

Canal Winchester

*Town Hall
10 North High Street
Canal Winchester, OH 43110*



Meeting Minutes - FINAL

August 19, 2019

6:00 PM

Council Work Session

*Bruce Jarvis – President
Mike Walker – Vice President
Jill Amos
Will Bennett
Bob Clark
Mike Coolman
Patrick Lynch*

A. Call To Order

Call to order @ 6:00pm

C. Also In Attendance

Mayor Ebert, Matt Peoples, Lucas Haire, Bill Sims, Dick Miller, Steve Smith, Rick Brown, Joe Taylor, Sargent Cassel, Shane Spencer

D. Reports

Bill Sims – Sims: Thank you Mr. Walker, a lot of stuff going on in the last couple of months since I was here last; the 2019 Street Program wrapped up; I have some RFP's to the contractor Columbus Asphalt to price some work for the Westchester parking expansion, since that is the exact kind of work they do, to see if we can complete that under that contract; also sent out an RFP to Wayne Trail Construction for the High Street railroad crossing – that's the contractor that did the Gender Road improvements; EMH&T completed their design, so we sent out the proposal to them to price it out; we continue to execute the agreement with the railroad for cost sharing; I expect that proposal back by next Friday; Westchester Park improvements – plans are being finalized with OHM, as I mentioned the site work I put out to Columbus Asphalt, I think the actual playground equipment Matt has been working on; also we've been working on Gender Road Phase V projects, that's the agenda later this evening for discussion; on the private side, Canal Cove Section VI and VII – there has been a lot of activity out there; curbs are installed, they are scheduled to start doing the asphalt paving this week, and as long as weather cooperates they'll actually be finishing this week, as far as the asphalt goes; they'll probably have that project wrapped up within the month; Crossroads church construction – the bridge work is still underway, 90% of the concrete has been placed for the bridge, there is one parapet that still needs poured on the north side of the bridge; you definitely get a sense of what the road is going to be like if you've been down Canal Street lately; the road between the bridge and Cherry Landing – the curbs are in, and it's being graded; we're going to be looking at the section of roadway that will go between the bridge and the section of Canal Street, to see how the grading is going to work; they will be beginning the street light construction as well along the new roadway in the next week or so; you've probably also noticed that the outlot along Gender Road – the fill was being placed for that, it's a major improvement having the outlot elevation up to the Gender Road elevation; the church has all the steel set, so you can see the size of that building; Westchester Section 13 off of Lithopolis Road – the roadway has been done for a month or more, they're primarily working on the entry features; South Central is running electric, the gas lines are already installed; also at Canal Pointe – the Nifco project is nearing completion, if you haven't been out there, it's a pretty impressive building; they have finished the roadway between the new Nifco building and the existing one; also at Canal Pointe, the Miltech project at the end of Howe Parkway, at Rutherford Drive, that building is currently under construction as well; up the street here on High Street, we have the Turning Stone project; they are currently working on getting their items completed, so they can get the plat released; the new Conrad Drive – they've got the asphalt in, they've got a few more incidentals to complete; it looks like they've got everything they need for that roadway to open; things seem to fit real well, it looks good; that will be a nice improvement to have Conrad Alley replaced with a public street; there's a public park also associated

with that that's mostly installed, but they are completing some grading work this week; Hampton Inn is still continuing, as you've seen on the building, their site work is complete for the time being; the vet clinic is still sitting dormant, my understanding that the plans have been improved, we are just waiting for them to start work again; a few incidentals – Columbia Gas has several developments going on for some of these new developments; there are several plans in for review for right-of-way approvals; MCI/Verizon has several plan sets in for right-of-way permitting as well, because they are installing some fiber in town.

Bennett: Mr. Sims – correct me if I'm wrong, did you mention the 2020 Street Program? Sims: I have not mentioned it at this point; Bennett: Is that still being together? Sims: Yes, we haven't actually sat down to have our initial kickoff meeting with EMH&T; we will be doing it here shortly; we have the general gist of it, we look at multiple years in advance as we go; I had my paving condition ratings done for the city at the beginning of the summer, we will make sure they fit in with what we are doing; identifying the exact streets – we haven't done that, we've gotten costs on a number of streets; when we were looking ahead, we were already pulling those costs together; primarily, you'll probably see work in Ashbrook Village since we did a lot of the south side this year; I think we got one part of Westchester that we were looking at, the Foxhill area.

Bennett: East Waterloo was done this year – any thoughts on when West Waterloo might be done? Sims: We've tried to divide it up into manageable pieces; we did a piece of the resurfacing by Walmart, up there would be the next chunk of that, near Cemetery Road; exactly how far we can do with what we are doing, we will have to look at the money; we try to do one of the main arterial streets in town with the street program; Bennett: To your point, that is a huge section, it's one of the main arteries; how long do you think it would take to get out from Walmart to into town? How many years? Sims: Basically, the part we resurfaced was one half of what was the Phase 2 project, if we spent 2 years on the third phase, you're looking at 3 years to match up with what we resurfaced a few years ago.

Amos: Mr. Sims – the fiber optic, I know some of the cities on the south side have been joining together to do the fiber; is the MCI you're talking about – is that part of that, are we trying to join the movement? Sims: I realize that's out there, Matt may have had some discussions on that when there were some inquiries; what MCI is doing I don't believe connects to that, I don't know the full extent of their plan; they want to build through here to connect to what they put in on Diley Road; Peoples: Luke and I met with some of the representatives of that; Grove City had started that, and there are some plans that Obetz and Groveport are looking at; still working through a few things; it was in the winter when we met last; Haire: They are looking at moving forward with a phased project, the first phase of that project wouldn't come near Canal Winchester, the second phase would; there may be an option for us to look at that in the future; they didn't have an idea of costs, but the cost would have been extreme to join the first phase of their build; Amos: If we don't join the first phase, will those cities be willing to let us join in on phase 2? Haire: Yes.

Dick Miller – Thank you Mr. Walker, some communities have dropped their fall planting, and just do a spring planting; the reason they started that years ago was that it didn't rain when it needed to; we've never varied from doing a fall and a spring planting; with that information, the proposed bid date for the Fall 2019 trees is Thursday, September 12th; this plan will go to the Streets Board on August 27th; the proposal is for 54 2-inch caliper street trees, and the quantities in the subdivisions are as follows:

Ashbrook 4, Westchester 13, Washington Knolls 2, Winchester Village 3, Canal Cove 21 – there is a lot of need over there, Old Town 1, Gender business district – 10 trees; with an addition of a possible 10 2-1/2 inch trees at Westchester Park that Bill mentioned; in addition to that would be some soil prep for 74 ground plants and beds; another project we've got – we have approximately 19 stumps that need ground at the cost of about \$1,800; we anticipate a small number of removals of dead, standing trees in close proximity to the power lines on the newest portion of the Groveport bike path; those removals would be for an outside vendor.

Jarvis: Mr. Miller – those 54 that you're talking about for the fall street planting, those are all new trees, not replacement of dead or downed trees? Miller: That is correct, possibly 1 exception – the replacement of a tree on Columbus Street.

Steve Smith – Hello everybody, let me start off with safety; we had confined space training – it involves what we do as a procedure to go into manholes, and chipper shredder safety, those were live events; we also had a renewal training for CPR/first aid – we got most of the people here in public works and even down at 36 recertified in CPR and first aid; we had an inspection from what is essentially OSHA, we had some very minor things, we are seeing to those and reporting back to them, nothing significant; my WORD division won the safety award for 0 accidents in 2018; getting on with the planned system – there are going to be a couple of things coming to council; the first part of the year – we hit the 10 year mark on our sludge press, we have had great success with that, we've hit the point where we want to expand and replace a lot of wear items; that will be a little over \$100,000, and we hope to do that in the first quarter of next year; we're doing beginning engineering studies on generator replacement, the current one is 30 years old and undersized; we'll be coming with that on some point; we had our EPA inspection – it's usually an annual inspection, but it's been about 3 years; they'll finish that on Wednesday; the plant had no problems, we hit in July a new efficiency record – 99.4% pollution removal, which is off the charts for a plant of that design; we may hit a 10-year compliance record.

Jarvis: Mr. Smith – this may be more of a financial question, do you know if the replacement for the sludge press and generator, will that come out of the sewer fund or another place? Peoples: We plan to take it out of the existing balances of either the operating fund or the sewer connections fund, both of them have very healthy balances; the operating fund has \$2.5 million, and the connections has about \$3.5 million; Smith: These are both expected, nothing is surprising us here; we are surprised we got 10 years out of the press; Coolman: Mr. Smith, is the generator and the press \$100,000 total? Smith: \$100,000 for the press, I'd have to guess for the generator, at least a quarter million.

Rick Brown – What we've been working on – I completed my VEEM certified engineer training; we purchased a laptop for the water department, Joe will be able to have his on-call staff take that home and look at the system from home, saving a trip in when there are issues; I began updating the desktop computers to a new version of Windows 10; I did rebuild our own disaster-recovery storage server, I went to a different operating system for that; we worked with our SCADA contractor to make changes to our water and wastewater control systems; replaced a couple of monitors at the pool; the biggest thing was that we were able to put a new wireless mesh network in at the wastewater plant; this replaced the fiber, it was 25 years; it gets brittle and breaks, it has a life expectancy; it kept breaking for us; we put this

wireless network in and saved us about \$65,000; it's worked flawlessly so far for Steve.

Joe Taylor – Good evening, a couple of stats – in July we pumped 29.7 million gallons, at an average of 960,000 gallons per day; that's approximately 48% of our capacity; our average hardness for July was 118mg per liter; at the water plant, we've begun installation of the AB switches to utilize the 2 VFD's for all 4 pumps; Premier Electric has begun working on the structures for the switches, and BSI has been working on the SCADA programming; we are still working on the AMI metering system, we've installed 70 since the last meeting, we've got about 1,690 to go, we are a little over 50%; we had to repair a broken $\frac{3}{4}$ inch service line on Buckner Street; it had a hole in it from when it was originally installed, it had a slight crimp in it; right now, we are doing our backflow prevention letters; anyone that has a backflow prevention system, like an irrigation system or commercial buildings, they are required by the Ohio Department of Commerce, and by the EPA to have it inspected and tested annually; we are required to enforce that inspection; if we don't receive a test form, we have to get ahold of the property owner and make sure they're tested annually; we have done 2 notices so far, we did the third notice today; we still have 12 properties on that notice, we may have to issue a disconnect if we don't get them back this week; we've been working with Turning Stone and the Hill Road extension for waterline testing and bacteria testing; the tower maintenance contract – we are working on getting signatures and getting that back; we are looking at doing a washout this fall that they are going to come in and do; they are also going to be inspecting some antenna construction that AT&T is wanting to do; we completed our lead and copper sampling – we had 20 here in the city, and 10 at Canal Pointe; all of them were below detectable limits, that was in the 90th percentile; we only had one that even showed a trace, it was 1/3 of the detectable allowable limit; we are going to be flushing hydrants from September 23rd to October 11th.

Walker: Was there any complaints? Taylor: No; Bennett: Mr. Taylor, one follow-up question – for the lead and copper sample, you mentioned it was well below guidelines, which one came in? Taylor: The limit is 15 micro grams per liter, one house we had 5.9; Bennett: Lead or copper? Taylor: It was lead; generally what we find is that if anybody has a sample trace, it's usually their fixture.

Sargent Cassel – Thank you Mr. Walker, I have the stats for July – as you can tell, it's a different format; I'm not going to read all of them, just the ones I think you'd find interesting; first shift had a total of 170 dispatched calls, second shift 220, third shift 135; total reports for first shift 49, second shift 44, third shift 26; total traffic stops for first shift 18, second shift 71, third shift 58; total citations for first shift 14, second shift 27, third shift 31; total warnings for first shift 21, second shift 62, third shift 50; total felony arrests for first shift 0, second shift 3, third shift 1; total misdemeanor arrests for first shift 4, second shift 7, third shift 4; total warrant arrests for first shift 0, second shift 12, third shift 5; total busy time for first shift was 60.7%, second shift 63.6%, third shift 69.1%.

Bennett: Sargent Cassel, I know you've provided us an average of busy time that you're looking for, 60%; it's interesting to see by shift what you're averaging out; at what point – what number do you start to be concerned? Cassel: When you're over 70%; Bennett: Yeah, you're on third shift you're pushing that; Cassel: They've been doing a lot of traffic enforcement and drug interdiction, but the call volume isn't that much.

Shane Spencer – Thank you Mr. Walker, just a few updates here, and then I'm going to hang around and

have some more extensive discussion; as Mr. Sims mentioned, Gender Road Phase V and some insight to what we're looking for on Phase VI; just a few updates – our Gender Road signal timing update, through the ODOT program – not a whole lot of updates other than they told me they may have an official field count in mid-September; still waiting on the official kick-off, but he did tell me they have an inkling of the schedule; as Mr. Sims indicated, we did finish all of the design and permitting for the railroad crossing updates, so hopefully that will transition to the construction phase very soon; finally, here over the last month we've started discussing an update to the city's Thoroughfare Plan; as part of that effort, just last week Mr. Peoples and I met with MORPC; they play a key role in that update, they actually provide a lot of the modeling; that update to the Thoroughfare Plan would be a collective effort.

(Discussion ensued)

Clark: What would be the timeline for the Thoroughfare Plan? Spencer: Overall, we are looking to have something wrapped up by next spring; by the time we get involved with MORPC, there is going to be some back and forth; we have to take a lot at – they can provide population growth numbers and such, but we have some better information from a local perspective; there will be back and forth on those type of things; we would expect reporting by next spring; Clark: The same question on the signalization on Gender; Spencer: That's a little harder to say, because it's out of our control; again, he's told me counts in late September – I would anticipate from there sometime around the first of the year, or shortly thereafter that they would have the final recommendation done.

(Discussion ensued)

E. Request for Council Action

RES-19-017

Development

A Resolution Approving The Recommendations Of The Tax Incentive Review Council For The Franklin County Tax Abatement Areas Within The City Of Canal Winchester ([Resolution, Exhibit](#))

- Request to move to full Council

Haire: Thank you Mr. Walker, this is a resolution that we do every year; the city is required to put together a tax incentive review council; they met on July 24th, and their recommendation was that we accept the report, and continue all the agreements; the Tax Incentive Review Council reviews the 2 CRA areas that we have in Franklin County – CRA 1 and CRA 2, as well as the Gender Road TIF; there's spreadsheets attached there; as you can see from those, in the CRA 1, there's \$25 million worth of appraised value in that CRA, and \$17,211,200 is abated; there's \$551,273.53 in foregone taxes; in the 2018 tax year, there were 246 jobs associated with those businesses; in CRA 2, there is one business – it's appraised value of \$450,000; they're recommending both of those be continued; the Gender Road TIF – there were \$252,550 deposited into that TIF in 2018; there was \$147,355 expensed from the TIF; if you look at the bottom there, those are the outstanding agreements we have in regards to the TIF; the CW Holdings – that is Primrose; they extended Winchester Boulevard by 400 feet, we agreed to reimburse them up to \$40,000 per year, until they were reimbursed; we've made 2 payments in that regard, and we have a number of

payments still to make, which are reflected there with \$300,000 in outstanding balance; the other agreement that was paid last year was Propero Canal Winchester – that was for the Macintosh facility that was constructed, to extend the waterline and the bike path that's associated with that facility; that was an agreement to reimburse up to \$100,000, and we made that reimbursement last year when that project was complete; the other outstanding agreements on there are the acquisition of Hanners Park from Brewdog, that's \$400,000 still outstanding; and \$950,000 agreement with COTA; the COTA agreement is specific to the revenue generated on that parcel, and since there is no development there, there is no revenue.

Jarvis: There's a number of businesses that are going to be rolling off the abatement period – they expire either this year, or next year? Haire: Correct; Jarvis: What is our track record as far as retaining those businesses after the abatement expires; Haire: As far as I know, no one has left as a result of an abatement expiring; generally, that tends to happen when you have larger industrial buildings that have tenants in place; once the rents go up to reflect that, they're not necessarily as tied to the facilities, so they're more flexible – you find it a lot more in an office world; an office space is a little easier to move than some of the industrial we have; we haven't necessarily seen that.

Amos: Mr. Haire, I noticed on most of them they say current, what happens if they are not current? Haire: They need to be current to continue the abatement; Amos: Is that a clause in the agreement? Haire: Yes; we don't have a specific agreement, because these are all pre-1994 CRA's, so there is no specific agreement.

(Discussion ensued)

Lynch: Mr. Haire, when we talk about tax abatements, people get scared of them and think we are giving money away; the tax abatements are for improvements to a particular property, correct? Haire: Correct; Lynch: So the existing land is still being taxed on, the property tax? Haire: Yes, the value of improvements are exempt; you still pay on parking lot improvements, detention ponds, loading docks – all of those things you're still being taxed on, as well as the land value; Lynch: When you are abated, those taxes that are being abated are county taxes – such as the zoo, the library, the MRDD; Haire: It's the entire value; any taxing authority would have their taxes exempted; Lynch: That would include the township? Haire: The township, the schools, the city, everyone; Lynch: The schools are still negotiating with the property owners to still get some money for the schools – Haire: That's for the post-1994 CRA; we don't have any listed, because we didn't have any agreement that existed in the 2018 tax year; Lynch: We just have OPUS, correct? Haire: Correct, we will report that next year as a result of the 2019 tax year; Lynch: One last question – is it fair to say that most communities offer these tax abatements? Haire: Yes; Lynch: All, or most? Haire: I wouldn't say all – Lynch: Fair majority, though; Haire: The majority of communities at least in central Ohio have a CRA agreement; Lynch: Would we stand a chance getting any of these businesses to Canal Winchester if we didn't stay competitive and offer the tax abatement? Haire: I can't answer that question conclusively; Mayor: I have read in the paper a few times – there are some communities around us that are giving their property away; Lynch: People ask a lot about why we are giving these taxes away; we are not giving them away, we are trying to bring businesses in; in order to create an incentive, we have to come up with some kind of tax abatement; the city doesn't lose any property tax money at all; Clark: A little bit; Haire: About 6% of what they would pay; most of these in Franklin County are remodeling

projects that are associated with this historic district; a few of these on here are new builds, Bob McDorman real estate, Brewdog, TS Trim, Canal Winchester Holdings – all the higher value, in terms of the abatement; Lynch: We do gain a lot of money through the income tax that those businesses pay to the city, and that's where we are gaining a lot of funds; Haire: Yes.

Clark: Just to reiterate what we talked about in the past is that we're out of pre-1994 abatements right now; we can only offer the post-1994; Haire: We cannot further expand the district to encompass more property; Clark: We talked about how many acres are still out there around central Ohio that have the post-1994 agreement that we have to compete against; Haire: Over 9,000 acres.

A motion was made by Jarvis to move RES-19-017 to full council, seconded by Lynch; the motion carried with the following vote:

Yes 7 – Jarvis, Lynch, Amos, Bennett, Clark, Coolman, Walker

RES-19-018

Development

A Resolution Approving The Recommendations Of The Tax Incentive Review Council For The Fairfield County Tax Abatement Areas Within The City Of Canal Winchester ([Resolution, Exhibit](#))

- Request to move to full Council

Haire: Again, this is for the Fairfield County Tax Incentive Review Council, their meeting was also July 24th; they reviewed the reports of the 15 parcels within the CRA #2, as well as the Diley Road TIF and the Greengate TIF; their recommendation was to accept the report, and to continue the agreements; as you can see from the CRA here, there is about nearly \$19 million in total appraised value within the CRA; the total abated value is \$13,168,860; the estimated tax savings is \$355,487.98, and there are 1,062 people working within the businesses that are receiving real estate tax abatements in the CRA #2; the Diley Road TIF – the amount deposited in 2018 was \$221,259; the amount expensed was \$3,835; the only expenses that we've ever spent out of the Diley Road TIF are for auditor fees, they collect a percentage of the TIF collected for their services; the outstanding agreement we have is for the Diley Ridge Medical Center for their public improvements, and the liability associated with that is \$881,880; the Greengate TIF – that was created by ordinance 17-058; that one we filed with the county, and with the Ohio Department of Taxation; sometimes, the Ohio Department of Taxation can take a long time to verify a property as exempt; that did not happen in the 2018 tax year, and everything on here is showing as a 0, no money in, no money out; it's my understanding from the auditor that at the meeting it was mentioned the second half they started collecting for the TIF; we should see our first payment when we get the second half real estate tax settlement from Fairfield County; they'll go back 3 years, so they'll go back to the date we created it; the only outstanding agreement we have is with Shrmengeshi, LLC; that is for the extension of what's known as Greengate Boulevard, and all the utilities associated, up to \$980,000.

A motion was made by Clark to move RES-19-018 to full council, seconded by Coolman; the motion carried with the following vote:

Yes 7 – Clark, Coolman, Amos, Bennett, Jarvis, Lynch, Walker

RES-19-019
Council

A Resolution Appointing Audra Diorio As Clerk Of Council For The City Of Canal Winchester (**Resolution**)

- Request to move to full Council

Jarvis: Just a summary – we had, for quite a few months, almost 2 years, dual-hatted our finance director as the clerk of council; with the level of activity that is going on now, it's no longer feasible; the need for our finance director to focus on her main job, and us to bring in a clerk of council as a part-time position was made clear a couple of months back; that started a process of putting together a position description, and advertising publicly to fill that position; a candidate came forward that we all had a chance to group-interview; that person was selected based on being the most qualified candidate of the group that applied; this is a formality to appoint her as the clerk of council.

A motion was made by Jarvis to move RES-19-019 to full council, seconded by Walker; the motion carried with the following vote:

Yes 7 – Jarvis, Walker, Amos, Bennett, Clark, Coolman, Lynch

ORD-19-047
Development

An Ordinance Authorizing The Mayor And Clerk To Accept And Execute The Plat For Canal Cove Section 6 (**Ordinance, Recommendation, Exhibit**)

- Request to move to full Council

Haire: Thank you Mr. Walker; this ordinance would accept Canal Cove Section 6, which is the extension of Duke Drive, and Gundy Drive; it encompasses 8.441 acres, and 33 lots; the planning commission heard this application on August 12th, with the recommendation for approval.

A motion was made by Amos to move ORD-19-047 to full council, seconded by Jarvis; the motion carried with the following vote:

Yes 7 – Amos, Jarvis, Bennett, Clark, Coolman, Lynch, Walker

ORD-19-048
Development

An Ordinance Authorizing The Mayor And Clerk To Accept And Execute The Plat For Canal Cove Section 7 (**Ordinance, Exhibit**)

- Request to move to full Council

Haire: Thank you Mr. Walker; again, this is Canal Cove Section 7 – they are platting both sections at the same time, both are under construction currently; section 7 encompasses 10.901 acres; it is the last section of Canal Cove, so it would complete their improvements there; this section includes 37 lots; this would include the extension of Monarch Street and Gundy Street, which are existing but create 2 new streets which are Lester Drive, and Bend Drive; they heard this at their August 12th meeting with a recommendation for approval.

(Discussion ensued)

A motion was made by Coolman to move ORD-19-048 to full council,

seconded by Amos; the motion carried with the following vote:

Yes 7 – Coolman, Amos, Bennett, Clark, Jarvis, Lynch, Walker

ORD-19-049
Public Service

An Ordinance To Accept Hill Road Right-Of-Way ([Ordinance, Exhibit A, Exhibit B](#))

- Request to move to full Council

Peoples: This property in your packet is directly in front of Canal Cove Section 7 that you just moved to full council; it is from the existing right-of-way to the center line of the road; as we have discussed in the past, the future intent for us is to annex all of the roadway – all of Hill Road out through there, to the corporation limit; this will help us achieve that.

Bennett: Mr. Peoples, any timeline on the rest of the acquisition of Hill Road? Peoples: No, as we discussed, this gives us everything from the corporation limit back into town on the north side of the center line; the south side is owned by multiple property owners; we have an agreement from one that was part of the pre-annexation agreement to annex their property; the rest of them – the intent is to annex the roadway only; I know that there is a couple of property owners that do not want to be part of the city corporation limits; parceling that out will allow it to do that.

(Discussion ensued)

A motion was made by Lynch to move ORD-19-049 to full council, seconded by Bennett. The motion carried with the following vote:

Yes 7 – Lynch, Bennett, Amos, Clark, Coolman, Jarvis, Walker

F. Items for Discussion

19-078

Gender Rd Phase V OPWC Application

Peoples: Gender Road Phase V – that is, as reported last council meeting – we were investigating an OPWC application to move forward with the project; we just finished up with Phase IV, as you know; Phase V – we started looking at the Gender Road North corridor; a couple of the projects in the area – OPUS and the church – had identified some existing conditions were somewhat inefficient; additionally, we've been looking at a couple things for quite some time, noticing some traffic patterns out there.

(Discussion ensued)

Spencer: To start building on what Mr. Peoples had identified – through discussions, we had actually targeted a number of intersections along Gender Road, and what we'd say is the northern section of the railroad tracks, in particular; we had asked a few questions – there have been numerous studies done in conjunction with some of the developments, some of which we started identifying based on a comment and reaction period.

(Discussion ensued)

Spencer: What we were looking at is the intersections of Gender Road and Canal Street; Gender and

Winchester Boulevard, and in the remaining of Gender – we have the right-in, right-out onto Waterloo and the on-ramps for US-33; as part of that effort, it was two-fold; we looked at it from a traffic perspective – operationally, how these improvements are at these intersections; the focus is looking at turning northbound would be right-turn lanes; right now, you have a lane that is designated for through and right-hand turning; what if we were able to separate that? We understand that we get back-ups with that northbound traffic; we looked at it from a traffic perspective, and also from a physical and conceptual engineering; it ultimately enables us to put a cost to these improvements; I'll run through what's in your packet – there are several exhibits that we have prepared.

(Discussion ensued)

Spencer: We have some physical limitations with this improvement; through this section we also have this shared bike line that's a part of the roadway there, that's something we have to consider.

(Discussion ensued)

Spencer: We vetted this improvement at this intersection inclusive of a brand new traffic signal installation, which is a large portion of the cost; this improvement is around \$600,000; it's completely estimated based on what we see in this graphic; moving to the north, what it would take to take right-turn to northbound lane for Winchester Boulevard – you see here, a much larger improvement; one of the things that dictates the length of this improvement is (unintelligible); we want that turn lane to start for that queuing, so there is always a relief; this improvement alone took the morning right-turn function to an E grade to a B, and the evening from an F to a C; there is also obviously a benefit to the through movement – the improvement is not quite as good, we go from an E to a D in the morning; in the evening, it's still at an F, but we reduced the delay time by about 20%.

(Discussion ensued)

Spencer: When looking at this improvement, we have always been faced with the age-old challenge through the interchange of the pedestrian movement; it's something we have talked about for a number of years – while not part of this, just in the evolution, we were looking at trying to engineer different solutions; the 2 challenges we face are the bridge – we have a parapet wall there, and the fact that we have 2 – either the west or east side, we have 2 continuous movement ramps, meaning the traffic that's getting on the highway.

(Discussion ensued)

Spencer: The other piece obviously to this is cost; one of the things now that's prevalent with ODOT is their safety funding program, in which they focus on pedestrian improvements; a lot of time when we think of ODOT's safety funding, we think of high-crash intersections; right now, they are well funded in their safety program, and we do think the improvements at Cleveland Avenue were funded partially through safety funds; the point of what we were doing with this exercise is identifying the next phase of Gender Road.

(Discussion ensued)

Spencer: The work inside the interchange gets a little more complicated, because of ODOT; we actually have a meeting this Thursday with ODOT to discuss this concept; we would have to have the district's

support, and we'd have to know what type of analysis they would want; the benefit certainly is pursuing ODOT safety funds for a pedestrian improvement; you can typically ask for much larger amounts of money; in a worse-case-scenario, a beam has to be added to the bridge to facilitate a pedestrian crossing – not necessarily and insurmountable challenge when you're looking at pursuing ODOT safety funds; the other piece to that is the funding timeline – safety applications are accepted in the Fall and the Spring; we would pursue the Spring application, and decisions are made in June; this time next year, if we have ODOT safety funds secured, we can leverage those for OPWC funds to add into the project as well; your scoring goes up considerably when you have other funding sources.

(Discussion ensued)

Jarvis: I've got a funding question – you said that the ODOT safety program would help our ranking in the OPWC grant pool? Does it count against our matching funds? Spencer: ODOT requires 20% local match – that local match can come from anywhere, and that can include an alternate funding source; we can go to an application for safety funds, and we can ask for 80% funding, with a 20% local match; once we have 80% of the project funded, we can then go with an OPWC application, and we can request that remaining 20% through OPWC – it's likely to be some combination of grant and loan; we may knock that 20% to 10% loan, 10% grant; no guarantees, of course; it's a process to go through; a lot of this has to do with the view that ODOT and the committee that decides safety funds – right now, there is a perceivable focus on pedestrian improvements; I think it would be a nice opportunity.

(Discussion ensued)

Peoples: Mr. Walker, I have some stuff to add – as part of the OPWC application process, we did a mock-scoring on that; the project that we put together would have been funded in the last 7 rounds; that is a roughly \$1.2 million project; the loan would be \$750,000, a grant would be \$250,000, and the rest would have to come from the city up front; as part of that, we would like to move forward with that application process; there is a couple of things that do have to happen as part of that; the first thing that involves council is a public meeting – it has to be at the next council meeting; that's just where we come in and invite the public to take a look at the project; Mr. Spencer and his group would explain the technical aspects of that; it is one of the requirements; those are the types of things for letters of support from the community, that type of thing; the five-year CIP – I think some of you may remember last year, we did present it; there was no action done on it, because we weren't doing an OPWC application at the time; since we are this time, we will have to have it adopted; I am working on that; those 2 things would have to happen – I know that it's a short timeframe for the OPWC application, I believe it's September 9th; we are looking to turn that around pretty quickly, and just want to get your feedback on that process and the project – just for Phase V.

Clark: Phase V is the Canal Street/Gender Road portion? Spencer: And also Winchester Boulevard, those 2 sections.

(Discussion ensued)

Jarvis: Is there any thought as to how this is going to impact the other end of that thoroughfare? Spencer: I know when the church development was being designed – they had completed a traffic impact study; it's

speculative in nature, there are engineering protocols to project traffic; they completed that study in accordance with engineering standards; it was reviewed, it did not identify the need for this improvement – it's one of those things that we're going to see what happens; it's sometimes hard to predict patterns of local folks, depending on where they're going; I think that's a little bit of thought about trying to put this shortened right-turn lane in through there; we've got some physical limitations.

(Discussion ensued)

Bennett: Looking back at Canal Street, as the bike path shifts off the main street; is there any sort of protective guardrails – or anything that would be installed between that bike lane and the turn lane that would be installed there? Spencer: At the turn lane for Winchester Boulevard, we are looking at curbing that, because of the drainage; there you at least have a curb separation; the design as of right now wouldn't have any more of a physical barrier; with the curb barrier, there are no standards that say we need to do anything further; we certainly can do something, if we are concerned about that.

(Discussion ensued)

Peoples: It will end up being very similar to what we had at the existing Winchester Boulevard; before, the bike facility was a ride alongside the road, similar to what it is south of here.

(Discussion ensued)

G. Old/New Business

H. Adjournment

A motion was made by Bennett to adjourn, seconded by Lynch. The motion carried with the following vote:

Yes 7 – Bennett, Lynch, Amos, Clark, Coolman, Jarvis, Walker

Adjourn @ 7:25pm