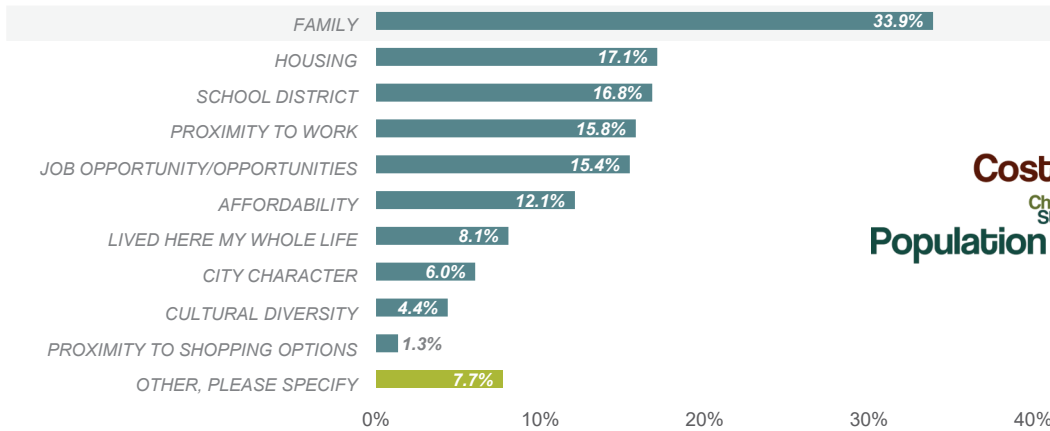
Source: All Respondents
Q8: On a scale of 0 – 10, with 0 being "not at all satisfied," and 10 being "extremely satisfied," how satisfied are you currently with the following services and characteristics?

12



The primary reason for residents being in Reynoldsburg other than family include the quality of life and cost of living.

INITIALLY BROUGHT RESIDENTS TO REYNOLDSBURG



OTHER, PLEASE SPECIFY
RESPONSES:

Cost of Living
Personal Choice
Quality of Life
Moving Back
Population Density
Cleanliness
Daycare Facilities
Churches
Stem Program
Rural Atmosphere
School Athletics

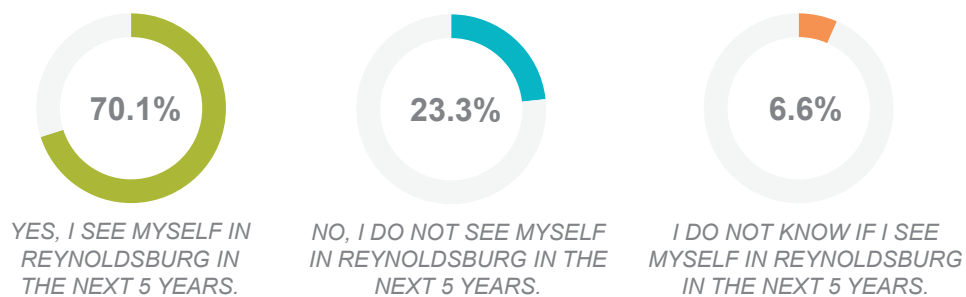
Source: All Respondents
Q9: What initially brought you to Reynoldsburg?

13



The majority of Reynoldsburg residents are expecting to remain in the city in the next five years.

DO YOU SEE YOURSELF IN REYNOLDSBURG IN THE NEXT 5 YEARS?

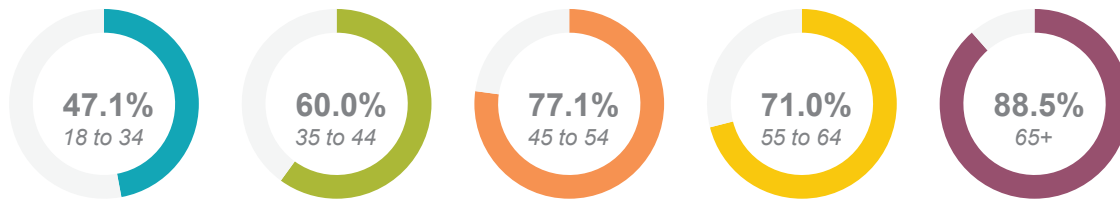


Source: All Respondents
Q10: Do you see yourself in Reynoldsburg in the next 5 years?

14

Outside of the 18 – 34 age category, current residents indicate seeing themselves in Reynoldsburg in the next five years.

SAID YES TO SEEING THEMSELVES IN REYNOLDSBURG IN THE NEXT 5 YEARS

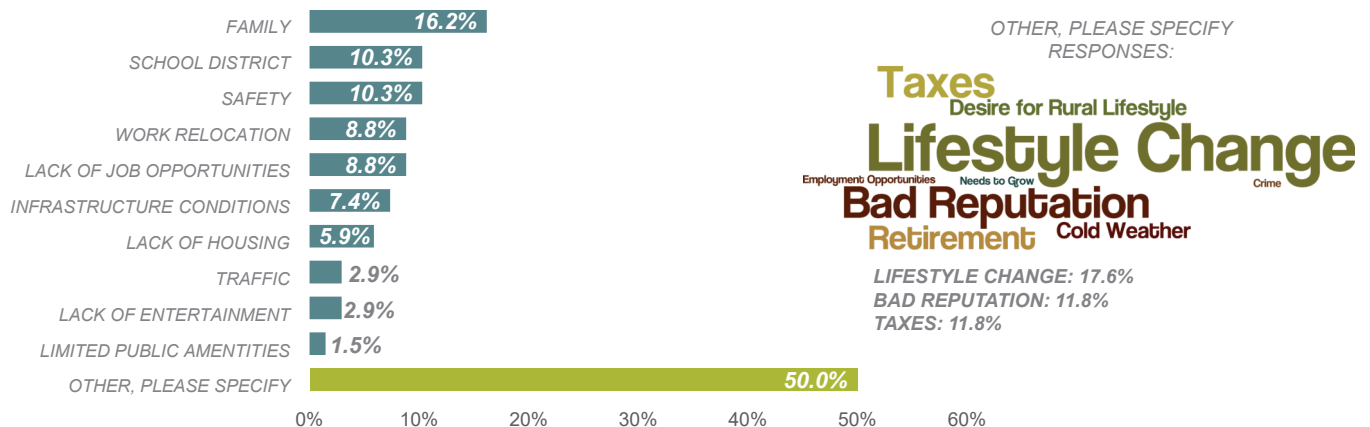


Source: All Respondents By Age
Q11: Do you see yourself in Reynoldsburg in the next 5 years?

15

Of those who indicated not being in Reynoldsburg in the next five years, the primary reasons included lifestyle changes and the burden of taxes.

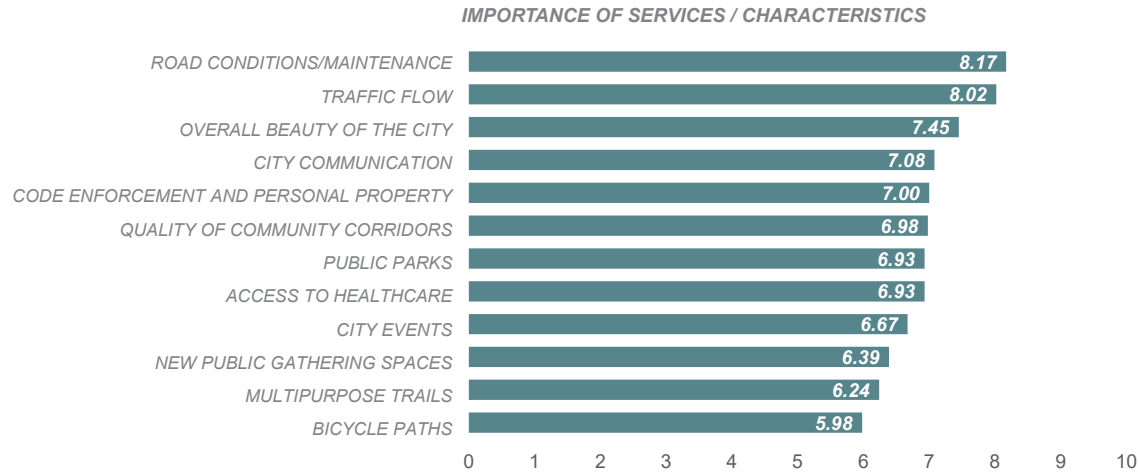
REASONS FOR NOT BEING IN REYNOLDSBURG IN NEXT 5 YEARS



Source: All Respondents
Q11: Why do you not see yourself in Reynoldsburg in the next 5 years?

16

Generally, traffic flow is seen as the greatest importance for Reynoldsburg residents, while recreational facilities are not as important.

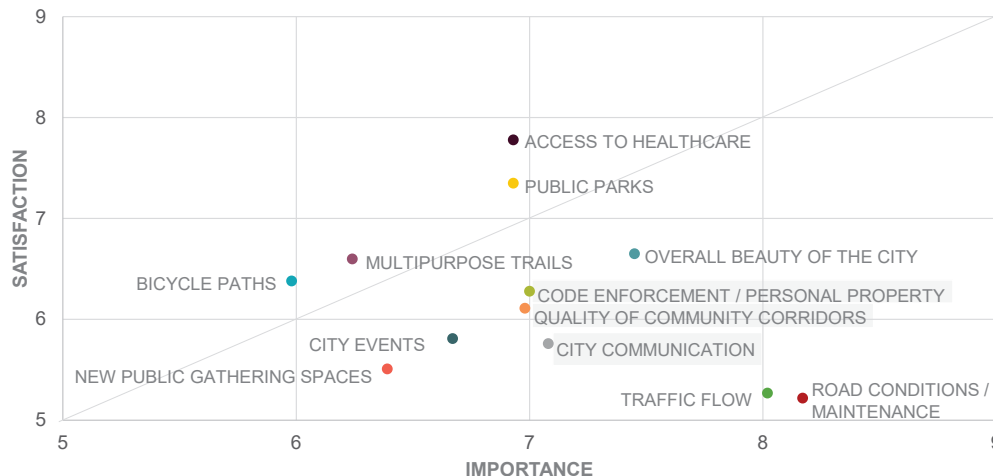


Source: All Respondents

Q12: On a scale of 0 – 10, with 0 being “not at all important,” and 10 being “extremely important,” how important is it to improve the following factors in the next ten years?

17

Reynoldsburg is underperforming on city related efforts – Importance to residents is above a 7, with satisfaction falling around 6.



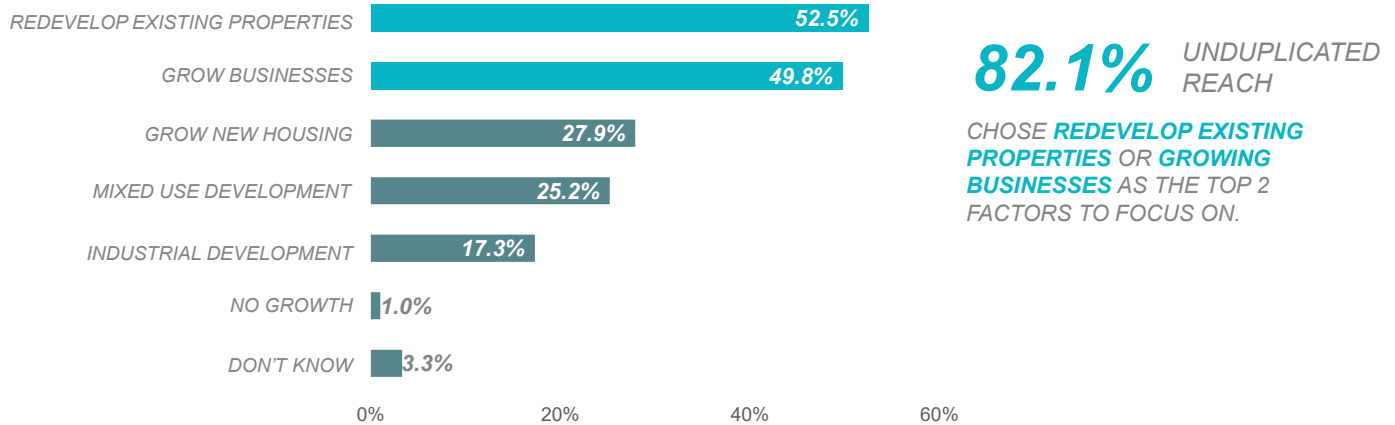
Source: All Respondents

Q8: On a scale of 0 – 10, with 0 being “not at all satisfied,” and 10 being “extremely satisfied,” how satisfied are you currently with the following services and characteristics?

Q12: On a scale of 0 – 10, with 0 being “not at all important,” and 10 being “extremely important,” please rate how important it is to improve the following factors in the next ten years?

18

In the next 30 years Reynoldsburg should focus on redeveloping existing properties and growing businesses to satisfy the largest audience.

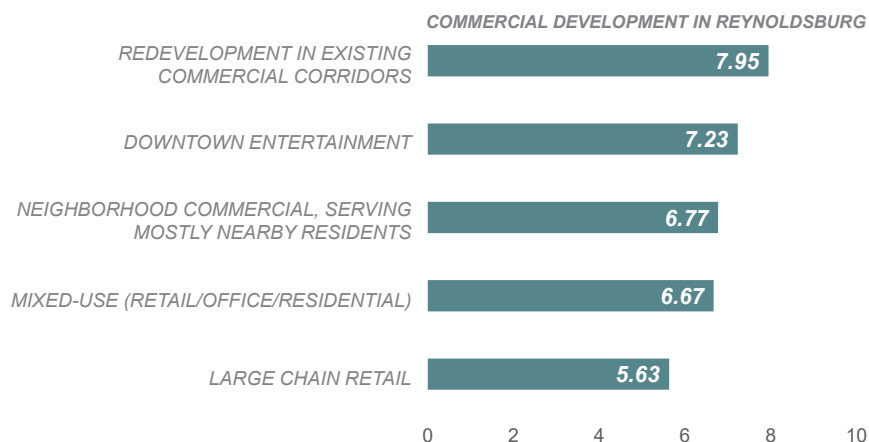


Source: All Respondents

Q13: The Central Ohio region is expected to grow by approximately 1 million people by the year 2050. Please indicate which of the following 2 factors are most important for Reynoldsburg to focus on during this growth period.

19

Residents prefer to redevelop in existing corridors, rather than building large chain retail.

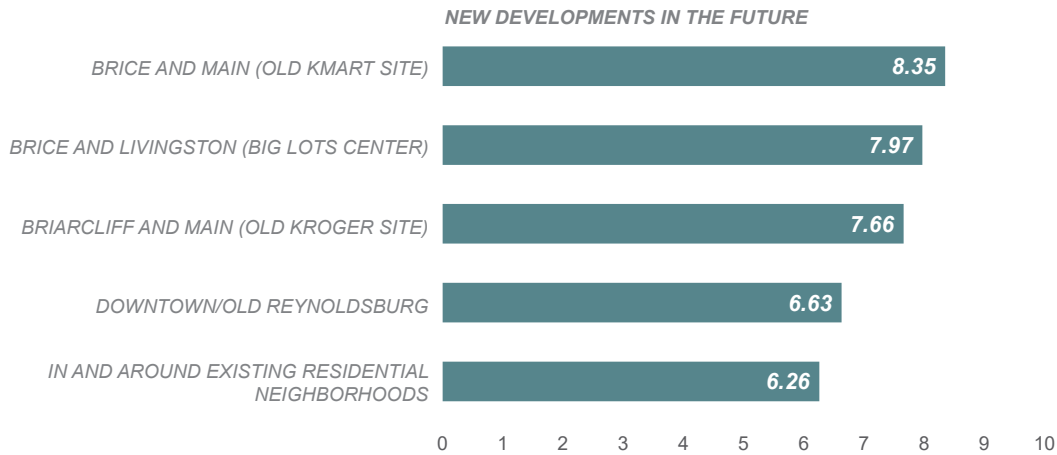


Source: All Respondents

Q18: Using a scale of 0 – 10, with 0 being "would not like at all," and 10 being "would like a great deal," please rate the type of commercial development you would like in Reynoldsburg.

20

Residents prefer new developments be focused around the old Kmart site and the Big Lots center.

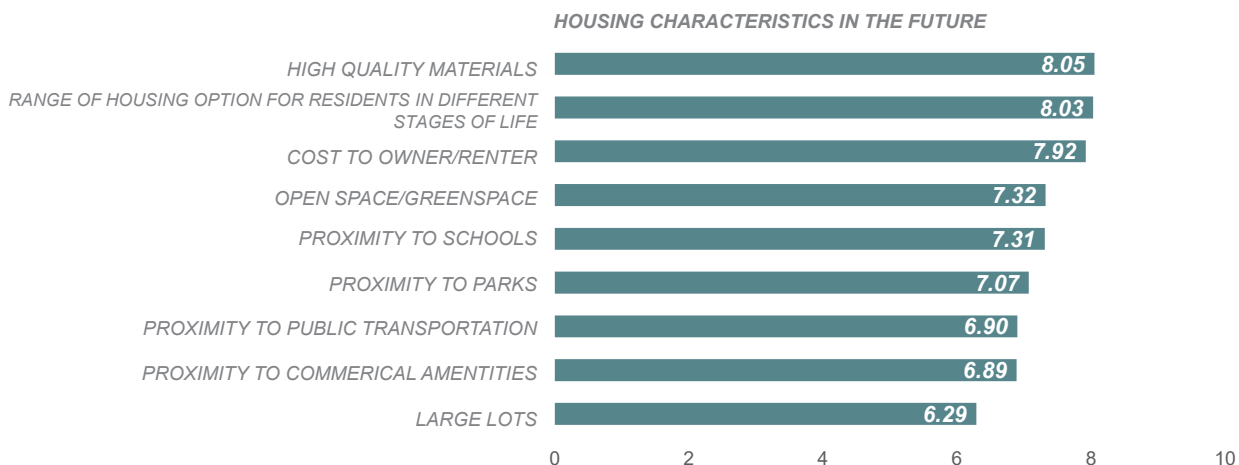


Source: All Respondents

Q14: Using a scale of 0 – 10, with 0 being "not appropriate at all," and 10 being "very appropriate," how appropriate are each of the following locations for new developments in the future?

21

The most important characteristics for housing to Reynoldsburg residents are quality materials, a range of options, and the cost.



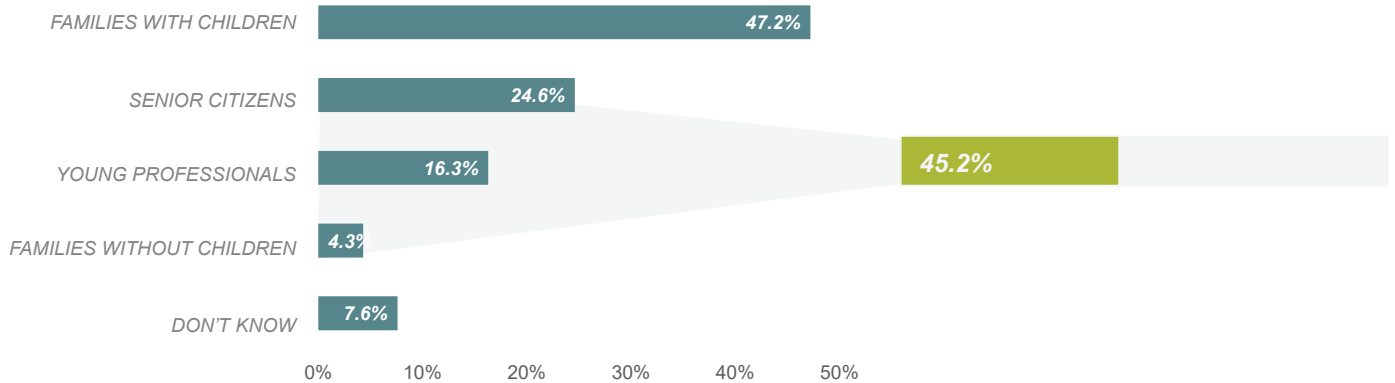
Source: All Respondents

Q15: On a scale of 0 – 10 with 0 being "extremely unimportant," and 10 being "extremely important," please rate how important each of the following housing characteristics are when thinking about future residential growth and development

22



A nearly perfect 50 – 50 split is present between housing preferences in the next ten years, with nearly half indicating families with children should be prioritized, with the other half prioritizing housing for non-traditional families.



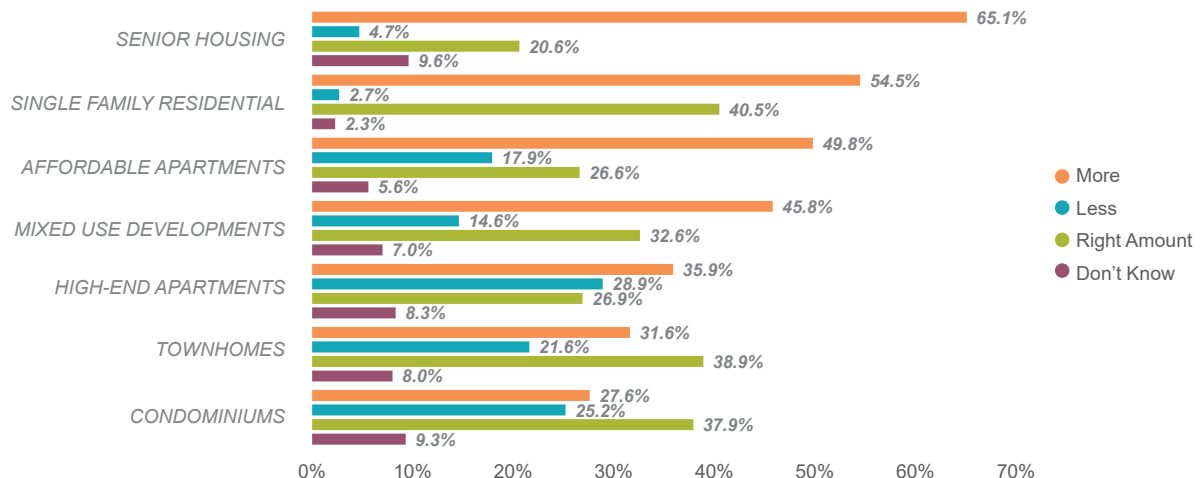
Source: All Respondents

Q16: What group of people might need more housing within Reynoldsburg over the next ten years?

23



Residents want more senior housing, single family residential, and affordable apartments.

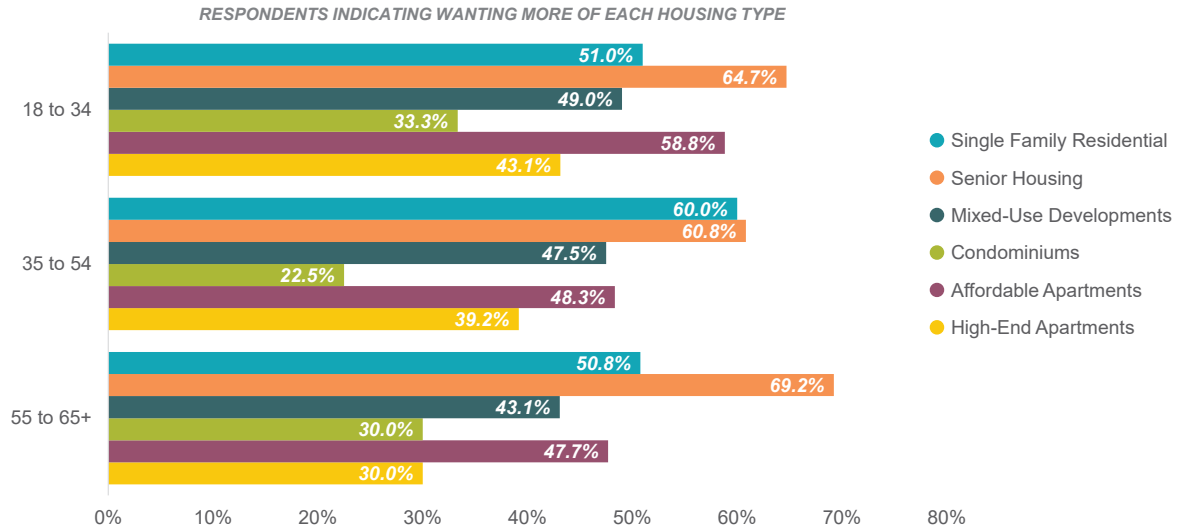


Source: All Respondents

Q17: Does Reynoldsburg need more, less, or have the right amount of each of the following?

24

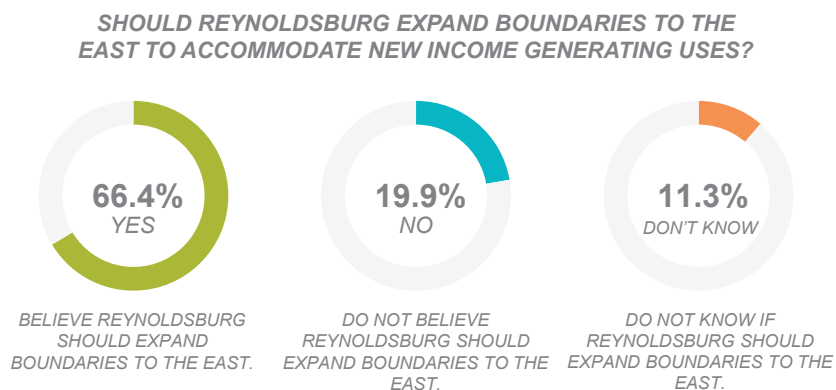
Across all age categories, respondents believe Reynoldsburg needs more senior housing.



Source: All Respondents That Said More By Age
Q17: Does Reynoldsburg need more, less, or have the right amount of the following?

25

Reynoldsburg residents are in favor of expanding the city boundaries to generate new income.



Source: All Respondents
Q18: Do you believe Reynoldsburg should expand its boundaries to the East to accommodate new income generating uses (i.e., office and light industrial)?

26



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City Council**Kristin Bryant****7232 E. Main Street****Reynoldsburg OH 43068****614-893-2299 Phone****ORDINANCE REQUEST**

DATE: **January 14, 2019****TO:** **Public Service and Transportation Committee****RE:** Ordinance of the Reynoldsburg City Council
to Provide for the Registration of Residential Rental Housing Located
Within the Boundaries of the City of Reynoldsburg

Approval:

Completed Brad McCloud	Completed Jed Hood	Stephen Cicak
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See Attached Documentation

**AN ORDINANCE OF THE REYNOLDSBURG CITY COUNCIL
TO PROVIDE FOR THE REGISTRATION OF RESIDENTIAL RENTAL HOUSING
LOCATED WITHIN THE BOUNDARIES OF THE CITY OF REYNOLDSBURG**

WHEREAS, the City of Reynoldsburg (“City”) is a community in the State of Ohio which is facing the challenges of providing safe, available and affordable housing for current and future residents; and

WHEREAS, the growth of the City has increased the pressure on neighborhoods and housing in the City; and

WHEREAS, the Reynoldsburg City Council recognizes the need for an organized residential rental registration program for program for residential rental units within the City to provide an efficient system of code enforcement for the welfare of all residents of the City; and

WHEREAS, the Reynoldsburg City Council desires that all residential rental units within the City be registered with the Department of Development; and

WHEREAS, the Reynoldsburg City Council authorizes the Department of Development to develop a rental registration application and administrative procedures and policies for the purpose of registering appropriate buildings with residential rental units; and

WHEREAS, it is the desire of the Reynoldsburg City Council to adopt enforcement measures and penalties to encourage compliance with this ordinance for the health, safety and welfare of the all residents of the City of Reynoldsburg; and

WHEREAS, the Reynoldsburg City Code contains a Property Maintenance Code in Chapter 1711 to protect the health and safety of all residents, to promote the public welfare, and to place standards of maintenance upon property owners that protects the beauty and health of our City.

NOW, THEREFORE, BE IT ORDAINED BY THE REYNOLDSBURG CITY COUNCIL THAT CHAPTER 1721 OF THE REYNOLDSBURG CODE OF ORDINANCE SHALL BE CREATED TO REQUIRE REGISTRATION OF RESIDENTIAL RENTAL HOUSING AS FOLLOWS:

CHAPTER 1721 – RENTAL PROPERTY REGISTRATION

1721.01	Purpose
1721.02	Definitions
1721.03	Registration required
1721.04	Designated agent; Notice and Service of process
1721.05	Exempt rental dwelling units
1721.06	Registration application form
1721.07	Registration term and renewal
1721.08	Fees
1721.09	Inspections
1721.10	Maintenance standards
1721.11	Responsibility of designated agent
1721.12	Refused access to the property
1721.13	Retaliatory Eviction Prohibited
1721.14	Notice of Violations
1721.15	Appeals
1721.16	Failure to Remediate
1721.17	Disclaimer of liability
1721.18	Saving clause
1721.19	Validity
1721.99	Penalties

§1721.01 Purpose.

It is the purpose of this chapter to protect the public health, safety and welfare of the residents of Reynoldsburg by establishing minimum standards governing the maintenance, appearance, and condition of all rental housing properties, to impose certain responsibilities and duties upon owners and operators; to authorize and establish procedures for the inspection of rental housing properties; to provide for the issuance of rental certification; to establish a fee schedule for inspection; to authorize the vacation or condemnation of dwelling structures that are unsafe or unfit for human habitation; and to fix penalties for violations of this chapter. Rental housing with code violations are a risk to new development, housing stock, property values, public health, safety, and welfare in the City of Reynoldsburg. This chapter is hereby declared to be remedial

and essential for the public interest, and it is intended that this chapter be liberally construed to effectuate the purposes as stated herein.

§1721.02 Definitions.

As used in this chapter, the words and terms below shall have the following meanings respectively prescribed to them in this chapter:

- A. “Appeal” means a written notice to be filed with the City Board of Zoning and Building Appeals challenging a Notice of Violation. Such appeal must be filed within 14 days of the date of the Notice of Violation.
- B. “City” means the City of Reynoldsburg.
- C. “Designated City Official” means the Director of Development and/or designee of the Director of Development.
- D. “Designated agent” means a business entity located in or an individual person eighteen (18) years or older residing in the State of Ohio with an address other than a post office box and named by an owner as a secondary point of contact regarding the use or condition of land and the occupancy and physical condition of structures on a platted lot or parcel of land.
- E. “Dwelling” means any building or portion of a building that contains one or more residential dwelling units used, intended, or designed to be built, used, rented, leased, let or hired out to be occupied, or that is occupied for residential purposes.
- F. “Dwelling unit” means a space within a dwelling that provides complete, independent living facilities for one or more persons, which includes permanent provisions for sleeping, eating, cooking and sanitation. A “dwelling” may consist of one or more “dwelling units.”
- G. “Lease” means the written or oral agreement that sets forth any and all conditions concerning the use and occupancy of rental units.
- H. “Notice of Violation” means a notice issued by the Designated City Official, or the Code Enforcement Officer to the owner of real property or to their designated agent that there has been a violation of a provision of this chapter or any other applicable section of the *Reynoldsburg City Code*, ordinance, rule or regulation concerning the occupancy or condition of a premises that is leased or for lease, vacant or occupied.
- I. “Premises” means a real property parcel of land and the structures on that parcel containing at least one (1) residential dwelling unit or one (1) commercial or industrial business space, including lots in manufactured home parks or platted lots or parcels outside a manufactured home park where a mobile home, manufactured home or industrialized unit may be located.

- J. "Owner" means any person who, alone or jointly or severally with others, shall have the legal or equitable title to a property, and shall include executors, administrators, trustees or guardians of the estate of the owner, and any purchaser or assignee under a certificate of sale pursuant to a mortgage foreclosure. The term "owner" shall also include partnerships and other unincorporated associations. Any individual owner, regardless of whether he or she shares ownership responsibility with any other person, any general partner of a partnership, and any officer of a corporation or unincorporated association, shall have direct and personal responsibility and liability for compliance with the provisions of this chapter.
- K. "Person" means an individual, corporation, limited liability company, limited partnership, business trust, estate, trust partnership or association, two or more persons having a joint interest or any other legal or community entity.
- L. "Property manager" means a person other than the owner that has managing control of a rental unit.
- M. "Rent" means the offering, holding out or actual leasing of rental property to an occupant other than the owner and generally involves the payment of a rental amount although other forms of consideration may be involved or no consideration at all may be involved.
- N. "Rental Dwelling Unit" means any dwelling unit rented or leased by a person or persons other than the owner for residential purposes. Rental dwelling units may also be known as a rental dwelling, rental unit, dwelling unit, or housekeeping unit and may be a mobile home, manufactured home, or industrialized unit.
- O. "Tenant" means any person who rents or leases a dwelling unit with the consent of the owner. "Tenant" does not include any person who rents or leases space within a dwelling unit from an owner who occupies or shares the dwelling unit with that person.
- P. "Rental Inspector" means a person hired by the Designated City Official, who is qualified to conduct exterior and interior inspections of rental properties within the City.

§1721.03 Registration required.

- A. All rental dwelling units within the City of Reynoldsburg owned for rental purposes or occupied by a party other than the owner for a period of more than six months during any single calendar year, shall be registered with the City. No owner of a rental dwelling unit shall lease, rent, or cause said rental unit to be occupied until first registering with the Designated City Official for that specific dwelling unit.
- B. Any owner of a rental dwelling unit that is occupied as of the Effective Date of this Chapter shall, within 90 days of the Effective Date, register each occupied rental dwelling unit with the City.

- C. Any owner of a rental dwelling unit who fails to register with the City in accordance with this section shall be subject to the penalties set forth in Section 1721.99.

§1721.04 Designated agent; Notice and Service of process.

- A. Every owner of a rental dwelling unit shall designate an agent who resides within sixty (60) miles of any registered rental unit who shall be responsible for operation of the unit and who may accept service of process and official notices on behalf of the owner. An official notice or service of process issued to a designated agent shall be deemed as served or delivered upon the owner of record. Each owner or designated agent shall maintain a list of the name and number of tenants in each rental unit and advise the tenants of all known applicable City regulations regarding occupancy and premises conditions. Failure to maintain a property or to maintain any requirements regarding registration shall be grounds for revocation of an existing certificate or denial of issuance of a renewal certificate of registration.
- B. Any and all notices required under this Chapter shall be served by the Designated City Official upon an owner or agent by personal service or certified mail with a returned receipt as evidence of service.

§1721.05 Exempt rental dwelling units.

The following dwelling units are exempt from the requirements of this Chapter:

- A. Owner-occupied single-family homes;
- B. Owner-occupied multi-family dwellings if the total number of occupants is equal to or less than ten (10) persons;
- C. Hotels and motels without continuous occupancy by the same tenant for more than thirty (30) days;
- D. Bed and breakfast inns without continuous occupancy by the same tenant for more than thirty (30) days.
- E. Any single-family home without continuous occupancy by the same tenant for more than thirty (30) days.
- F. Nursing homes or residential care facilities as defined by Ohio Revised Code 3721.01.

§1721.06 Registration application form.

- A. Application for registration of rental dwelling units shall be on forms provided by the Designated City Official and shall include, at a minimum, the following:

- (1) Name, address, telephone, and e-mail address, if applicable, of an individual owner, sole proprietor or a corporate officer or business representative of a corporation, trust or other entity capable of holding title; and
 - (2) Name, address, telephone number, and e-mail address, if applicable, of a company or designated agent of an owner; and
 - (3) Parcel identification number and date of building construction; and
 - (4) Address of each rental dwelling unit; and
 - (5) Number of detached structures on the lot or parcel and number of units per structure; and
 - (6) Number of parking spaces on the lot or parcel used for dwelling purposes.
- B. No post office boxes shall be accepted as a legal address for purposes of this chapter.
 - C. Registrations shall be retained by the City as a public record.
 - D. Every person required to register a rental dwelling unit shall complete a new application upon amendment or change of any required information.
 - E. Upon sale or transfer of the premises, the new owner or any residential dwelling unit submit a new rental registration form within thirty (30) days of sale or transfer.
 - F. Upon construction of a building that contains one or more rental dwelling units or conversion of existing building space not previously used for residential purposes, an owner shall complete and submit a rental registration form for each residential dwelling unit.

§1721.07 Registration term and renewal.

Registration shall be made within ninety (90) days of the enactment of this Chapter. The term of the registration shall be valid so long as all of the original information and all annual fees established by this Chapter are current. Sale or transfer of property shall cause the registration to expire and be no longer valid. Any new owner shall make new application for registration for each dwelling unit prior to closing so as to maintain a continuous record of ownership in case of damage, vandalism, premise condition or other requirement necessitating public notification to the owner, but in no case more than thirty (30) days after sale or transfer.

§1721.08 Fees.

- A. The following application and registration fees shall be remitted to the City:

(1) Single-family or two-family rental dwelling unit – seventy-five dollars (\$75.00) for each dwelling unit.

(2) Multi-family rental dwelling unit – seventy-five dollars (\$75.00) for each of the first four dwelling units in one building structure and (\$50.00) for each additional dwelling unit in that building structure.

- B. The fees shall be submitted to the Designated City Official by the date established by the City for each rental dwelling unit and renewed each year. Any original or renewal rental registration submitted more than ten (10 days) after the due date shall be assessed a late fee of an additional twenty-five dollars (\$25.00) per unit.
- C. A re-inspection fee of twenty-five dollars (\$25.00) per unit shall be assessed for any additional inspections needed on a per unit basis if violations are not corrected within the amount of time given by the Designated City Official.
- D. Fees assessed and collected in accordance with this Section shall be maintained as a separate line item and will be dedicated solely to reimbursing the costs actually incurred by the City related to the enforcement of this Chapter. Any excess funds not used for the enforcement of this Chapter may revert to the general fund of the City with the authorization of City Council by majority vote.

§1721.09 Inspections.

- A. The Designated City Official shall designate at least one (1) Rental Inspector to conduct inspections of rental dwellings units and premises registered under this Chapter in order to enforce existing or future ordinances related to clean, safe and sanitary premise conditions, including the Property Maintenance Code establish by Chapter 1711. The salary of the Rental Inspector(s) shall be paid through the fees collected through the registrations outlined in §1721.08.
- B. Inspections shall be conducted on the premises upon presentation of proper credentials. Nothing in this Chapter shall be construed to require an occupant, operator, or owner to consent to a warrantless inspection of an occupied rental dwelling unit unless otherwise permitted by law.
- C. Any exterior or interior common area, which is open to the public, of any building containing more than one residential dwelling unit may be inspected at any time.
- D. Interior inspections of residential dwelling units may be performed at the request or consent of an owner, occupant, or agent of an owner of a rental dwelling unit.
- E. If the owner, occupant, or agent thereof does not consent to the proposed inspection, the Designated City Official may appear before any judge in a court of competent jurisdiction and seek an administrative search warrant to allow an inspection. Any such application shall be made within ten (10) calendar days after the non-consent. The

application for the warrant shall specify the basis upon which the warrant is being sought and shall include a statement that the inspection will be limited to a determination whether there are violations of the code provisions identified in this section. The court may consider any of the following factors along with such other matters as it deems pertinent in its decision as to whether a warrant shall be issued:

1. Eyewitness account of violation;
2. Citizen complaints;
3. Tenant complaints;
4. Plain view violations;
5. Violations apparent from city records;
6. Property deterioration;
7. Age of property;
8. Nature of alleged violation;
9. Condition of similar properties in the area;
10. Documented violations on similar properties in the area;
11. Passage of time since last inspection;
12. Previous violations on the property.

- F. If a warrant is issued, no owner, occupant, or agent thereof shall fail or neglect, upon presentation of a warrant, to properly permit entry therein by the code official or his/her duly authorized designee for the purpose of conducting a rental inspection and examination pursuant to this section and consistent with the terms of the warrant. If the court declines to issue a warrant, or if no warrant is sought, the rental inspection shall be limited to such areas as are in plain view.
- G. Interior inspections of residential dwelling units shall be requested by the Designated City Official as follows:
1. Upon the completion of the construction of any new building containing one or more residential dwelling units; or
 2. Upon the vacancy of any residential dwelling unit at the expiration of a lease period, by eviction, or by abandonment of the unit by a tenant(s) and before the unit may be occupied by a new tenant(s) if the residential dwelling unit has not been inspected for more than one (1) year. The owner of a residential dwelling unit shall notify the Designated City Official upon any vacancy subject to inspection under this section; or
 3. If a dwelling has not been inspected for more than two (2) years, the Designated City Official shall send a letter to the occupant(s) advising said occupant(s) of their right to have an inspection with instructions on how to make that request to the Designated City Official; or
- H. No criminal penalty, or any penalty or fine under this Chapter shall attach, nor shall any solely by reason of the owner's, occupant's or agent's refusal to consent to a full inspection.

§1721.10 Maintenance Standards.

Every owner, agent or person in charge of a rental dwelling unit shall be responsible for the maintenance thereof in good repair and safe condition in compliance with the requirements of this Chapter and the requirements established the Property Maintenance Code contained in Chapter 1711. The owner shall also be responsible for maintaining in a safe and sanitary condition the shared or common areas of the premises. In addition to any requirements specified within this section of the codified ordinances, all applicable regulations provided for within the Codified Ordinances of the City of Reynoldsburg shall apply and shall be subject to enforcement.

§1721.11 Responsibility of designated agent.

Designation of an agent by an owner shall cause the agent to be an additional responsible party for purposes of this chapter and other chapters that may apply regarding the operation of the premises. All official notices of the City may be issued to the designated agent as well as the owner and in such case as a notice is served upon a designated agent such notice issued shall be deemed as having been served upon the owner of record.

§1721.12 Refused access to the property.

- A. Where the Designated City Official or his or her agent is refused access or is otherwise impeded or prevented by the owner, operator, or agent from conducting an inspection in accordance with Section 1721.09, such person shall be in violation of this chapter and subject to the penalties hereunder.
- B. In addition to the provisions of division A of this section, the Designated City Official may, upon affidavit, apply to the County Municipal Court in which the premises are located for a search warrant, setting forth the factual basis for probable cause for believing that a nuisance or violation of this chapter exists on the premises. If the Court is satisfied as to the matter permitting access to and inspection of that part of the premises on which the nuisance or violation exists, a warrant for access may be issued by the Court. Nothing in this Chapter shall be construed to require an operator or owner to consent to a warrantless inspection of an occupied rental dwelling unit.

§1721.13 Retaliatory Eviction Prohibited

It shall be a violation of this Chapter if a court of competent jurisdiction determines that any owner of a rental dwelling unit or his or her agent brought or threatened to bring an action for possession of a rental unit for the purpose of retaliating against a tenant for requesting the assistance of the Designated City Official with an alleged violation of this Chapter or the Property Maintenance Code set forth in Chapter 1711.

§1721.14 Notice of Violations

- A. The Designated City of Official, or his or designee, shall have the power to enforce all provisions of this Chapter.
- B. The Designated City Official, or his or her designee, shall have the responsibility to issue to the owner of a rental dwelling unit or designated agent of an owner of a rental dwelling unit a Notice of Violation of any part of this Chapter, the Property Maintenance Code provided in Chapter 1711, or any other applicable section of the City ordinances.
- C. The Notice of Violation shall include the applicable code section the owner is alleged to have violated, a brief statement of the factual basis for the alleged violation, and instructions to the owner of the right to appeal under Section 1721.15.

§1721.15 Appeals.

The Board of Zoning and Building Appeals (the “Board”) shall have jurisdiction to hear and decide appeals when it is alleged that there is an error in any requirement, decision, or determination made by the Designated City Official in the enforcement or administration of this chapter.

Any person affected by any Notice of Violation which has been issued in connection with the enforcement of any of the provisions of this chapter may request and shall be granted a hearing on the matter by filing an appeal.

The person shall file, in the office of City Council, an appeal with a written request for the hearing and shall set forth the name, address, and phone number of the appellant and a brief statement of the grounds for the hearing and appeal from any Notice of Violation of this chapter. Requests shall be filed within 14 days of the date of the Notice of Violation. On receipt of the appeal, the Clerk of Council shall set a time and place for a hearing before the Board. The hearing shall be held within a reasonable time after a request has been filed. At the hearing, the appellant shall be given an opportunity to be heard and to show cause why the notice and order should be modified or dismissed, or why a variance should be granted. The failure of the appellant or his representative to appear and present his position at the hearing shall be grounds for dismissal of the request.

Any party entitled to appeal a decision of the Board may appeal to a court of competent jurisdiction.

§1721.16 Failure to Remediate

- A. If, after expiration of the time to file an appeal of a Notice of Violation or upon the affirmance by the Board and exhaustion of further appeals, the owner fails to remediate

the violation, the Designated City Official shall have the power to issue a criminal or civil citation to the owner.

- B. Any citation issued under Section (A) shall be filed in the Reynoldsburg Mayor's Court, in the Franklin County Municipal Court, Environmental Division, or in the appropriate county municipal court which shall have jurisdiction over the address where the violation occurred.

§1721.17 Disclaimer of liability.

A certificate of registration is not a warranty or guarantee that there are no defects in a rental dwelling unit and the City shall not be held liable to any person for the condition of the property.

§1721.18 Saving clause.

All proceedings pending and all rights and liabilities existing and acquired or incurred at the effective date of this chapter are saved and may be consummated according to the law in force when they were commenced.

§1721.19 Validity.

Should any section, clause, or paragraph of this chapter be declared invalid by a court of competent jurisdiction, the same shall not affect the validity of the chapter as a whole or any part thereof other than the part declared invalid.

§1721.99 Penalties.

- A. Whoever violates or fails to comply with any of the provisions of this Chapter is guilty of an unclassified misdemeanor that shall be punishable by up to one-thousand dollars (\$1000.00) in fines. Each separate violation shall constitute a separate offense, and a separate offense shall be deemed committed for each day during or on which a violation or non-compliance occurs or continues.
- B. The penalty provisions of this Chapter shall supersede the penalty provisions provided in Section 1711.99 of the Reynoldsburg Code of Ordinances solely as it relates to owners of rental dwelling units subject to this Chapter.
- C. The imposition of any penalty shall not preclude the City from instituting any appropriate action or proceeding in a court of proper jurisdiction to prevent an unlawful repair or maintenance; to restrain, correct or abate a violation; to prevent the occupancy of a dwelling, building, structure or premises; or to require compliance with the provisions of

this chapter of other applicable laws, ordinances, rules or regulations or with the orders or determination of the Designated City Official.