

Canal Winchester

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



Meeting Minutes - FINAL

October 15, 2018

6:00 PM

Council Work Session

Mike Walker – Chair

Jill Amos

Will Bennett

Bob Clark

Mike Coolman

Bruce Jarvis

Patrick Lynch

A. Call To Order

Walker called the meeting to order at 5:46 p.m.

B. Roll Call

*Present 5 – Amos, Clark, Coolman, Jarvis, Walker
Absent 2 – Bennett, Lynch*

A motion was made by Walker to excuse Mr. Bennett and Mr. Lynch, seconded by Jarvis. The motion carried with the following vote:

Yes 5 – Walker, Jarvis, Amos, Clark, Coolman

C. Also In Attendance

Mayor Ebert, Matt Peoples, Lucas Haire, Amanda Jackson, Bill Sims, Dick Miller, Steve Smith, Shawn Starcher, Rick Brown, Joe Taylor, Sargent Cassel

D. Reports

Bill Sims - thank you Mr. Walker; on the capital improvement side Gender Road phase IV work is continuing; we do have the new surface on Gender Road; we still have to resurface Groveport Road in both directions; and basically that will happen the very first opportunity here when the pavement is dry; we'll see if we might be able to get some of it tomorrow; if not it looks like Wednesday should be a pretty good day; we're working on getting things wrapped up out there; we'd like to get the asphalt on this week; right now striping for the pavement is scheduled for Thursday and Friday as well as restoration of the lawn area that's getting seeding down and straw off the edges of the pavement yet this week; probably the biggest issue out there at this point is still the traffic signal poles are delayed from the manufacturer; I think I mentioned this before; they had a change in manufacturing companies; one went out of business last year; that put the entire load on another single company and so pretty much every project is late with traffic signal poles at this point; our hope is to still get them up this year; but we're going to do everything that's possible up to that point; the signals that are up there will be adjusted to fit the new lane configurations and so forth; and we'll have all that in place for that; functionally it's going to work the way it's intended to work here at the end of the month; so we're on schedule for substantial completion but getting the poles up is going to be delayed; hopefully we'll have a firm date here shortly from the manufacturer as to when we can expect those to be shipped; 2018 street program the punch list for that project is now complete so is done; we are currently starting to work on the 2019 street program with pulling together the areas for that project; in general we're looking at continuing to work in Ashbrook Village on the next couple courts in the older portion; and resurface the portion of Williamson in the area where we did the courts last year; we're going to start some courts in Westchester back in the kind of Fox Hill and Hemmingford area; and then on our more major road East Waterloo Street will be the target for resurfacing from High Street to the village city limits; we do have a few other items; we do a lot of various miscellaneous things in town as well during the course of that project; we'll be getting all those details put together; on the private side Winchester Ridge phase III the apartment complex that work is continuing; they're getting pretty far along with some of the buildings out there; if you've been down Busey Road lately; so you've probably seen it there; they're getting a bit closer to making those habitable; Westchester section 12, 2 part 3; that's kind of Konold Court the other side of Gender Road; they're on pace to get the road aggregate down this week and probably looking at having that paved early part of next week; in a month or so you'll probably see homes going up in that area; section 13 of Westchester which is on the west side of Gender Road south of the creek; down by the south Gender

water tower vicinity; down in there; they're looking on getting started on that this year; we had our preconstruction meeting this morning; they've actually begun the mass grading and they're installing wells for the watering to begin the sanitary sewer; they will definitely get started on the utility work this year; I think the developer is hopeful that he might have the opportunity to do some roadwork but I'd say at this point that's probably pretty optimistic; COTA park and ride is continuing; the parking lot out there has come along quite a bit; that is pretty much ready for asphalt; they've got trees planted; shrubs are in; all the concrete is done in the parking lot; Trillium Drive the curbs were installed last week; Trillium this week; we're probably looking at pavement on Trillium next week; they're shooting at trying to be done by the end of the month; we start a new project; Winchester Office Park at the end of Winchester Boulevard; so west of Gender; down at the very end there; there's a project that total has four office building on it; they're starting to possibly a third one going in; so they've been doing their earth work and getting ready to start utilities for that project; and also a new project at Canal Pointe; NIFCO is building a new building at their site on Robinette Way on the land they purchased from the CWICC; they're masquerading has just begun; they've stripped the site and put up the erosion control measures; but they'll be continuing on dirt work as we review the engineering plans; Jarvis: Bill you had mentioned that the street maintenance program for the budget for 2019 you're kind of getting things up; a plan for that; is your first step to go to the five year capital improvement plan to see what was identified in your previous assessments to determine what comes next; Sims: yes; tempered I guess; we do have the five year capital improvement plan that is regularly being update by Matt; we actually start looking at that in a little bit more detail; last year we really looked; we set up multiple years; so we had about a three year plan on how we broke out subdivisions and kind of phased the approach; we identified a couple years ago that Ashbrook when we moved in there how we would do it; so we work on courts and side streets; basically work out and then come into the big roads so that Williamson would be resurfaced for instance at the whole north end; we already did all the streets in there so we aren't running over the new pavement all the time; yes we are working with the five year plan and then we kind of start pairing it down from there; so as we look at that if we're going to be in subdivisions or they have multiple phases or are constructed over years and years how are we going to approach that to get those done; so I guess there's phases of phases at that point; Jarvis: I guess my bottom line is does the system work; Sims: Yep; the five year plan I think is the primary budgeting tool so that we've got numbers out there; so Amanda is trying to get a sense of what we're talking about; then we're taking and looking at how we're going to adapt to make those things happen; also maybe it's in a little bit smaller in a two or three year plan to make that occur; then we're using our pavement management information that we're collecting every year to look at which roads need what kind of treatments; I think at this point it's working really well; Jarvis: thank you.

Chair wishes to acknowledge that Mr. Bennett joined the meeting at 5:49 p.m.

Dick Miller - thank you Mr. Walker; P&Z administrator Andrew Moore asked for input on proposed changes to the landscape portion of the city's zoning code and we are providing that information to him; I think they're trying ot streamline the landscape code; make it a little more readable; we are presently marking planting locations with white paint and flags for the fall tree planting so you might see a few of those coming up; the urban forestry department with Austin Lynch is updating our safety data sheets that are required by law to contain information on potential hazards and how we work safely with chemical products should there be a fire or exposure of those chemicals to an employee and or the environment; on October 5th and 6th we had our 11th annual tire sweep in the Walnut Creek water shed which produced 39 tires; we either floated or waded the stream from Winchester Elementary School to the Richardson Road portion of that stream; we want to thank residents Rex Eberly and Beth Rice from Canal Winchester for helping out and

Austin Lynch from our staff for also helping out; we have repurposed the woody plants from many of the street containers to the 33 Gender Road interchange landscape and we have purchased new black hall viburnums for those street containers and I think you'll like those; you will see those in Spring of 2019; Jarvis: on the landscape standards is it strictly an exercise in making the language easier to read or are we relaxing the standards because we've somehow overstepped the line; Miller: I don't know how we compare with other municipalities as far as controlling residential landscapes; but we're looking at a lot of different things; parking areas with the tree lawns; there's several ideas and things we're looking at' there was quite a bit of redundancy in that former portion of the code; and Andrew is much better at that than I am but there was quite a bit of overlap and redundancy page after page after page; Jarvis: its mostly a cleanup activity; Miller: its mostly a cleanup and probably we're preparing our self for change; there's a lot of streets out there; new streets that don't have trees; I think we're looking at cost; and what our budget allows and what's actually getting done out there; Jarvis: maybe I'm confused I thought this was a standard that the developer was to follow; this was their obligation; Clark: I think that may be more Lucas's; Haire: yeah there's a number of changes that we've made in regards to commercial development and industrial development but also in regards to street trees; and so currently one of the things that we do is the city pays for and plants all the street trees and what we're doing with this proposal is putting that burden on the developer with an approved plan that they plant the trees up front; we're finding it a challenge as we start to grow again o keep up with that; we increased the fee but there's still not going to be a chance that we get to everything along with all the replacements that need done; so that's one change we made; but in terms of relaxing standards there was a lot of redundancy between protected woodland areas and just standard tree protection; so it was confusing to people to try and interpret what type of tree preservation and tree removal permits needed to be obtained; so we tried to clean up a lot of that language; we've changed some of the priorities on protecting major trees to put more value on larger trees than we did in the past; we had value on all the trees the same if they were over four inches; so we've changed that up a little bit to put value on retaining larger species of trees; because ad Dick put it to us there's more value in the canopy coverage than having six trees with a small canopy versus one tree with an enormous canopy; so we've tried to change that up a little bit; but we're also running into issues with just trying to fit the amount of landscape that was required in our code on some of the sites that we have on some of these larger investor buildings around here that maybe require between two and three hundred trees to be planted; Jarvis: it's too much; Haire: it's hard to find a place to put two or three hundred trees when you're trying to maximize the lot with parking and building and economic development; Jarvis: and we're also eliminating trees from parking lots; the islands; Haire: not necessarily eliminating them but we've put a priority on placing around the exterior of the parking lot rather than the interior because what we're finding is that they just don't survive; if the trees aren't thriving on the interior because the conditions they're put in it's not really having the desired effect; so it's putting more priority on still requiring trees but along the perimeter where they'll have more space to grow and hopefully will do better; Miller: the big problem on interior parking lot trees has been that it has never been correctly done; they layer a site with number two or number four stone and they just kind of push away an area; plant an oak or an elm or whatever you want to put in 18 inches of soil and it should be three feet of soil; our old specs call for a four by four area for a tree; I meant that is just ludicrous; the actual from what research is showing you need; first of all the average urban tree surrounded by impervious pavement will last about seven years; and that point it will either start digressing; it will start going downhill; it may last more years than that but it's not thriving; research has shown that we need about twelve hundred cubic feet of soil per tree for that tree to prosper; if you look around the parking lot areas all over the Midwest or wherever its basically honey locust and the weed tree called Callery Pear; because that's the only thing that grows for ten or fifteen or twenty years in 18 inches of soil; and that's all they have to grow in; everybody has been doing it wrong forever; we need to have a wider species list we

can use in these parking areas and do it right; why do it wrong; you can get more canopy getting the correct amount of soil for the tree; do it right; do it correctly; and it will pay you in the long run; Jarvis: I always like the idea that we expected developers to put trees in big spans of asphalt; but I see the problems; do you think that this is the correct solution is to focus on the parameter and that way at least; Miller: yeah like your typical fast food grease and salt; their parking lots are precious; so if they have 27 parking spaces that's very key to their profit margin; I think it's probably best to put the trees around the perimeter; but you should still have specifications that call out how many trees you need per parking space; the larger parking lots; we need to keep those trees in the parking lots for the heat island effect; if you don't know what the heat island effect is please google that; read a little bit about it; it causes extensive urban heat because all that roof top and black top absorb heat all day long and then as the sun goes down and all that heat is released into the atmosphere; that's why your cities like Columbus and bigger cities are warmer than surrounding areas; it's the heat island effect; we don't want to get away from planting trees in interior parking lots; we just need to do it right;

Steve Smith - I'm happy to report that things are pretty quiet over our way; we had a control failure that wasn't too expensive; the backup system kicked right in and worked beautifully; got the other control phase monitor replaced; we got the spare in the closet when we're ready for it next; the fun part to report is that we had 40 students from the high school come through the plant with three of their teachers and they got a chance to do a little career day thing; a lot of fun; a lot of good questions; and a lot of plugged noses; it was frankly quite amazing to see the kids to see the kids come through and see them go from totally in the dark to enlightened about the city infrastructure and how water gets to where it needs to go; so we're really happy to do that and that's about it from me; any questions?

Rick Brown - good evening everyone; the past month has been pretty minor in changes and repairs; not a whole lot of changes from Microsoft since they backed out a big windows 10 update for us that you would have gotten at home that was failing miserably; so it's been pretty quiet; they announced a new software server exchange; server exchange and share point which will affect us next year with the upgrade to those; that's about it; quiet is the key word; any questions?

Joe Taylor - good evening right now we're working on draining the east brine tank just to do some inspection work on it; well five is set to be cleaned at the end of this month; we just replaced a pump in well four sat the beginning of last month; the AMI metering system is ongoing; we have about 1,300 units currently installed; we just update our distribution inventory for piping hydrants and such; in September the south Gender water tower was washed out to do an inspection; we completed hydrant flushing the 26th of September; coming up on the 24th we're doing meter reads and on the 29th we're doing shut offs; the only complaints we had last cycle was just due to the fire hydrant that had a collision with a car on Kramer Street; just from the day we had with the fire hydrant; the massive leak we had that day; Walker: the AMI system certainly is working; I got a notice Mr. Taylor that we had a toilet running or left a house on with some water leaks or something; and he was right; that's what was happening; so this is a good system; save you some money; and several gallons of water an hour can be lost real quick; Taylor: most of the leaks we see are ten gallons per hour in the middle of the night and that's generally two or three gallon a minute commode that's sitting there running; you start figuring it out the day it actually adds up.

Sargent Cassel - I don't really have a lot to report today; unfortunately I don't have the September stats that I promised you today; my part of that is done; I'm just waiting on the lieutenant to do his part of that; so I'll definitely have them for our next meeting on the 29th; Jackson: we don't have a meeting on the 29th; it's November 5th; Cassel: when I get them I will make sure you guys get them; community watch is getting ready to assist with the ghost tour; I'm still rounding up volunteers for that; they're going to help people

cross the street and stuff like that; we're getting ready for the RX takeback; that's been assigned to Deputy D'Amore because detective Meadows can't do it this year; and our shift bid is up today and that will take effect January 6th; so you might see some different deputies up here; and that's about all I have; any questions?

Shane Spencer - **Engineering Updates 10-15-18**

Jarvis: I have a question regarding Mr. Spencer's report; I don't know if anyone on staff can address this or not; one of the things he reported was that an MoU was received from the railway regarding cost sharing the High Street crossing; does anyone have any knowledge of that or can share any detail; Sims: the High Street rail crossing; we have talked about it a little bit in the past; the condition of the actual ties through High Street; there's been a problem for a number of years actually; we've not been successful in convincing the railroad that they need to do something at that location to this point; however through the Gender Road process we've developed some new contacts there; you know, had a good relationship this year; we talked with them about High Street and possibly doing something there to get that improvement done; in addition to the condition of the road crossing one of our interests there is also to have a pedestrian crossing on both tracks which is really, really needed; obviously it's not a great situation the way it is currently; at one point we were hoping because the cost came in a little bit lower on Gender that we might be able to use the available money they had budgeted for and see if we could work something out this year; they were hesitant to spend the money not knowing what might come down to the last few months of the year; the MoU is kind of the next step to try to work with them on High Street for next year; we're not exactly sure what shape that will take; Gender Road we basically took the lead; we hired a contractor; High Street might be a little bit different because we're not actually doing construction on High Street; it's something that the railroad actually does the bidding and hiring; I would probably foresee that we would do engineering and have some cross participation in the crossing; it's important in doing that the pedestrian access is improved; in my mind that's even a more significant issues than the vehicle access at this point; they have submitted an MoU and we're looking at that to basically try to a basic understanding this year so that they can start budgeting for next year as well; Jarvis: without giving any numbers was it sort of a 50/50 arrangement; Sims: that's the basic understanding at this point; I think the more palatable we make it for them to do something the more inclined they are to do it obviously; up to this [point they've come out they've looked at it and recognized that yeah it's in poor shape; we'll see you later, you know; I think that's what it kind of takes; somehow you have to get our problem a little higher on the priority list and that's one of the ways to do that; Jarvis: I'm kind of pleased that they sent something in; that shows that they're somewhat engaged' and I think this is really important; especially with the development happening further out High Street; to have some pedestrian accessibility form that part into the old part of town is really important; I was trying to read between the lines and maybe I'm not doing a good job of it but it sounded to me like it was problematic; either our share was going to be too much or the overall cost estimate was ridiculous; Sims: it's not ridiculous; one of our real question was how clear was it that the pedestrian access was included; I think if it wasn't included in that cost then it was a problem; after a conversation with Shane here in the last week it clarified that the actual physical crossing of the tracks is included in the work that we're proposing to share with the railroad; Jarvis: well great; and of course that would have some cost implication for us as well; right; because once it's there then we have; that connectivity is not there yet; we have to establish that; Sims: we're really close; we brought the walk up; we're in the right of way now on both sides; we're literally talking like \$1,000.00 maybe; Jarvis: oh okay; I thought it was further apart for some reason; Sims: this year we were anticipating that; we were hopeful that we were still going to work it out with them and get it all done; we brought it all the way into the railroad right of way so we're really close to the crossing at it is currently; I think with our events and the activity downtown we're seeing that need growing and growing

because more and more people are parking up in the old concrete lot for events and Dysart's old parking lot; there's a lot of pedestrian traffic there for events and or course just for the use of residences in that area and with the new; Jarvis: yeah it's a barrier; it's not the Rio Grande but it's a barrier for people to come and walk or ride bikes; Sims: it certainly is because of the width of the roadway when you enter the road to go over the track you are in the traffic; there is no way to avoid that; and you see folks with stroller going through there Jarvis: thank you Mr. Sims.

E. Request for Council Action

RES-18-017 Development

A Resolution To Establish The Route 33 Community Reinvestment Area And To Authorize Real Property Tax Exemptions Established By Sections 3735.65 Through 3735.70 Of The Ohio Revised Code ([Resolution, Exhibit A, Route 33 CRA -Housing-Survey](#))

- Request to move to full Council

Haire: thank you Mr. Walker; this resolution would allow us to create a new community reinvestment area; we currently have two community reinvestment areas in Canal Winchester; the state created the CRA program in 1977; it would significantly change in 1994; so what they've identified now is pre 1994 CRA's or post 1994 CRA's; all the CRA's we currently have are pre 1994; you can amend each of those two times; we have amended ours to the extent we're allowed to amend it; so this will be the first time we propose to create a post 1994 CRA; basically what a CRA is it allows for areas of land in which property owners can receive tax incentives for investing in real property and improvements; it's a direct tax incentive exemption program benefitting the property owners that renovate their buildings and construct new buildings; as part of that we need to approve a housing survey; and the housing survey must show that the area is one of which housing facilities are located that are historic in nature and that new construction or renovation is discouraged within the area; so I'd like to go over some of the housing study that was done to talk about some of the findings we've had in this area; you can see from the proposed map of the CRA it kind of starts on the north said of Winchester Boulevard; behind Home Depot and Kroger; it takes in that vacant parcel; and then it kind of follows US 33 along the south side of 33 there across Gender Road on the north side of Waterloo Street; it takes in the seven acres that is vacant there in front of Charleston Lakes that's owned by Casto; and then it goes over to the Tussing Bachman Ditch; then it would go north along Cemetery Road across 33 and would encompass 154 acres that are vacant there next to the cemetery and would cross over Bowen Road to the corporate limits which is also the Fairfield County and Franklin County line and then back down south to 33; so there are aa variety of developed properties in there as well as undeveloped an available properties; there are 24 homes located in this; the state requires that you do a housing study and again the results of that study need to show that there are areas that are dilapidated and are discouraging new investment within that area; so with this specific area we chose that because of some of the structures that are located there; specifically along Waterloo Street and along Bowen Road; there's definitely some disinvestment and some blighting influences in the area; Canal Winchester has really boomed over the last 25 to 30 years; this area has not seen the same level of investment as the remainder of the community and part of that is due to US 33; so US has been great for transportation and access for the majority of the community; for this area it's not been so great; so obviously being close to the highway you lose some desirability in terms of residential construction; not a lot of people want to live with 33 right in their back yard or in close proximity; as the level of traffic has increased along 33; the level of truck traffic has also increased; the level of noise; the level of pollution things like that have also been a detriment to the desirability to the residential construction there; in August of 2004 the access point at Cemetery Road was closed at US 33 and in September of 2006 Bowen Road and High Street were both turned in to right in right

out rather than having full access; with those changes its essentially shut off the north side of Canal Winchester; north of 33 from the rest of the community; and that's left portions of the city isolated and discourages development and investment and redevelopment in that area; specifically some of the properties that were identified we did a windshield kind of survey of all the properties driving around; categorizing levels; basically rating each property from good fair or poor; the properties that are shown are the properties rated as poor; they're specifically described in here; 6000 Bowen Road you can see from the photos here there are broken windows on the property; it's missing portions of the front door which have rotted away; it's flaking paint; damaged slate roof; the rear of this building which I don't have a photo of there's actually tarps across the roof where it appears that the roof has been leaking it's unknown the condition of what that portion of the roof is; so it is definitely a property that's in poor condition and is a blighting influence on surrounding properties; 308 Bowen Road; this is just north of 33; it appears that someone is living in this barn; there is also a residential home on the property so there is flaking paint; missing gutters and downspouts; windows that have been covered over and I assume they're broken windows that have been covered over; I can't tell because they have been covered over with sheet metal; 612 West Waterloo Street; that property also in poor condition; the front porch on that is collapsing; they've tarped over the front porch so it's unknown what the condition is behind that tarp; there is flaking paint; being maintained in poor condition; then 628 West Waterloo Street; as you can see here this is a commercial building; garage door is failing; it is completely rotted out; portions of the main door is failing and rotting; the siding has holes in it; and the grounds are unkempt; these are some of the properties we have found that are discouraging investment in the area and with real-estate property tax abatement available some of these properties would have some incentive to be able to repair or redevelop those sites; Jarvis: if I could interrupt here briefly; the CRA encompasses commercial and residential property; does tax abatement apply to both residential and commercial; Haire: in this specific case we chose not to include residential property with the ability to be abated; we chose to do that for a few reasons; one of which is there's a large parcel there that is zoned R3 that is owned by a residential home builder and we didn't want to see that abated; with the post 1994 CRA it's a negotiated incentive and so what we're proposing with this specific incentive is for remodeling of renovation of commercial structures; we're proposing up to a ten year term and up to fifty percent if the cost of remodeling is at least \$100,000 and then for new commercial industrial construction it's up to 15 years and up to 100 percent; and again that's negotiated on a case by case basis; we're not saying that they get the incentive; with the pre 1994 CRA you automatically get it; if you build it you get' there was no negotiating; Jarvis: we were careful not to include residential properties in that; Haire: correct; we didn't include any residential properties; in the existing CRA we do have residential property but it's all in the historic district; Jarvis: and if somebody wanted to build a multifamily zoning; I don't know if any of that exists in that; Haire: we specifically identified mixed use development as eligible for an incentive but not strictly multifamily; in terms of the age of the housing stock in this area I mentioned there are 24 units; so housing encompassed in the district; the most recently constructed home within those 24 was constructed in 1990; so in Canal Winchester as a whole there are over 3,000 housing units; 72 percent of which have been constructed since 1990; within this district you've got one house that was constructed since 1990; so only four percent versus 72 percent of the community so you can see while the rest of Canal Winchester has boomed with new construction there's been almost no new construction within this area; the housing values within this area the average median owner occupied housing unit in the City of Canal Winchester has a value of \$194,000; the median value of an owner occupied unit within the proposed CRA is \$178,000; while that appears they are pretty comparable 194 to 178 the properties within the proposed CRA are on much larger lots; some of these are on maybe two acre lots; so a lot more of the proportion of the value is in land rather than building; where the rest of the city most of it is in the building rather than the land; and so there's actually quite a discrepancy between the two areas; the areas definitely in need of new construction and

investment; also we compared building permits for the area and we looked back at the last three years; 2015 through 2017; and as you can see there's quite a few permits that were issued in all of Canal Winchester; 79 one year; 139 another; 109 in another for residential; within this area we've had one residential permit and that was for a repair of a burned out garage; so that's the only residential renovation that's taken place out of those 24 properties within the last three years; and so there's not a lot of money being invested into those properties in terms of new construction or renovation that's taking place that require permits; the same on the commercial side of things; we've had quite a bit of commercial and industrial activity over the last three years; this area has not seen the same level of investment; while there has been an ALDI constructed that was probably the biggest investment; there's been a few other minor renovations that have taken place in the area; I think it shows a level of discouragement that's taking place from folks investing in the area; so in conclusion were seeing that the properties within this area are declining in value or holding their values while the surrounding properties have experienced significant value gains; transportation and access changes have taken place in the area and have negatively impacted the desirability of construction; the age of homes within the proposed CRA is older than that of the surrounding community; no new construction has taken place within the last 20 years; there's a declining desirability of the area that is evident from the lack of building permits that have been issued while we've seen a boom in construction in the surrounding; therefore the propose Route 33 CRA meets the criteria for community reinvestment area as defined by the Ohio revised code as one of which housing facilities or structures of historical significance are located and new housing construction and repair of existing facilities or structures are discouraged; Amos: so if you're only gearing this towards commercial why are we required to do a housing survey; Haire: it was established in 1977 primarily as a housing program; that is not primarily how it is used in the state of Ohio; while there are many communities that offer it for historic housing renovation one of the primary benefits of this program is it's an economic development program; and so it's used to incentivize new commercial and industrial construction that have large impacts in the community; so they changed the laws in 1994; a lot of that was due to lobbying by school districts in the state of Ohio who were primarily receiving their revenue from property taxes while cities and villages were primarily the ones creating these abatements and not really suffering the consequences of them; so they changed the law in 1994 that basically now requires you to negotiate in a case by case basis with the entity that's receiving the abatement; and they also put in a number of notice requirements to the schools; and put certain caps on the percentage that you need the school district approval for; so now if you're going to abate more than 50 percent of any property taxes you need to notify the schools and the schools need to basically consent to that abatement; Amos: you said there was two areas that we already made CRAs correct; did you see an increased number of projects and builds after that was put in place; Haire: yeah; obviously you get the reports every year we do from our tax incentive review council so you can see the level of investments that have taken place; but primarily every industrial project in Canal Winchester that has been built has received a real estate tax abatement; if you look at West Walnut Street the industrial park there; Brewdog; TS Trim's facility all those received community reinvestment area abatement; all those were 15 years 100 percent; it goes back years before that; they expanded the program initially; and initially it encompassed that area only then they amended that in the late 80's to take in the downtown area here; and also to take in the Dysart buildings; so that's how Dysart was constructed as well; incentive for them to construct new facilities and then we expanded that again to take in Canal Pointe when that was annexed in 1996; we've seen significant investment there; you've got 30 companies; we have 1,000 jobs that are in Canal Pointe at this point; Amos: and once this is determined to be a CRA do you send out notification to the current property owners; how are they made aware; is that something we do or don't do; Haire: right now it's basically done through our website; so we make the map available and which properties are within the CRA; we won't necessarily make it known to every property owner with the CRA; but we do that through conversations through property

owners that are offering their property for sale; they generally know; it's a big benefit to have; Coolman: Lucas how many acres is that total in the CRA; Hire: this proposed CRA is about 450 acres; Coolman: and how many acres are for sale that you know of; Haire: it's hard to say; there's a least 240 acres that are for sale in there; so probably half; Clark: Lucas we all know the pre 94 CRA's are a lot better than the post 94 because it's an automatic in the company; so you're competing against pre 94's which is going to put us at a little disadvantage now but we don't have any post 94's; is there a vehicle that you can look at that we can work with the entities school and others that have received this; if we can say that a project is going to bring in X amount of jobs and dollars to the community they're willing to forgo X amount that we can get in writing so that we can bring that when a deal comes in and we have that in writing so that we don't lose that deal to somebody else that might say down the road I can go get a pre-94; Haire: that would be our goal over the next few months to move through the process of getting this approved; this is the first step; we also need to send this to the Ohio Development Services Agency and the development director of the state has to sign off and say that this housing survey meets the criteria for the state and that they approve to allow abatements to be granted in this area; so we'll do that but also we'll want to meet with the school board and talk to them about the potential for waving their notification requirements there's certain time periods if you're not going to offer more than 50 percent then we have to notify them fourteen days in advance but if you're going to offer more than a 50 percent abatement then you have to notify 45 days in advance of any decision being made; so that obviously looks at extending the timeline a lot further when you're trying to negotiate a project; so we're meeting with them to do that; if you're going to exempt more than 50 percent of taxes for the schools they can request that they be made whole basically up to 50 percent of the taxes and so that has to come from other revenue sources unless they consent otherwise; so we'll try to negotiate something that's fair; that allows them to receive revenue; our goal is for everyone to have a win, win; we obviously want healthy schools for the community but a lot of these projects wouldn't happen but for a CRA being granted because we are competing with so many other communities; the good thing in this is that there are very few pre 1994 CRA properties available in central Ohio; there's less and less all the time because they have been developed; Clark: there's still a lot of land in Lancaster; Haire: yes there is; there's quite a few parcels in Lancaster but it's becoming more and more rare in the immediate surrounding area; so Rickenbacker area; things like that; it's becoming less and less that we would be competing against that; also the state law is that any project that would generate over one million dollars in income tax we could have to come to an equitable sharing arrangement with the schools for revenue that comes from income taxes; so if we're offering a real estate tax abatement there has to be some income tax sharing if it produces more than a million; if you're unable to negotiate with the schools an equitable split with that then it's automatically a 50/50 split of all the income taxes that come in; so those are all things that we'll discuss with the schools and try to get an agreement in place prior to offering abatements; Bennett: Mr. Haire will this have an effect on any current projects that are in the process of going through planning and zoning; we have received a request for rezoning for a property behind Home Depot and Kroger and so yes it would have an impact on that property; so we'll set a public hearing for that later this evening; that went through planning and zoning at our last meeting last Monday night with a recommendation to rezone that property from EU to limited manufacturing; Bennett: I believe that the hotel that is being developed falls under this as well; do they have the potential to come back and apply to fall under this or is it too late for them; Haire: it's too late for that project; everything needs to be negotiated prior to the project moving forward; so you'd have to come to an agreement prior to any kind of building permits being issued or anything like that; we've already issued building permits for the hotel; they're actually going to break ground I think next week; we're having a preconstruction meeting this week for that project; Bennett: one final question; somewhere I thought I read but can't find it now that there is a reevaluation process in ten years; is that typical; a lot can

change in a decade; I didn't know if that's typical or we should consider; Haire: some communities set it at five years some ten some eliminate it completely and don't have any provision for reevaluation;

A motion was made to move Resolution 18-017 to full council by Clark, seconded by Coolman. The motion carried with the following vote:

Yes 6 – Clark, Coolman, Amos, Bennett, Jarvis, Walker

ORD-18-036

Finance

An Ordinance To Authorize The Mayor To Enter Into An Agreement With The Fairfield County Sheriff For Police Protection ([Ordinance, Agreement, Ex. A](#))

- Request to move to full Council

Jackson: thank you Mr. Walker; this is the contract with the Fairfield County Sheriff's Department for the next three years for police protection services; this contract has not changed in many, many years; the only difference is you will see we did add that mid shift deputy language to this agreement; obviously the cost has changed; and the purchase of the vehicle has changed; prior to the contract we would purchase a vehicle every year with a maximum cost of \$24,000; the sheriff's department has been having the discussion how over the last few years they have been moving away from the Dodges and moving towards the SUVs; the Ford Explorers; so we have agreed with this contract that we would move to that as well; the first few years are going to be a little bit more expensive; you'll see when I go over the budget here in a little bit that the dollar amount is \$45,000; that's because we can't reuse any of the stuff that's in the Dodge Charger as fare as equipment; so they have to be outfitted from scratch for the first few years; then eventually we can reuse that; the cost of this contract for 2019 is the only cost that is actually included; again this is a three year contract; so our 2019 cost proposal is \$1,165,000; currently we are at \$1,099,000; it's about a six percent increase; some of that is just due to increase in wages and some of that is due to the fact that we have typically only been charged for two vehicles up here and we've always had three; and now we have four; so we are upping that to include all four of the vehicles; we were trying to balance all that out; so that's where you're going to see that increase come in; so our monthly payments are going to be \$101,801 for 2019 only; then the contract does require them to give me notice in the Fall for what the cost of the following year will be; Walker: did you say those were SUVs; Jackson: yes; Walker: and there was a problem with those for a while; Jackson: it's my understanding that the sheriff's office has not had those problems with their fleet vehicles; Amos: Mrs. Jackson I just want to make sure I understand; it's \$40,000 plus equipment so it's about \$45,000 per vehicle; Jackson: yes; for the first few years yes; Amos: on the exhibit a I think there's a typo under vehicle repair maintenance at \$2,000 per vehicle; is that what it's supposed to say; Jackson: yes; I don't that together; that comes directly from the sheriff's office; Bennett: I guess my questions are really more for Sargent Cassel than Mrs. Jackson; how many of our runs or calls require two officers to be present; Cassel: I can't put an exact number on that; I mean it all depends on what the call is; if you have a domestic violence; if you've got a that's a two man call; if you have a long drop that's a two man call; if you have a fight that's a two man call; if you've got somebody that is harassing somebody that's a two man call; if you've got a theft in progress that's a two man call; so that's a hypothetical question that's kind of hard to answer; Bennett: when our sheriffs are called away to support other municipalities or other police units is there ever a time where we would have both sheriff's leave our municipality; Cassel: no and it's called mutual aid; if you have an agency that borders you and you want to help them so that nothing happens to them; so we help Lithopolis out a lot and they in turn help us out a lot; but I would never let Canal Winchester have zero deputies; Bennett: so regardless we always have one; Cassel: at least; Jackson: we're also backed up by the entire county so if for some reason ours were pulled out we have them as well; Jarvis:

so far the downtime numbers show that we're right staffed for the moment but if something changes for the future, this is a three year contract, there's a provision in here for adding additional personnel; it doesn't really address the cost of those additional personnel; maybe it's because; Jackson: we actually exercised that in our current agreement earlier this year when we added the mid shift position; and basically it's negotiated based on the rate of payoff the deputy; so rate of pay for 2019 would be different than if we decided to add someone in 2020 or 2021; which is why there's no cost in there; Jarvis: so you just extrapolate form the existing contract for additional purposes;

A motion was made to move Ordinance 18-036 to full council by Amos, seconded by Jarvis. The motion carried with the following vote:

Yes 6 - Amos, Jarvis, Bennett, Clark, Coolman, Walker

ORD-18-037

Finance

An Ordinance Authorizing The Mayor To Enter Into A Contract With The Fairfield County Commissioners And Fairfield County Sheriff's Department For The Housing of Prisoners ([Ordinance](#))

- Request to move to full Council

Jackson: Thank you Mr. Walker; this is a little more of a housekeeping issue; earlier this year council approved an ordinance allowing us to enter into a contract with Fairfield County to house our prisoners; that ordinance had specific dates of January 1, 2018 through December 31, 2018 the contract itself gives us the ability to renegotiate that contract year after year so we are just asking in this ordinance to remove those dates and allow the mayor to contract on our behalf and the contract to be in a form acceptable to our director of law; the commissioners have agreed to continue on with that contract as it was written earlier this year;

A motion was made to move Ordinance 18-037 to full council by Bennett, seconded by Coolman. The motion carried with the following vote:

Yes 6 – Bennett, Coolman, Amos, Clark, Jarvis, Walker

F. Items for Discussion

18-116

2019 Appropriations Presentation

Jackson: given the amount of time that we do not have this evening I will try and talk fast; most of you have seen this presentation before so I will go through some of the basics rather quickly; I did send you a copy of this so you can follow along; so we're here tonight to talk about the 2019 appropriations; what are the appropriations; we call it a budget; this is just us setting aside money for a specific use; why do we need to do this; because the law tells us that there are several different revised code sections that are listed on this slide as well as this slide that tell you why we're doing this; we are not allowed to spend money unless we pass a budget; so what is our budgetary process; the first thing we do is look at the revenues; what do we expect to take in in the fiscal year; our fiscal year is the calendar year; what are we planning to carry over from our previous fiscal year; then we take a look at our expenditures; ultimately we end up with a budget; again we look at the revenue that starts with the tax budget which we did earlier in the year in the June or July timeframe that sets the amount of revenue that we expect to see next year; we then take a look at it again later in the year around September we have more data at that point so we have a better idea of what to expect; the reason we do it around June or July each years is because that's what the code says we have to

do; it has to be filed with the county auditor by the middle of July; then we take a look at our find balances; where we're at to date and where we expect to be; we look at the expenditures; we look at what we know; salaries and benefits are pretty predictable for the most part; expense we look at the contracts; the sheriff contract that we just discuss; and some of our other predictable operating costs; like some of our utilities or how much we pay for our copier lease; things along those lines; the department managers get to take a look at this and give me their feedback and then will give their bosses their feedback then the directors and the mayors involved and we sit down and go over this; I will say we have not completed this step to date; this budget is subject to change; I will tell you I do not imagine it changing significantly as all if all; it is final but not quite stamped yet; if anything changes you will get notes on that at the next council meeting; one of the things we do is discuss our needs versus our want; I think we talked about this last year when I gave this presentation; this is how we prioritize what we are going to do; some things are in the need category and some things are definitely in the want category; what's our goal ultimately that our revenues minus our expenditures are going to equal zero; so we're not spending money out of the fund balance; the general fund; we'll start there; the general fund can basically pay for anything; it is our largest fund; the general fund comes from these sources; by far our largest being income taxes; 79 percent of our budgeted income comes from our income taxes; one thing I like to point out because I think it is misleading to home owner that the City of Canal Winchester only relies on five percent of property taxes for their entire general fund budget; if anyone ever asks you what's going on with their property tax money point them to the schools because we really don't get a whole of their money; as you can see this intergovernmental revenues is where our local government funding is; how small that percentage is; so when we talk about that that one percent of our budget; our total fiscal year 2019 revenue is \$8.7 million; this is about a half million dollar increase for what was budgeted for 2018; the bulk of that being in the property taxes; we are always very conservative in our property tax estimates; I guess I'm getting ahead of myself; the rest of it just here and there things; increases that we've seen in the development world; sometimes even in the pool and interest; interest rates are finally starting to turn around a little bit; that's all taken into account with this increase in the revenue; the other things is property taxes; as you guys know we've had a lot of new houses and some commercial development built; now I have estimates from the county auditor as to what we should expect from property tax money based on our valuations; so that was taken into account as well; so 80 percent of our general fund estimated revenue is earmarked for some type of contract or expense that we feel is very predictable as well as salaries and benefits; nine percent earmarked for the street program, street tree planning and the city sponsored events; then we look at what's left basically and we kind of fill that in; these are the unknown; if something breaks; if something just kind of pops out of nowhere that we need to take care of; anything that's above that remaining eleven percent would come out of fund balance; we're not dipping into fund balance in 2019; that eleven percent was enough for us to fill in those spaces this year; so where is our money appropriated; most of you know how small our staff is and we rely heavily on contractors so 45 percent of our money is budgeted for some type of contract service; 25 percent is salaries and benefits; that number is typical; that's about where we are every single year; twelve percent is transfers out; we'll talk about that in a second; then thirteen percent is capital outlay; that's where you'll find the street program which again will come up in just a minutes; so here's just a real quick glance at 2018 versus 2019; you can kind of see broken down; these categories probably make more sense to me because I look at his day in and day out; but basically contract services; anything we have an agreement with an outside party; operation maintenance are where we basically pay for our supplies; so if somebody needs office supplies or the guys have to run to Home Depot to get a small tool or things like that; that is what operation maintenance is; capital outlay is going to be any type of fixed asset that we are preparing building etc.; I think debt is pretty self-explanatory; and again transfers out in this case are also debt related so we will talk about that; I do want to touch on these larger percentages over here; the ten percent in contract service we just talked about shared contract and the increase related to that; the CETA agreement in Violet Township; we get a huge chunk of our income tax

revenue from that CETA area; and as we discussed at the last meeting part of that has to go to Violet Township so I have to account for that; utilities continue to go up; development services; as the development department continues to get busier we contract with a lot of outside individuals to do inspections and plan review and things along those lines; we need more money for that; we also discussed that at the last meeting; capital outlay is the sheriff SUV that we just discussed; the street program and then parks projects; we had a little bit of extra money next year; and again needs versus wants; this is a want; something we've been working on for a long time so we're putting some extra money into that; then transfers out is going down; we moved a little bit of debt from the general fund to the street maintenance fund which I will talk about in a second but that's what's accounting for that decrease in transfers out; this is a list of what's included in the salaries and benefits; you can see where we're at; \$1.3 million dollars in salaries; \$800,000 in benefits; I do believe that Mr. Peoples talked about the increase in out insurance premiums; a lot of the increase in that benefit number is directly related to that; so this just gives you a breakdown of who is paid out of the general fund; 66 percent of our work force; all of you are paid out of this fund; our seasonals and an intern that works in our development department; this is by no means a comprehensive list of our larger contract services so you can get an idea of exactly what services we are contracting out; I think again you have all heard this before and you are all very familiar with how we do things here; so this hopefully isn't a surprise to you; so our estimate in 2019 for these types of contracts is 3.7 million; our 2018 original budget was 3.6 million; not a huge increase; really it's just the cost of doing business; so here's our capital outlay; earlier this evening Mr. Sims touched on the 2019 street program; this is a very tentative list; they are still working on this so you can see where it is they're looking to spend those dollars next year; that dollar amount is currently budgeted at \$760,000 out of the general fund for those street repairs; again I touched on the park projects; street light purchases; I think you're all aware how often our street lights get hit and we need to replace them and that money is coming out of the general fund as well; just a few other things I wanted to note about the general fund; there is an equipment purchase in there; whether it makes sense to do a lease we will evaluate when the time comes; a couple things with McGill Park; the quarterly payments as well as the fundraising consultant contract; we are going to be audited next year; we are audited every two years so I had to include the audit fees in our 2019 budget; the parks projects that I touched on; the projects are yet to be determined; we have not yet heard about the Westchester Park grant app that we submitted earlier this year; hopefully we will be hearing about that in the next few weeks; so there's really not any money in here for our local portion of that but we could use some of the parks money that I do have left over towards it; we just haven't determined how that's going to work just yet; we're waiting to hear on the grant money first; transfers; all of the transfers go to the debt fund; this is a requirement by law that I have to pay the debt out of the debt fund but the money comes from our general fund because we don't have any voted debt; so when you pay your property taxes none of that money goes directly into the debt fund because it's not specifically related to debt; if that makes sense; this just kind of gives you an idea of where our expenditures have been since 2014; the 2018 number is an estimate of where I think we will end; so you can tell in 2014 we were at 6.5 million and now here we are looking at 2019 at 8.7; we're doing very well as a city and it's allowing us to do things that we have put off years ago; so don't be alarmed by any of these numbers we are growing and this is evidence of that; this kind of gives you the find balance that I mentioned earlier; we are not dipping into the find balance; so you can kind of see again where we were at in 2014 versus where we are at now; this is the result of conservative spending; us being very careful with what we do with our tax dollars; but it's also the reason we are able to do some of these projects now because we have been very conservative through the years; that was the general fund; street maintenance fund; this is a special revenue fund; it has a specific revenue source; it can only be used on specific expenditures; this money comes from motor vehicle license taxes and gasoline tax; 92 ½ percent of what we take in goes into this fund; the other 7 ½ percent goes into the state highway fund; here's our total budget; expecting \$344,000 in revenue; our budget on the expenditure side \$464,000 so that is a negative \$119,800; but you can see our fund balance; our estimated

fund balance at the end of 19 is still well over or right at a years' worth of expenditures; this fund is very, very healthy which is why we are looking to spend some of that money; and what are we spending that money on; these are just some little fun pictures of what gets paid out of here; staffing; we have two full time and three seasonal; we pay for some vehicles; we pay for salt for the roads; we pay for fuel for the vehicles; training for our employees; signage; all kinds of things directly related to our roads come out of this fund; new this year is that debt up here on the right hand side; that 20.89 percent; we've paid leases in the past in this fund and there are a couple leases included in that number; but the bulk of that this year will be a portion of the payment on the street garage debt because of the healthiness of this fund; again getting ahead of myself here; we are going to take just over \$75,000 out of this fund to pay 25 percent of that total payment; the rest of it will be paid out of the general fund via a transfer to the debt fund; and we're doing this again because that balance is so healthy; when we set that debt up we knew that this fund was very healthy and that this would be an option down the road; so now we are exercising that option; that also basically gives us and extra \$75,000 in the general fund to do something maybe a little bit more fun with; debt fund; again where does this money come from; it comes from the general fund; the only thing that happens in this fund is we pay the principal and interest on all of our debt; we have two types of debt; we have general obligation debt and then Ohio Public Works Commission Debt out of this fund; all the OPWC money is interest free which is fantastic; but you can see where we're at next year; GO debt versus OPWC; just a quick glance at where our debt is at; you can see when everything is on this slide; our total outstanding principal; this number as of 12/31/18; we have yet to make our second half payments in 18; most of those are due December 1st; but at the end of the year we will have \$6.6 million in principal outstanding that will be paid as you can see be paid off between 2020 and 2034; what this shows me is that we have the capacity to issue more debt when the time comes; and that is something we have discussed specifically related to McGill Park; so this is important to me from that respect; water fund; what is the water fund; I think you all know what the water fund is; and where does our money come from; it comes from the utility bills that everyone pays; bulk water sales; and then all the rent that we get from those cell towers on top of the water towers; here is our budget at a glance; \$1.5 million in revenue is expected and we are budgeting \$1.6 million in expenditures; so we are dipping into the fund balance a little bit here at 68,250; again dipping into that means that we are spending every dime that we are budgeting and that very, very rarely ever happens; I'm not anticipating that to be an issue; we are estimated to end 2019 with \$1.1 million in that fund; so still the fund is doing well; we've built this fund up over the last few years; and I think we are headed in the right direction with it; this shows you how our budget is laid out; what are we spending our money on; five employees is actually I believe 5.125 employees; I think we have a portion of an employee paid out of the water fund; but that number is at 30 percent; so a little bit higher than the general fund but not much; it is obviously a personnel heavy type department; also again contracts services is a quarter of the budget; here's an idea of what those expenditures are: in the contract service line item we're looking at the water tower maintenance; the utilities, and then the City of Pickerington; we did increase the amount of money budgeted for the City of Pickerington because that is money we pay for water for Canal Pointe and for Winchester Ridge; and as Winchester Ridge grows more water is used; more money needs to go to Pickerington for that; the chemicals we did increase that amount for 2019; but that one sort of I guess maybe is a little bit of a wild card; we reported at the last council meeting that we made some changes to the salt that we're using thing like that so I don't think we quite know where we're at with it yet; it hasn't been in place quite long enough so we shall see about that; in the capital outlay we have some money in there for plant repairs; this was a two year project; so 2019 will be year two; some of those will be coming out of the water connections fund as well; and we're going to continue the AMI project that we have been trying to slowly chip away at the last couple of years; and then from a debt perspective it's all OWDA; that matures in 2027; and there's \$1.8 million in outstanding principal; that's basically the water plant treatment plant if I remember correctly; let's talk sewer fund; same thing where does it come from; the sewer fund is basically just from your utility bills; there is very little other stuff;

\$1.7 million in revenue; \$1.7 million in expenditures; the sewer fund is so healthy that sometimes, knock on wood, we have a hard time spending Steve's money; so we're expecting revenue to equal expenditures and not touch the fund balance at all next year; not build it and not dip into it; anticipating with ending \$1.3 million dollars which is still very healthy for that fund; again where is that money appropriated: another 5.125 employees; so that's at 29 percent; again consistent with the other funds; the 27 percent contract service again consistent with the water fund; debt at 24 percent; the debt in the sewer fund they have OPWC, OWD and then the revenue bonds we actually refunded the revenue bonds a few years ago to help us save some money; so we are currently at \$2.7 million in outstanding principal for sewer debt; but you can see here what are contract services are; sludge removal and utilities; capital outlay; these are some items that Matt gave me earlier today that we would like to look at doing next year; I can't pretend to know what some of that means so if you have questions about that I'll defer to Matt; our storm water fund; all that money again comes from the user charges the \$6.00 that most of you as homeowners pay on your bimonthly utility bill; so our revenues and our expenditures are very equal too; \$248,000 in revenue and \$247,000 in expenditures; so we're at \$1,150.00 in increasing our fund balance; the fund balance on this fund took a little bit of a hit this year because we paid off debt; nothing to be concerned about by any means but that's why that number might appear to be a little bit lower than it has been; where is this going; most of this is going to salaries and benefits contract services and operation and maintenance; we don't touch this fund a whole lot to be quite honest during the year; but we do as part of the street program there will be some money coming out of here for some minor storm basin repairs and things like that; we pay for 1.25 full time employees out of here; some lease payments for some equipment and vehicles and as I mentioned the street program; a couple of the other funds that I wanted to touch on the bed tax fund; obviously with the bed tax grant application cycle in full swing I wanted to touch on this; this will be the second year that we're splitting the revenue with the general fund; still expecting about \$70,000 in the bed tax fund alone; you're aware of the Brewdog Hotel opening; Mr. Haire mentioned the ground breaking for the other hotel so; and what comes out of this fund the bed tax grant as well as the Dr. Bender scholarship; some payments to the historical society under an agreement we signed with them a few years ago as well as the half that is required to go to Destination Canal Winchester our CVB; what's budgeted in the water connection fund; some debt payments; we've got one debt payment coming out of the water fund; we've got two other debt payments coming out of the water connections fund; we made that determination based on what the debt was issued for; we have some engineering work; some well rehab; the state highway fund and the permissive tax fund and basically what is coming out of there are leases for equipment; snow plows and things like that; the Gender Road tif we have a couple of reimbursement agreements that come out of that fund; again water connections we're paying the debt \$85,000 in principal and interest as well as some rehab; a well rehab we do that annually; and in the sewer connections fund we're going to do some more manhole lining; that seems to be an annual project as well; then there are some cross fund expenditures; things that are broken up; mostly IT related honestly and then things along the lines of legal services and training; those things get split up so I don't necessarily call them out directly in this presentation but they are built into all of the funds; Jarvis: when we adopt this budget this goes up to the county or the state; Jackson: it goes to the county; Jarvis: what department in the county; Jackson: the auditor and then the budget commission; Jarvis: when the budget balances but shows a non-positive end to it like accelerated debt payments how do they view that do you just explain that to them; Jackson: if we are dipping into our fund balance so long as we are not going negative or running those fund balances low it's not a big deal for them; Jarvis: okay so they look at your overall assets and not just your; Jackson: they're going to look at the big picture; January of February of every year I have to certify what our ending balances for what the previous year are so they know how much money we have to spend on top of what we're planning to take in if that makes sense; so I have to add what I actually have plus our estimated receipts; and then they compare that to what we are expecting to spend; Jarvis: thank you; Bennett: when you were talking about the general obligation debt fund and you were talking about the total outstanding

principal as a sign that there may be some funds available for additional projects; obviously McGill Park is a large investment that's looming out there; is there a number that this signals to you that we have to invest in a project like that; have we discussed how much; Jackson: well ultimately because that money is coming from the general fund to pay the debt we're going to look at what's going on in the general fund; that debt number that transfer number has decreased over the past five to six years since I started here; and it will continue to decrease; we actually have a very large debt payment that I believe 2019 is the last year where it is above \$400,000 in principal and it will decrease to I want to say about 150 to 170 somewhere in that range; so that right there tells me that we've got \$300,000 that we've been used to spending that we can ultimately put toward another debt payment; so that's kind of how we start the process; and also a big calculation about our debt limits and all that but I won't get into of any of that this evening; but ultimately we have to look at it in the long term; what can we hold and carry as far as a debt payment goes; I actually have an individual that runs calculations for me all the time; all I have to do is give him a number and he'll tell me where we're at right now with interest rates; how much money it will cost per year if we were to issue the debt; and that's what helps me ultimately figure out what can we afford and what can't we afford; Bennett: so that would be \$300,000 annually that we would have to take on new debt; Jackson: yes; and that doesn't take into account any increase we might see in our revenue; that's just assuming everything stays the same where it's at right now; Bennett: and there was one other question I had in regards to McGill Park fundraising consultant; I see that we're already paying that individual; what type of return have we seen on that investment; Jackson: we have gotten commitments for a number of businesses; nothing as far as actual dollars yet because we are still very early on in the process; we're still finalizing a lot of the details on that' so it's kind of hard to say; I know they're doing a lot of groundwork on grants that we are not really looking at; the more private side of things; that's ultimately where they're focused at the moment; Clark: I just had a comment; I don't know if you folks saw in the Columbus Dispatch it says despite the strong economy about 4 percent of Ohio cities are spending more money than they are taking in from tax revenue said state auditor Dave Yost; in addition to finding that 100 of the states 247 cities are spending down reserves to avoid deficits; most of those cities don't have enough reserves to last a month if there is an emergency in their community and I think it bodes well with where we are and kudos to Amanda and the city and everybody that puts this budget together and we have this; and it shows the importance of economic development and creating jobs in this community because that's how we fund everything; it showed the 90 percent we're relying on; so it's so critically important that we keep our eye on the economic development ball; thank you; Jackson: very well said Mr. Clark; Bennett: thank you Mrs. Jackson for putting this together every year; it is a simplistic view for me to sit and review it and try and get my arms around everything that you go through on a day in and day out basis; Jackson: I do want to note that I will not be present at the next council meeting when the actual legislation comes forward; if you have questions about please feel free to call ,me or send me an email; I will be out of the office that entire week on vacation; however I will have access to email so if it is critical I will get back to you; otherwise we do have two more readings after that and we can always address them then or make any changes if necessary; Walker: thank you Mrs. Jackson; great presentation and thank you for all you do;

Chair would like to acknowledge that Mr. Lynch joined us in the meeting at 6:52 pm.

18-120

Community Guide for Speed Control

Peoples: thank you Mr. Walker; included in your packet is a guide we developed for addressing excessive speeds on city streets; the first part of it just kind of goes through some of the methodology that we put together; a bit of a narrative on how the document will flow; the next section is the steps that we will go through once we receive a complaint on a city street; go through the processes of collecting data and

working with the sheriff department to go through bring awareness and then study the results and bring some mitigating actions if required; and then the next part of that is some traffic calming measures that we can employ and a little bit of a narrative of what each one of those are; this is just a guide we developed; there's no legislating that requires an adoption of this this is just an administrative policy that we put together; just out it in there for you guys to review; if you guys have any questions we can discuss it at length at the next meeting since were running a little bit over; any questions; Jarvis: the traffic reports are going to be shared with the public and I know this a policy thing how do you envision that happening; Peoples: my initial reaction was to share it with the person or group that was complaining or maybe our initial request to start this process; we also have our website; we can always post documents on there and show the speed on there; ye know get the alert out instead of just posting a document on the public works page of the website and I don't know if anyone has ever seen; posting it out there and getting people to drive a little bit of traffic to the website; so we can always post that out there form an alert standpoint; Jarvis: it seems like if you've got one person complaining multiple people are likely experiencing it also and if it could be put out in a way that's kind of like a public portal and they could look at them that way everybody has access to it; Peoples: we would like more people to get on the alert system on our website and this maybe a way to drive that in; any alert that goes out is also on Facebook and Twitter so they can access it that way as well; Jarvis: we have an alert system; news to me; Peoples; yes, we did it three years ago when we did our website notify me; anything that is put on there comes to you by text; just about any event that goes on or if there is any emergency situations; discussion ensued; Bennett: if I create an account on the new webpage does that functionality live under that as well; Jackson: if you had one on the old website you should be fine; it's just a revamped version; same provider; Bennett: its prompting; but if I already have an account; Jarvis: but you wouldn't imagine something like that would go out; speeding problem on Columbus street and if I live in Cherry Landing I probably don't care too much; Peoples: what we're trying to do is get that information out there where multiple people can get ahold of it; we could use that functionality to notify people that we got some results of some speeding; there are many different people in the community are concerned about speeding they want to see where their street stacks up to some of the others; we can hold that data there; Jarvis: I guess that sort of proves my point of my question which was how are we going to get it out; Peoples: definitely share with the original person with the concerns then we go from there; Jarvis: as council members I think we also need to kind of what's going on there so that we don't get caught off guard when somebody says hey there's a problem that we're aware of; the status of that; although the most important person is the one that sounded the alarm; they should know something about that; Lynch: I just want to add thanks for putting this all together; there's been a lot of noise over the past year or so about traffic and such and I appreciate you getting this SOP put together and putting it out there publicly too; Peoples: just to make sure everyone keeps in line this is not a two week process; this goes over; it could go over multiple years as part of our street program we have some striping already that we assumed that we're going to do on East Waterloo Street; we've done some already this year on East Waterloo Street; it's one of the roads that we're going to do a reconstruction on so we expect to have some additional striping on that as part of that; some of the signage we've already purchased; some of the feedback signs are we will continue to do the speed trailer and still obviously out with enforcement in some of the key locations; so this is just kind of memorializing some of the things that we do over the course; Lynch: well as we grow obviously more traffic and such; an ever changing situation and dealing with it so at least you've got some kind of system in place to look at concerns; Peoples: we did get our speed tubes back; the control module the computer board in there needed replaced; we got that back and it is out on East Waterloo Street; we got it unrolled today or over the weekend so we got it put back in place; just try to get some of the data; Walker: thank you Mr. Peoples for filling us in on the community guide for speed control;

G. Old/New Business

H. Adjournment @ 7:26 p.m. *A motion was made to adjourn by Lynch, seconded by Clark. The motion carried with the following vote:*

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