

Thursday, March 19, 2015

**ITEM 1: CALL TO ORDER:** Mayor Flaute called the Riverside, Ohio City Council Meeting to order at 6:00 p.m. at the Riverside Municipal Center located at 1791 Harshman Road, Riverside, Ohio.

**ITEM 2: ROLL CALL:** Council attendance was as follows: Mr. Curp, present; Mr. Denning, present; Mr. Fullenkamp, present; Mrs. Lommatzsch, present; Deputy Mayor Reynolds, present; Mr. Smith, present; and Mayor Flaute, present.

Staff present was as follows: Bryan Chodkowski, City Manager; Emily Christian, Assistant City Manager; Mitch Miller, Service Department; Chief Robinson, Police Department; Tom Garrett, Finance Department, and Mark Carpenter, Fire Department.

**ITEM 3: EXCUSE ABSENT MEMBERS:** All Council Members were present.

**ITEM 4: ADDITIONS OR CORRECTIONS TO AGENDA:** A motion was made by Deputy Mayor Reynolds to approve the revised agenda to include approval of the minutes for the March 5, 2015 Council Meeting. Mr. Denning second the motion. All were in favor; none were opposed. **Motion Passed.**

**ITEM 5: APPROVAL OF AGENDA:** The agenda was approved on Item 3.

**ITEM 6: WORK SESSION ITEMS:**

**a) Discussion: Boards and Commissions Expiring Terms and Interview.**

Mayor Flaute: Mr. Manager.

Mr. Chodkowski: Thank you Mr. Mayor. Included in your packet is a memorandum from the clerk regarding those members of the various boards and commissions whose terms are expiring as well as the parties who are going to serve. With that I will yield the floor to the clerk for any additional comments or points that need to be made before Council consideration.

Mayor Flaute: Thank you Mr. Manager. Mme. Clerk is there any discussion you would like to make?

Council Clerk: Yes I have heard from Anthony Rogers and he would like to be considered for the Planning Commission again. He is checking his schedule to see if he is able to make it to the April 2 meeting. And there is a correction under his name on the memo, it should be Anthony Rogers instead of Mr. Rhoades, that was a typo there. And, let's see, Johnny Rhoades, we still haven't heard from him yet so I will try giving him a call and see if I can get some contact with him, either yeah or nay.

Mayor Flaute: Okay. Do you know if any of these folks have had absentee problems or issues or has everybody been good commissioners?

Council Clerk: I pretty much only deal with the Planning Commission and the BZA so you know I'm not sure what the attendance is like on the other commissions.

Mayor Flaute: The Personal Appeals and the Board of Tax Appeals probably haven't met since they have been appointed.

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Mr. Denning: They have been to every meeting that they've had.

Mr. Chodkowski: That never happened.

Mr. Garrett: The Board of Tax Appeals has met three times since Mr. Leszczuk has been on it.

Mayor Flaute: Has he, okay good. Thank you Mr. Garrett. Thank you. So do we want to just wait on appointing Mr. Rhoades until we hear from him and move legislation forward to appoint the rest? I guess we need legislation, right?

Council Clerk: Yeah, yeah will have legislation for all of them before their term expires. And I will get in contact with him or at least make the best contact that I can. If I hear nothing back, then I will assume he is not interested.

Mayor Flaute: Otherwise he can at least have a legislation ready in case Council wants to approve his also. Is that something Council was willing to do? To need a motion or are you just okay with moving it all forward?

Council Clerk: Yeah, I'll just go ahead and do that and prepare the resolutions for everyone and then you guys can decide on that individually.

Mayor Flaute: That will be good. All right, great. Any other discussion from members of Council?

Mr. Chodkowski: Mr. Mayor, just as a point of order since we are discussing the boards and commission terms. We did receive a letter; I received a letter which I did forward to the Mayor as well as Mr. Schneider that Edyth Ann Mitchell, a long-standing member of the Health and Safety Commission is resigning her position due to family commitments. So it has been past practice that this body except those letters of resignation. So this might be an appropriate point on the agenda to do that Sir.

Mayor Flaute: Is there a motion to approve the resignation?

A motion was made by Mr. Smith to accept the immediate resignation from Edyth Ann Mitchell from the Health and Safety Commission. Mr. Denning second the motion. With no further discussion a vote was taken. All were in favor; none were opposed. **Motion passed.**

Mayor Flaute: Motion carried with regrets. She is dealing with a lot.

Mr. Smith: Is that effective immediately?

Mayor Flaute: She asked that it be effective immediately, yes.

**b) Discussion: Major Thoroughfare Improvement Plan – Phase III, Group III**

Mr. Chodkowski: Thank you Mr. Mayor. Included in your packet is the memorandum on phase 3 of group 3. Again the way staff went through, if you will recall the phase 1 and phase 2 process, staff and Council evaluated the major thoroughfares and kind of threw everything at it and the kitchen sink. And then that was then costed out by the engineer and that was the information that we presented to you on phase 2. Based on that information and we felt the appropriate need of each one of these projects. Staff went through then and said yes these are

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important items that need to be included as part of these projects or no these are stand-alone projects that will be done independently or maybe there is really just no return on investment or there is no benefit as a whole for certain elements of the project. And so we went through on the course of this memo and did try to categorize these projects; the elements of these projects in that way. Again, as has been the case with the other groupings, I believe if we did everything and the kitchen sink we were in at \$14.4 million by the time we put together our recommendations on what we thought mattered as priority projects and those of that we did not, the total price came down to about \$11 million. It was split about \$5.5 million on the actual thoroughfares themselves and then stand-alone projects or projects of opportunities. So we wanted to again put this information in front of you all so that you had the opportunity to see it and make comments and ask questions. Based on any comments or questions tonight we will then move them onto the engineer for final pricing estimates and then we will incorporate this into a more final product that we will continue to work on to help us schedule and plan our long-term objectives for thoroughfare improvements.

Mayor Flaute: Thank you Mr. Manager are there any questions or comments for the manager?

Mr. Denning: The multi-use path, okay on the first page it says it is \$793,000 and then on the next page it is \$563,000.

Mr. Chodkowski: The engineer included in the price what the fair market value would be to acquire the right-of-way that we would need. So our position on the project was to proceed under the condition that that property was provided to us by the Department of the Defense.

Mr. Denning: So the \$130,000 is his part of what the price of the property; \$230,000 is the price of the property. So we're saying we'd only do it if we got that property for free.

Mr. Chodkowski: That is correct.

Mr. Denning: Okay. I'm good with that. But I do think that that project needs to be very high on our priority list. I don't know how many times I drove down through there, especially this winter and you drove through there any time and there are people dragging their.

Mayor Flaute: Which one is it?

Mr. Denning: The pathway that goes basically from Community Park to Airway along the Air Force property. There are so many people that are pushing strollers and trying to walk down through there. Somebody's going to get hurt and I just think that's long overdue.

Mayor Flaute: Okay I see.

Mr. Fullenkamp: I guess I have a similar concern about the sidewalk on Beatrice. And I'm confused, we have no right-of-way on either side of the road back there?

Mr. Chodkowski: There is. The concern that is in the initial numbers that are in the estimates are based on the fact that there isn't sufficient right-of-way to put a 5 foot setback; in other words to move from the berm, to move that 5 to 6 feet back and then have enough room to put in a 5 foot wide sidewalk on the south side of the road there. So it's not that there isn't right-of-way, it's not that there isn't

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sufficient uniform right-of-way to be able to maintain that 10 foot distance between; the 12 foot distance that would be between the edge of road or back of curb and in this instance the property line.

Mr. Fullenkamp: So do we have a similar right-of-way on both sides of the road?

Mr. Chodkowski: I don't know the answer to that question.

Mr. Fullenkamp: An option, and I know it might be rather expensive, would be to slip the road in one direction and create a right-of-way to provide the 5 foot setback or sidewalk. So that's the reason we have \$590,000 estimate of cost for right-of-way acquisition?

Mr. Chodkowski: Correct.

Mayor Flaute: But we would put in a new 5 foot sidewalk and have a foot between the curb and sidewalk. I know is not ideal but it would be better than nothing. Would that be something we would be allowed to do?

Mr. Chodkowski: I'm sure there are other options that we could look at it providing a sidewalk for access on Beatrice to the east and west is something that Council is interested in doing. This was just an exercise to us to say is it feasible. So based on the conversation, we can pull this and look at it and say okay, engineer can you spend a little more time on this element and tell us, you know is there another way to make this work.

Mr. Fullenkamp: That's an area where I do see a lot of people walking on the berm. And I think it's even more hazardous than along Harshman because they're right there. They're walking right on the edge of the road where as on Harshman they can dip down into the grass a little bit. I don't know what the options might be but that is a long stretch of road that people do traverse and since it is access for bus stops and other amenities along Harshman there, I would at least like to think about it a little but more.

Mayor Flaute: I know my house was built or my plat was platted in the 60s and I think I only have a 3 foot sidewalk. Then I only have like a foot in front of the 3 foot sidewalk and that's the way it is all the way through the plat. 12 feet is a lot of right-of-way. If the road is 25 feet wide.

Mr. Chodkowski: Not every road is 25 feet and not every right-of-way is 50 feet. I know some of them can fluctuate in a lot of ways.

Mr. Fullenkamp: I mean with that being a thoroughfare, I think it's necessary. But anyways, that's all I have.

Deputy Mayor Reynolds: Mr. City Manager, the projects of opportunity, looking at those I know that you indicate that those would be driven to include economic development projects where non-transportation grant dollars might be utilized and so on and so forth. Looking at the projects of opportunity, will we be looking for grant dollars for those so that those can be completed or we will just be; will that be a list that will be a wait and see if there is anything else that happens?

Mr. Chodkowski: It will be, yes. The idea is that similar to Springfield, similar to Beavercreek and Kettering, they try and collectively lump a total dollar figure that they throw at capital improvements. Sometimes it's two projects, sometimes it winds up being 10 projects, but that's how they kind of set up that priority or how

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they list those projects. So some of these might and we'll call them back fill projects. So right now we're in phase 3 and Lily Creek and Woodman Bridge is \$252,000. Well maybe based on our segmenting that slice with another set of projects that we might have lined up from phase 1 and phase 2 let say, so we might slide that over there. A lot of it has to do with the other thing and all three of those communities' programming, has to do with the grant cycling. So how far out to you have to apply for certain grants. Some grants, there is 18 months advance. With the feds there is the five year stuff. Some of these; Beaver Creek is very good at it, they will off-cycle their OPWC stuff so there is typically about a year or two when they are off-cycle when they are trying to match their Fed projects and you will see all the sudden that they just; they'll dump a bike trail connection on OPWC and that seems out of place but that cycle of applications is the best place to put that project that doesn't support the larger function.

Deputy Mayor Reynolds: I thought that you had mentioned being able; we had talked a little bit about that before and being able to plug some things in. Just so long as the things are not just put on the back burner.. Because they need to be part of the whole plan. Thank you.

Mr. Chodkowski: Right, no.

Mayor Flaute: Any other comments? Seeing none, I have one. The Woodman/CSX Bridge to Airway Road scope of recommendations. Replace the Springfield/Woodman interchange at grade. You're saying we're going to tear that bridge out and put in a traffic light. I know the that is the recommendation but I think it is absolutely silly that we spent \$4 million. Am I on the right page here?

Mr. Chodkowski: Well what you would do is, where we extend the grade from the CSX Bridge over Springfield and then we trim the grade effectively we would push Springfield to the south a little bit and then we would bring from the CSX Bridge, we would bring Woodman down to grade.

Mayor Flaute: And you would have a light on Springfield Street.

Mr. Chodkowski: That is correct.

Mayor Flaute: I absolutely; I don't know how the rest of Council feels, but I think that is not a project that I am in this least bit interested in doing. So at this point I would like to see it removed from there unless Council feels differently. That is just silly.

Mr. Chodkowski: That is project of opportunity, I mean the way that we have it scheduled for the major thoroughfare plan. So what we intend to do and how we plan to; we talk about how much money we intend to spend towards that project, we are going to repair what is there in its condition at grade. So that two grade intersection at Woodman and Springfield would only be driven by somebody who says, hey look I'm willing to do this large-scale project put in order for this to be viable. I need this interchange brought down to grade so it doesn't look like an overpass, so it doesn't look like a highway. So there would be offsetting income to that project. So it wouldn't just be something where we would say, hey I know, lets throw another \$2 million just to; you know; at this project just to make it at grade. There would have to be a motivating cost for that.

Mayor Flaute: Okay.

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Mr. Smith: We are not going to spend any money for engineering costs are we? At this time?

Mr. Chodkowski: No, at this time other than just the basic preliminary engineering fees that we are spending to get our cost estimates and to review these projects, that's all we're spending. But to spend \$20,000 to do the type of preliminary engineering we need for a grant project, no we're not going to spend that kind of money on this project.

Mr. Smith: Okay.

Mayor Flaute: I wouldn't be willing to spend much money on that until there is a need or a good reason to do it. I don't see any reason why you have that one on the project list. That's my feelings. Any other comments?

Deputy Mayor Reynolds: Mr. City Manager, on Beatrice Drive, State Route 201 down to Harshman, you indicated that a traffic study at this intersection is currently being scheduled. When do you expect that to be done?

Mr. Chodkowski: I don't know. Mr. Miller.

Mr. Miller: We have proposals that are signed. We are working on getting a P.O. set up. So that should be as soon as they can get it after they get the purchase order back.

Mr. Chodkowski: This will be; rather than be a manual count with a person sitting in a lawn chair and then there's the hose, this will actually be video, IP recorded. So LJB will go out and hang video cameras at that location and run a 24 to 36 hour cycle to do the count and study. So part of it has been trying to coordinate the use of that new technology.

Deputy Mayor Reynolds: Thank you.

Mr. Fullenkamp: Since we brought up traffic counts and traffic studies I still want to stress the importance of doing traffic counts and traffic studies on all of our thoroughfares so we can use our resources in a way that makes sense and I don't know what it takes to get us there but perhaps we need to; I don't know, I don't know where staff is with that at this point. But if we need resources to accomplish those things, we need to run equipment or.

Mr. Chodkowski: Yeah we have at this point; we have not; LJB has offered as part of this project, and of course it's on an as demand pay, pay as you need, is to conduct various traffic studies in relation to speed and weight if you will. Because Mr. Fullenkamp had mentioned when we talked about starting this project, one of the concerns was do speed and weight factor into the longevity of this type of work. And so we do have the ability to; we do have our own traffic counter. It will do a count and it will do speed but I don't believe that it counts weight. So we do have the ability when we are ready to begin prioritizing these projects; we do have the ability to start setting those counters out and hit some of these. I would say the major, major thoroughfares, but some of the projects that we might deem; you know how do we prioritize the worst of the worst. You know, run out and hit those streets and look at the counts on those and see where it takes us.

Mr. Fullenkamp: I don't know what the value is of that portion of the prioritization is and how we rank these things necessarily. I think it is important input to the decision-making process. So I'll keep banging on that one. Thanks.

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Mayor Flaute: Alright any other comments? Do you need anything else from us this evening other than what you've heard?

Mr. Chodkowski: No Sir.

Mayor Flaute: Okay very good. Moving on.

**c) Discussion: City Hall Relocation Project Financing**

Mr. Chodkowski: Thank you Mr. Mayor. As you know we had spoken previously with the city Council regarding the City Hall relocation project and how this particular project would be financed and where the dollars would come from and how the debt issuance assigned to this project might look like. And we did provide you that information, I believe it was back in November I think; the first part of December, but around that time frame. Subsequent to that, we have had numerous discussions with our friends over at Fifth-Third in advance of renewing the initial \$4.6 BAN that we have on the building which will be done late/mid April.

Mr. Garrett: Our plan is to bring to bring legislation to the next Council meeting.

Mr. Chodkowski: So in our discussions with Mr. Brossart over at Fifth-Third, who handles our note on the BAN, we had some further discussions about exactly what it was we were intending to do and some more detail put into our initial discussions and it was Mr. Brossart opinion that, all things considered, that it would be in the city's best interest rather than issued two separate notes in mid April, one for the \$4.6 and then one for the additional revenues that it would be more beneficial if we just simply increase the BAN from \$4.6 million plus \$750,000 or \$800,000 or whatever the number is, and I don't recall off the top my head. But the other alternative he offered was if there is the palette that these are kind of two separate projects and these are two separate issuance, a direct sale limited general obligation note would be more beneficial to the city in the fact that we would receive a better interest rate by going that way than we would pledging the rents from Wright Point on both the 4.6 and the second note. The issue with that is, as you know with a GO you are pledging full faith and credit. So that is something that we did mention was a concern because our obligation; at least we have always put forth that whatever the obligation is will be paid for by rents and revenues from Wright Point but as the GO does come into this discussion, the possibilities that tax dollars might have to be used in the future is there, although small and remote, it is there. So we did want to bring that to Council's attention as well. So with all things being equal at those two points, as Mr. Garrett indicated, next Council meeting will be the appropriate time for Council to authorize the \$4.6 million for Wright Point. So if Council is of the opinion that Mr. Brossart's advice is the correct most appropriate and correct thing to do; in other words reissue at a higher amount than 4.6 to cover the relocation project, Council needs to make that decision on the April 2. So we wanted to get this in front of you. We wanted to make sure you had an opportunity to review the material and ask any questions that you might have in advance of the April 2 Council meeting so that we are of all the same opinion and we are our of all the same mind at the time that legislation came before Council so there was no misunderstanding or misconceptions when it came time to vote on that renewal or whether or not Council wanted to direct staff in a separate direction such as the Limited GO sale.

Deputy Mayor Reynolds: Can you walk us through a GO, exactly how interest rates and things like that; how will this work?

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Mayor Flaute: It says here a 1.35% higher interest rate than what we experienced last year so could you walk us through those two? You said a better interest rate than what we had.

Mr. Chodkowski: How about if we walk through this. We'll do one step at a time. The interest rate in relation to the 4.6 million I believe it was last year.

Mr. Garrett: Is 1.25% stated in the note.

Mr. Chodkowski: Correct. So it was 1.25%. This year Mr. Brossart anticipates that it will creep up not by 1.3% more.

Mayor Flaute: Oh, so .15%.

Mr. Chodkowski: Right, so we'll go from 1.25% to 1.3%. So effectively; Ms. Reynolds to your question, what's happening here at least with Mr. Brossart's recommendation; with the general obligation BAN is that; and Mr. Garrett correct me if I'm wrong; effectively what would happen is that the city would direct sell. So because this is such a small note, typically when you issue general obligation bonds you sell on the open market and a group of investors buy and whatever the investors bid that has the lowest interest rate is how the bonds are determined, to the lowest best qualified bidder. In this instance, the issue is that since it is so small, so what would happen is these notes would be directly sold so Mr. Brossart believes that this is an appropriate interest rate that they could pick up from a regular client of theirs and say hey I have a 15 year investment opportunity for you; 15 year annuity if you will, here is the interest rate that we are looking to sell, are you looking to buy. They say yes and the deal gets done. The way that that works is that with the BANs, the reason the interest rates are little higher in the fixed rate market is because you are pledging against a special revenue, in this instance rental incomes. So if you have a big tenant leave your ability to pay back that note becomes harder, there is greater risk to the investors and therefore the investors always demand a higher interest rate in the realm of special revenue. In this instance, under the general obligation aspect, general obligation says we will place the full faith and credit of the city to ensure these bonds are repaid in a timely manner in accordance with the agreement. Which means if you've got to raise taxes, you've got to raise taxes. And so because there is a guarantee that the city will meet its payment obligations, the interest rates are low because there is very little risk to the investor that they will get their money back. Is that a fair and accurate summary?

Mr. Garrett: That's right. We still think we have the revenue to do it.

Deputy Mayor Reynolds: I'm sorry Mr. Garrett I didn't hear you.

Mr. Garrett: I'm just saying under the general obligation sense, we are just looking for the rental revenue but as a last resort we would have a government promise guaranteed to pay if the revenue for some reason wasn't there.

Deputy Mayor Reynolds: And I realize that there was discussion at the beginning of this process that you would use the revenue from the buildings to pay that off. That sometimes is not the way we can always handle business and I think that we need to look at what is most cost effective, what we can do and I support the general obligation so that's the way I'd like to see it. That's my opinion. I tried to read it and I wanted to know if what I had read and understood was; I don't think the taxpayers will be as concerned with the promise that or a condition when they

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realize the dollars that we can realize. I don't know the amount that is being paid now versus what it would be under this; what the difference would be.

Mr. Fullenkamp: And that was the question that I wanted to ask.

Deputy Mayor Reynolds: That's where I need to know where we're going.

Mr. Fullenkamp: What's the benefit of going GO versus the standard issuance?

Deputy Mayor Reynolds: You pay \$10 a day; with the GO you pay \$12?

Mr. Fullenkamp: Well in terms of interest rates.

Deputy Mayor Reynolds: Yeah, right.

Mr. Chodkowski: I'm sorry, with regards to Deed Limited GO BAN in comparison to the Special Revenue?

Mr. Garrett: He gave us ideas here and that's what these tables that were attached would be. The revenue BAN he was quoting at 2.85% probably versus 2.5%.

Deputy Mayor Reynolds: Which page are you on?

Mr. Garrett: The first pages of the attachment. The page where it starts at the top with the financing comparison chart and summary. The options one, two, three, four, five. At the bottom of that page, option one is the revenue BAN pledging the revenue similar to what we're doing with the existing \$4.6 million, just pledging the revenue rental income from the Wright Point. And he has quoted that as 2.85% including the cost. So this table would show the pay back.

Mr. Fullenkamp: That is a 15 year?

Mr. Garrett: Yes, this for 15 years. Option two is the general obligation variance of that. You see it has a 2.5% interest rate. So you know that lower interest rate equates to a lowered interest payment, therefore overall lower cost.

Mr. Fullenkamp: So about a 10% reduction in interest rate.

Mr. Garrett: Well, about a third of a percent.

Mayor Flaute: Okay so you're suggesting option five, but in your notes you've got option one, two, three, four.

Mr. Garrett: That's correct. Five is really just taking option one and laying it on top of the current BAN that we've got. So just a focus on the expense of the relocation costs.

Mr. Fullenkamp: I don't have a problem with putting the two together but ultimately I think we have to look longer-term for financing. And with the way the Fed is acting right now in terms of moving to cautionary, warming them up, raising limits, long-term rates seem to be heading up. And when I say long-term, I'm saying 10 years by 10% to 20% based on current loan rates. And looking at all the projections, all forms are showing mortgage rates jumping from about 4% up to around 6% in three years.

Mayor Flaute: They've been saying that for the last 35 years.

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Mr. Fullenkamp: And again, it's hard to weigh the risks compared to the savings that we might gain by staying short-term. And I don't know who the experts are in this room that know the 15 year rates. I don't mind rolling it into the same BAN, but I don't know specifically how much we save by not having two instruments. I'm sure there's a considerable savings to having it all in one loan instrument. But then I think at some point, and I know there is a diverse view of long-term; the outlook for long-term rates. I don't know if it's best to go year-by-year. By the time it hits the fan it's too late often. So I'm comfortable with option five at this point but I think at some point we do need to have a serious discussion with people that are experts.

Mr. Chodkowski: And that was part of the discussion that we had in putting this together was; our discussion with Mr. Brossart was, you know, yes there is discussion that rates are at some point going to go up. Now whether or not they are going to go up tomorrow or they're going to go out next week or next year we don't know but we know that they are going to go up. So are they going to move from 1¼% to 2½ % in that time period? It's possible but are they going to go from 1 1/3% to 4% in that time period? That is less likely.

Mr. Fullenkamp: And really you are basing your projections on Fed fund rates right now, very short-term rates. And this can move rapidly depending on what happens with the economy, unemployment, a number of things. I mean there certainly are a lot of encouraging signs out there with oil prices way down we may need more risk for price deflation than price inflation. That's why the feds.

Mayor Flaute: Do what they do.

Mr. Smith: On option five, this is a fixed rate, it's not variable yearly?

Mr. Garrett: It's yearly and renewable.

Mayor Flaute: Every year we have to renew it.

Mr. Smith: Is there a cap on it?

Mr. Garrett: So option one, two and five would be a yearly renewal. And whatever the interest rate is next year is what we would be paying.

Mr. Smith: So there's no.

Mr. Garrett: This is his projectionary guess.

Mr. Chodkowski: I wouldn't say there's no cap but I would say that this is probably as flexible a revenue source that we are going to have in relation to debt issuance.

Mr. Smith: Alright. With the way that the economy is, with oil prices down and the stock market not really thriving, I think we are in good shape right now as far as the interest rates. Now next year if things turn around, it might be a different story.

Mr. Fullenkamp: So let's talk about this \$5.3 million if we decide to roll all of this into one obligation. Could we get a 15 year term on that at 2 ½% as in option two? Let say we decide we're going to roll this all into one big number, \$5.3 million versus the \$4.3 million. Looking at option two and seeing a 15 year bond at 2 ½ %,

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would it be possible, and I'm not saying we would, but doesn't it make sense to consider that 2 ½ % rate for 15 years versus getting another BAN?

Mr. Chodkowski: On \$5.3 million?

Mr. Fullenkamp: On \$5.3 million.

Mr. Garrett: Well, just to clarify little bit, the 2 ½ % rate was the one year BAN.

Mr. Fullenkamp: Oh I see, yeah, yeah you're right.

Mr. Chodkowski: And we were at 3 ¼ % on \$4.6 million fixed over 15 years. That was in the last package, I would have to pull that out.

Mayor Flaute: Would we have fixed rates on any of these options.

Mr. Fullenkamp: Well option three and four are fixed.

Mr. Garrett: Option three and four are 15 year bonds and whatever we would issue now is what we would have for 15 years.

Mr. Fullenkamp: So let's just talk about option three then. Could we finance it at that same rate for the full 5.3 million? For over 15 years?

Mr. Chodkowski: I don't believe that you would because part of the reason that you've got that favorable interest rate is the GO (general obligation). Now if you are willing to pledge full faith and credit we could probably get a more favorable interest rate.

Mr. Fullenkamp: Than even the 3 ½ % rate for the bigger amount.

Mr. Chodkowski: My guess is that it would probably fall somewhere in the middle, so we would be slightly south. We would be right around 3%. So again I would have to pull the information we have.

Deputy Mayor Reynolds: You're saying option three, we would be right around 3%?

Mr. Chodkowski: No, what I'm saying is if you moved to; if you took \$5.3 million and you moved it to a fixed structure, over 15 years, pledged against full faith and credit, probably we would be at about 3% if I remember the interest rates and quotes that Mr. Brossart provided to us back in December.

Mayor Flaute: I'm thinking if we watch it real close and we see this 1.3% climbing, then maybe we ought to consider a fixed as quickly as we possibly we can. At this point we are getting 1.3% which is an unbelievably good deal. If we see it going to 1.5%, 1.75% we can move it over and we would still save money. Even if it is a year or two years at 1.35%, if we watch it close enough; I don't think we should consider a fixed right now in my opinion. That's the way I'm running my business.

Mr. Smith: If we pay it off early is there a prepayment penalty?

Mr. Chodkowski: On the one years?

Mr. Smith: Yeah.

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Mr. Denning: On the 15 year.

Mr. Chodkowski: There might, it depends on how it's packaged. It all depends on how it's packaged.

Mr. Smith: Okay.

Mr. Chodkowski: \$4.6 million series B non-taxed on 25 years was, true interest, 3.51%. And that was quoted on November 17, 2014.

Deputy Mayor Reynolds: That's 25 years, did do you say 25?

Mr. Chodkowski: Yes Ma'am.

Mr. Denning: That was 3.5%.

Mayor Flaute: I think we stick with this until we see them starting to climb and then we jump.

Mr. Garrett: Well for the most part like I said, it is a one year term. If we start this it will be due next April.

Mayor Flaute: Alright then we can see what it looks like then. Unless something really crazy happens, it's not going to jump that much.

Mr. Chodkowski: The plan would be to pay against the \$5.3 million at the same rate that we would pay against the \$3.75 million note LTGO (limited general obligation). So when it came time to renew, so we would pay \$65,000 let say. Because we would be buying down what we borrowed for the City Hall. Am I making sense? So we would start making payments against that money which we borrowed for the renovation project. As you are aware of other conversations with Mr. Murray in executive session, there are some other things that are occurring on the grounds of Wright Point. That may make long-term fixed financing more fit for us as well. We would know the outcomes of those activities by the time the next sale came about. So we are aware that at some point in time we do need to make the transition from short-term to long-term. We are aware that some point in time favorable interest rates will not be as favorable. And we are aware that we just can't keep renewing.

Mr. Fullenkamp: Right, you have to the pay the principal some time.

Mr. Chodkowski: At some point in time you've got to pay it back so whether or not you borrow and pay it back or whether or not you pay a little on it, you borrow little less and that effectively is what our approach would be is that once we are able to identify what endeavors will come to a favorable conclusion for us at Wright Point and which ones will not, we will be able to utilize the profit and loss statements that we are putting together now to kind of put all of that together and show you exactly what we can do to start throwing money towards the principal when such monies are available and when we can get into; and when we think we can get into a fixed financial status long-term or fixed financial plan long-term for that debt.

Mayor Flaute: And you the questions?

Mr. Denning: Do you need anything specific from us?

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Mr. Chodkowski: I guess the question would be; perhaps the motion to bring forth legislation to sell \$5.3 million in the next note on April 2.

A motion was made by Mr. Denning to bring forth legislation to sell \$5.3 million at the April 2, 2015 Council meeting (Option 5 in the memo). Mr. Smith second the motion.

Mr. Garrett: That is option five. It goes on to the existing \$4.6 million taxable non-tax revenue one year BAN.

With no further discussion, a vote was taken. All were in favor; none were opposed. **Motion passed.**

Mayor Flaute: Okay I just have one question. One of the residents asked are we reusing any of our furniture that we have here and bringing it over there or are we getting all brand-new furniture? And if we are getting all brand-new furniture, why?

Mr. Chodkowski: Well, that is a great segue Mayor. Before we get off of this particular topic, I would like the opportunity to brief Council on where we are with the project, it's timeline as well as some organizational restructuring which needs to occur both in a general sense but also from the Police Department. There are two dates that I would like to put before you, if that works best for you or if there is another date that would work better for Council. That would be either Thursday, March 26, one week from tonight or Tuesday, March 31.

Mrs. Lommatzsch: What are you talking about, a meeting?

Mr. Chodkowski: Yes Ma'am.

Mr. Fullenkamp: Thursday the 26<sup>th</sup> will not work for me.

Mr. Smith: And what will this be for?

Mr. Chodkowski: We will give you an update of where we are with the Wright Point Relocation project. So we want to talk to you about where we are with the schedule. There are some minor issues with the budget and scope that we need to address with you and it is related to the Fire Department and fire engine purchase and the size of the garage doors. That needs to be addressed. I wanted to bring that to your attention. We want to go over the final layout that is part of the bid package for 5200 and then we need to talk with you about our need to restructure support staff within our organization.

Mayor Flaute: The 31<sup>st</sup> is the Miami Valley Military Affairs Association and I think even our clerk will hopefully be going to that with all of us. Well some of us are going to that. So that one is really bad. And I am not really very good on the 26<sup>th</sup> either.

Mr. Fullenkamp: I can't to it on the 26<sup>th</sup>.

Mayor Flaute: Could Council do it on a Monday or a Tuesday, the 23<sup>rd</sup> or 24<sup>th</sup>?

Mr. Chodkowski: Mr. Mayor, we have a Board of Zoning Appeals meeting on the 24<sup>th</sup>.

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Mr. Curp: Could we do it at our next regular Council meeting?

Mayor Flaute: Is this an executive session or an open session?

Mr. Chodkowski: It depends on how detailed you would like to get into the re-organizational discussion.

Mayor Flaute: I think it would be something for an open session, right?

Mr. Curp: We can spread it over several meetings. We're not moving over there for a year.

Mayor Flaute: True.

Mr. Chodkowski: I recognize that we are not relocating until later this year but we have issues that we need to address both operationally and with policy and procedure and we need to address our personnel needs prior to that relocation. So we need to have our discussion with you to get direction from you in advance of. By and large it does not need to be done before the next Council meeting but we have things that we need to address operationally with staff and it needs to happen sooner rather than later, but it doesn't have to happen tomorrow.

Mayor Flaute: Could we try something at the next Council meeting? Just try and see what you can squeeze in in an hour or so?

Mr. Fullenkamp: How long do you think this meeting will take?

Mr. Chodkowski: I'm guessing with presentation and general updates from staff on just the Wright Point and the schedule and the projects themselves, I would probably say half an hour for us to just review everything. My guess is probably half of an hour of questions from you. I am going to guess on the general reorganization, probably half an hour to 40 minutes from us and probably the same from you on questions. And then while we were talking about organizational issues, Chief Robinson has some things he would like to brief Council on so he can proceed with things he would like to accomplish, so I'm guessing maybe another half hour or 40 minutes in total there.

Mayor Flaute: So are you still thinking open session or executive session?

Mr. Chodkowski: On my conversation with the law director, our discussion; obviously the relocation project will be public. To the extent that we will have the organizational discussion in a general sense; so we will be talking about administrative assistants and assistant to's, that will be general discussion. If you want to say, hey employee, fill in the blank, that is when we go to executive session.

Mr. Fullenkamp: Do you have a priority on these three issues?

Mr. Chodkowski: That depends on how well you trust us in laying out our new facility. The big issue there is, like I said we just wanted to walk you through; we had to make some minor modifications to the footprint for a couple of different reasons. They are not significant, but we wanted to bring them to your attention. There are again a couple of minor modifications to this facility. They aren't significant but again we wanted to bring them to your attention. The bay doors are an issue. The current bay doors are a little smaller than what the new fire engines

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will accommodate. We can get fire engines that will fit in them but we lose equipment options on those engines.

Deputy Mayor Reynolds: What were the dates that you gave Sir?

Mr. Chodkowski: I gave the 26<sup>th</sup> in the 31<sup>st</sup> and then I believe the Mayor and several other members of Council has suggested Monday, 23 March.

Mayor Flaute: Are you guys willing to try doing it at one of the meetings?

Mr. Chodkowski: Like I said, it doesn't have to be; we looked at our calendars, we thought what Council would have available and those were two days in short order. If it doesn't wind up being until right after the next Council meeting in the first full week of April, that's okay. That's my concern. We can do the City Hall briefing in the next work session and I think that will be a relatively quick one.

Mayor Flaute: Or you could do it during a presentation. It doesn't have to be during the work session.

Mr. Chodkowski: Again, we can do whatever it is you would like to do. I was trying to be cognizant of time.

Mayor Flaute: And I appreciate that, I do appreciate that.

Mr. Fullenkamp: If it works for the rest of Council on the 26<sup>th</sup>, I just can't make it that day.

Mayor Flaute: I don't like the 26, the 26 is bad for me. And the 31<sup>st</sup> is bad. Is anybody willing to try it on the Thursday night, at the meeting on the second?

Mr. Smith: That's fine.

Mayor Flaute: At least give us an hour and see how far we get. It doesn't feel comfortable doing it that way.

Mr. Chodkowski: At the next Council meeting?

Mayor Flaute: Yeah.

Mr. Chodkowski: Like I said we can give you as part of; I don't know what is on the Council calendar for the second but I'm sure we can make time in the work session and we can give you; we'll give you the City Hall briefing then and kind of give you the update there. And then we will do; and then we can schedule the discussion on reorganization of personnel, we can do that on a night that is more convenient.

Mayor Flaute: Okay, and I know I keep saying open session because I think there might be some interest in the community also, that would like to come on Thursday night to hear this presentation.

Mr. Fullenkamp: So let's go through the list. So the 25<sup>th</sup> this out.

Mr. Curp: What about Thursday, April 9?

Mrs. Lommatzsch: Thursday night, that's what I'm thinking.

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Mr. Curp: We could have a whole three hours.

Mr. Fullenkamp: How full is our docket for the next meeting? For the second?

Council Clerk: I have a draft of it, I can go get that. There is also the part here in the City Manager's Report.

Mr. Denning: Do we have the visitors for Commissions?

Council Clerk: We have two so far.

Mayor Flaute: It will just be a few minutes.

Mr. Chodkowski: Yeah that and we do need to have a discussion about the Street Lighting policy. That is rather eminent, is it not?

Ms. Christian: Well, we have been putting it off for the last couple times. We do need to have that in April sometime.

Mr. Chodkowski: We could move that to the 16<sup>th</sup>.

Ms. Christian: Yeah that's fine.

Mrs. Lommatzsch: Why don't we do Thursday the 9th?

Mayor Flaute: Would you rather do that than have a regular Council meeting?

Mr. Denning: Yes, we can still; as long as we tell folks that we are having the meeting and this is what we are discussing, if they want to come they can come. In that way it's a Thursday night just like any other time.

Mayor Flaute: Yeah I would like to make it on a Thursday night; of Council meeting.

Mr. Smith: Then if we need to go into executive session from there; because it sounds like it is going to be a three-hour meeting.

Mrs. Lommatzsch: And trying to pile things on, it just gets late and then you are here at 11 o'clock.

Mayor Flaute: Okay, I'm okay with the 9<sup>th</sup>.

Mr. Smith: What time?

Mayor Flaute: We start at 6 again?

Mr. Curp: We can start early and bring your lunch.

Mr. Denning: Are we going to start at noon?

Mr. Curp: That would be ideal.

Deputy Mayor Reynolds: Here or at 5100?

Mr. Chodkowski: It would probably be; all of the executive officers will be attending the meeting so here would probably be better.

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Mayor Flaute: Okay so we are scheduling it at 6:00 PM, Thursday, April 9, 2015. Is that all right with Council?

Mr. Curp: I think we are looking at additional expense for the garage doors. Because if we're looking at enhancements to the footprint or the layout for the new space at Wright Point, does that have an impact on how much debt we float for the renovation of the space and the renovations here?

Mr. Chodkowski: The answer to your question is, so far all of the items that have been tweaked in either footprint are items that were new construction items anyways. So we're relocating drywall that was to be constructed to begin with. So there aren't any elements with any of those proposals. The issue is; and by large is the garage doors. The total estimate to make the change is \$30,000. But there are a couple of different ways in which that can be handled. We can; there is a contingency fund that does exist within the project, which I believe is \$35,000. There is also the issue of the ensuite bathroom. The engineer estimated that the cost for that was approximately \$30,000. So we could bid that as an ad alternate, and as an ad alternate, depending upon how that comes in, we could address it that way or we could make a minor increase to the note and move from I believe it is \$750,000 to \$775,000. And then the nice thing about that packages is that anything we have left over we could immediately pay back against the principal when it comes time to repay the note. So over borrowing in this instance is not an issue. But the answer to your original question in one sentence is yes, by and large most of the office furnishings; desks and chairs etc. will be new. Several of the conference tables will be recycled, all of the filing cabinets will be relocated and so none of that will be new. Audiovisual will all also have to be new to accommodate the space. So most of the furniture that is here that can be salvaged will be salvaged and reused with the creation of the additional office space here for the relocation of personnel here. There are some other furniture items that are actually at Wright Point that we acquired through tenant vacancies. That will actually be brought in to this facility to replace old equipment. I mean in the detective section they are using desks from the old Mad River school, circa 1980 something. So this will be swapped out for sectional office units that were left behind by prior tenants. So yes we are acquiring new furniture but it is not all new furniture. What can be saved will be saved but when you look at the fact that the trim on my filing cabinets is being held on by double-sided scotch tape, when you look at the fact that all of the office chairs here that staff uses, there are cuts in the foam and the tension and torsion bars aren't holding tension or torsion. We've recycled and reused and bought used and shuffled for quite a long time.

Mr. Denning: This is an opportunity to update slightly.

Mr. Chodkowski: That is correct.

Mayor Flaute: Okay that is what I needed. Basically that's what I thought and that's kind of what I told them. Okay any other things to be brought before Council? Okay seeing none we'll go into recess.

**ITEM 7: RECESS:** The Council took a recess at 7:02 p.m.

**ITEM 8: RECONVENE:** The meeting reconvened at 7:12 p.m.

**ITEM 9: PLEDGE OF ALLEGIANCE:**

Lynn Arrigoni, Clerk of Council led all those in attendance in the pledge of allegiance.

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**ITEM 10: MINUTES: Consider approval of the minutes of the March 5, 2015 regular Council Meeting.**

A motion was made by Deputy Mayor Reynolds to approve the minutes as written. Mr. Denning second the motion. With no further discussion a vote was taken. Four were in favor; three abstained, Mr. Curp, Mr. Fullenkamp and Mr. Smith. **Motion passed.**

**ITEM 11: ACCEPTANCE OF WRITTEN CITIZENS PETITIONS:**

Mayor Flaute advised citizens to fill out a form if they wished to speak about agenda or non-agenda items.

**ITEM 12: PUBLIC HEARING: Brantwood II Subdivision Incentive District**

Mayor Flaute: So now we will have a public hearing for Brantwood 2 Subdivision Incentive District. So I will open the hearing now, it is 7:12 PM. And first I will ask for the staff report. Mr. Manager.

Mr. Chodkowski: Thank you Mr. Mayor. This public hearing is being held tonight in accordance with provisions from the Ohio Revised Code as they relate to the establishment of the tax increment financing district. As you are aware, the city entered into a partnership with Brantwood Development and Ryan Homes several years back for the construction of new single family homes on Brandt Pike on the property that was formally the business park. Since completing that initial phase and then beginning construction, the folks at Brantwood Development, LLC have made application and received conditional site plan approval to now begin construction of what would be the 2<sup>nd</sup> phase; 2<sup>nd</sup> section of this housing subdivision on a property they have acquired immediately adjacent to section 1. The city's earlier working relationship with Brantwood; they have requested the extension or the enlargement of the TIF district that is currently in place on section 1 and be applied to section 2. Following that request, staff had conversation with the law director and the law director indicated that it was actually; it was an easier process rather than expanding to create a 2<sup>nd</sup> district. So the city initiated the process to establish the 2<sup>nd</sup> independent district, the Brantwood Subdivision Section II TIF District and in accordance with procedures outlined in the Ohio Revised Code, Counsel is required to hold a public hearing on the project and its intent to establish the TIF; or its intent to establish the TIF but that it will be reviewing and voting on TIF legislation 30 days from tonight. So that is the purpose for this hearing. Representatives are here from Brantwood to kind of bringing you up to speed on section 1 and also fill you in on section 2 and review the project so that you know how the TIF will come into play with respect and regards to their project and what they intend to do. Staff did also provide you a memo in your Council packet briefly touching on this project and the taxing of the finance district that is being proposed. Ms. Christian has been heading up this project as the city's point of contact. Do you have anything else to add as part of staff's report before I yield to the folks from Brantwood?

Ms. Christian: No I think that pretty much sums it up.

Mayor Flaute: Great thank you.

Mr. Chodkowski: So with that Sir, that concludes staff's comments on this particular matter.

Mayor Flaute: Okay, thank you Mr. Manager, Ms. Manager. To the audience, all testimony is sworn testimony and anyone speaking this evening should come to

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the podium when they are called on, sign in and take the oath at the podium. So at this time I would like the applicant to present their case and give members of Council the opportunity to ask questions.

Mr. Bills: I John Bills of 8534 Yankee St., Dayton, OH 45458 affirmed that the testimony I'm about to give before the City Council is correct to the best of my knowledge.

Mayor Flaute: Thank you Sir.

Mr. Bills: First of all I just want to start out by thanking everybody here, thanking Council as well as the Mayor for giving us the opportunity to speak tonight and to come before you. Overall we just want to kind of express gratitude for overall; for the project so far. I've been working with the staff up to this point and they have been wonderful. We worked through the first section as well as getting into the meat of the second section and trying to move it forward. It has been nothing but good feelings from us and being able to work closely with the city so I just wanted to say thank you to everybody involved for that. Real quick, is a pretty brief presentation that I have. I want to touch base a little bit on how things are going for us in the current section, section 1. And I'll take a few minutes of talk about our plans and schedule for section 2. And then open it up to the Council for questions at that point. So I know counsel is very familiar with the first section in there. Overall it was a 53 lot section of subdivision and we were able to get the infrastructure improvements completed in the fall of 2013. So it took us a while to get that point. We worked closely with the city throughout the construction process. Overall we feel it was a success and we were able to get the lots in and work with the county on the lift station and had success there. At that point we were able to sell the model home lot to Ryan Homes and they were able to get that started in December 2013. And they were able to at that point start selling in the February time frame. They were able to get the model open, they had some sales going into that and trying to build up momentum. You know when they first get out of the gate it takes a little while to get the sales built up and get things moving but overall we were happy with the success that they are having. To date we currently have 17 lots that we've sold Ryan Homes, that they have started homes on in the subdivision. They have several more that are sold and you know they are going through their process before they buy them from us but we would anticipate to have another 2 or 3 probably close within the next 30 days in there. So we feel that we are making good progress, things are moving forward. It is a little bit slower than we may have projected initially but overall still we feel good about the progress that we are making and we see the need to move forward to the next section. Basically there are two items out there that still need to be taken care of within that for the section. One of them that I know is probably one of the larger concerns was the streetlights. This is something that was overlooked I think in some of the initial planning stages but in working with the city it is our full intention that we will be putting streetlights in that first section. I have actually got a plan that shows where those are going to be located and we are working to finalize that plan. We've contacted Miami Valley Lighting district, which is who we typically use within the subdivisions of this area. I think the city has worked with them in the past on things for the city. One of the issues with them is it takes a lot of time to get quotes back and work through the process and then to get them installed and get materials. They deliver a good product, it does sometimes take a little longer; they drag it out. So we were actually fortunate that we have been working with the city and that they came to us and said you know the dealings that they've had in the past working with lights the city, they have actually gone through private installation on some of those and has opened it up to us to go out and get some bids on that. A couple good things with that that I think will be a

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benefit to the residents long-term and there is it will actually allow us to investigate and look into the potential for LED fixtures in there. They are a brighter fixture, they last longer. We have been able to do that yet. We got a cut sheet from just recently from the staff that shows what they put in, in different fixtures throughout the city. So we're going to take that cut sheet and see what kind of pricing we can get from the same contractor. So we're going to investigate that. We think that is something that could be economically feasible and there. We know it will be a little bit more but if it's something that gets us close we think it would be a benefit and so we're going to investigate doing that for the residents and we are in agreement with that out there as well. So that's kind of where we are currently in that. We got a quote back from Miami Valley Lighting now but just due to the timeline that they would be giving us to install this, we are least going to get bids from local contractors to see if they can do it in a more efficient and timely manner that we might be able to do with Miami Valley Lighting. The last thing that will go in and most likely in conjunction with the next phase, we would be working on the final course of the asphalt. Hopefully things have moved along and progressed enough at that time. We will work with the city engineer but we will put it down when they pave the first course for the next section. They can put down the final course on this next section. That would be our hope and our goal, that's the way we try to work things. We just have to work out with sales and will work it out with the city at that time. This is just an overall. I have it here really just to reference back, to answer questions; if there were any questions about the first section. This is the record plat from the section that is currently installed and that we are selling lots in today. So that kind of wraps up the history of where we were with the current section 1. I wanted to talk a little bit about this section 2 that's in there. This is a smaller section of course, it is 33 lots that will be bringing on. It is going to be very similar to what we did the first section. There was a zoning change during the time from when we got the first one approved; the preliminary plat to when we took the second section through. Where it went to an R-3 medium density. So we made a few minor modifications. We are going to do all the zoning requirements in this next section. We don't believe it should be anything that would significantly impact the look of the community. It was pretty minor overall from what our original plans were. And we worked with staff and they helped us to identify those things and make these corrections. And we have actually submitted that back recently to the city. The product line in there, if anybody has been through there with the homes, it is going to be the same line that Ryan Homes is offering today within the community. So the overall schedule for what we're kind of looking for; you know we went through planning commission and we actually received conditional approval. Approval with the following conditions, and I kind of shrunk them down but tried to hit on the intent of them. One was updating the plat to comply with all zoning requirements and we know we have done that, we have resubmitted it. If any comments come back, it is our full intent to comply to it so we would adjust them if we needed to. So that is where that one stands. We actually as of today on the second item; we had done a traffic study out there for our warrant analysis which is what the city engineer had asked for. We have completed that and we submitted that over to LJB and he got back today with the city and they then forward it on to us that they agreed with our analysis and the projected need for that and they were in agreement that a light would not be needed at that intersection. So we had met the intent of the second condition. The third, which I touched on a little bit is the street lighting plan. We will stay with a consistent plan as we're going to be doing in the first section on that as well. And we are working closely with the city to get that finalized. The restricted parking, that was on 2 streets in their the recess drive and I think Carol Marie Lane. And we are in agreement with that. We will put the no parking signs up and I and have them up I think on the north side of one and the west side on the other. So we're in agreement with that. In the last was that we just did a letter

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acknowledging these conditions and our agreement to comply with those. And we have submitted that to the city shortly after the Council meeting. So given that we believe we are on track, we are in full compliance and we want to comply with everything that the Planning Commission put out there. And then at this stage we are just working through the construction plan; so the final construction details with the city and with the engineer on it. We are close to it; we should have those finalized I think with them next week or 2. We feel we are very close. We've had a couple rounds of comments back and forth and are working through any concerns or issues that were there. And then we hope; if sales continue kind of as we see them projected with Ryan Homes, we see the need to start construction probably mid-summer this year. So we want to get through and make sure everything is in alignment with it and then the hope would be to start construction mid-summer and move forward in order to get it in before bad weather starts in the late fall. So that is kind of our plans for construction. Again I have this in there just to see the relationship to the first section. So this area down here is where you have been and the grayed out area up here is the second section with the 33 lots that we will hopefully be bringing on this summer. And then here is the updated preliminary plat that had been resubmitted to the city. So we've gone through and made many of the changes that were required to take it into the new R-3 requirements and have resubmitted this to the city at this point. This is an overlay of the overall site and will we have submitted in to have reviewed as far as light poles. It should meet the requirements. In discussions internally there may actually be the need to add one more light in here on this stretch of street here so there may end up being two in here instead of the one in the center. So we may need to add one more light in there but other than that this would be in compliance with the R-3 requirements for street lighting and that is in the plan. This light up here, the standard light that MVL T would be installing if they came in. When we go out to price out the other one for the LED that might change slightly by one, give a depiction kind of what the normal lighting that the MVL T would be putting within the subdivision at each of these locations. Just quickly I want to touch base as part of the section 2, you know there are 2 parts to the construction of putting it in. There is a private portion that is outside of the right-of-way which doesn't include the infrastructure for the city which would be our responsibility within this agreement. You know that's any of the grading work, any of the things outside of the utilities and all that that goes into the city. We haven't gone out to bid on this project yet but we are anticipating that to be around \$170,000 which are the estimates that have been gone through with the city up to this point. The second slide that is the public improvements. And really; and I think it was in the memo as well or in the ordinance, the exact detail of what it is but just kind of a summary of that, it is mostly the work within the right-of-way that the city will then own at some point down the road. So it's things like the roadway improvements, the sanitary sewers, the storm sewers, the water lines, gas and electric lines, the bonds that that would be required as we put it in, the engineering. So basically any of the cost for the infrastructure that will eventually one day be owned by the city with that. And it's any of those things that are for the benefit and will serve the incentive district once it is completed. This is an engineer's estimate on it but we worked up to this point I think is close to the \$960,000 to put in for those 33 lots on the public infrastructure work. The last thing I had in review and kind of what we've seen so far and what we believe are the benefits for TIF for the area on the residential side, we've seen an increase in property values already out there. I think when the initial presentations we made we were targeting for; we felt like the market was going to come in somewhere around that \$170,000 to \$190,000 range with the homes. And we've actually been pleasantly surprised with the product line and the need of the residents and where they come in. We're averaging actually closer to the \$215,000 mark there. We've had homes all the way up into the \$260,000s and they've had one recently even higher than that, it hasn't closed yet. But predominantly well

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over \$200,000 and we've been averaging somewhere in between \$210,000 and \$220,000 in there. So we're pleasantly surprised it is coming in higher than anticipated and we think that is great for the community. So the other thing that we would really like for the homeowners in this; doing a TIF as opposed to maybe some other financing options is not raising their taxes for them which helps them be able to get into the district and helps them be able to get in and buy home without having to worry about that increase on taxes on it. The other key piece is that with the way we set this up originally, we are not hurting the schools, the other institutions. They still get their money to help the kids that are moving into this community. And we don't put people in this community and then have it be a detriment to the schools they are going to be going to so that was left in. That's the nice thing about private investment and development, the more people that can come into the community, new homes, new people from outside, we do believe that it would help drive private investment in future development as things moves forward. The new jobs created by the housing in general, that is coming in and then that infrastructure and other private investment that can come to the area we do believe will be creating jobs within the area. A stronger and broader tax base; it's good to have new people moving into the city; have that increased income tax from them and be able to build that property value up. It is obviously desired within the city because they are selling and then selling it at a higher value than it was before so we believe that that desire is there. And then will be able to stimulate investment outside that TIF district, it's not just limited to there. There are people that live in the community, that are driving through the community. They are buying things in the community once they move there. So it will stimulate outside of that as well. At this point that concludes the presentation that I have of kind of what we're looking for in this next section and we look forward to moving forward. And I would just like to open it up to the Mayor and Council members with any questions that they might have for me.

Mayor Flaute: Thank you Sir. Are there any questions from members of Council?

Mr. Smith: On your streetlight assessment there, looking at the picture, I know that is the minimum requirement for streetlights. Are you going to put anymore in? I mean do you have any plans to put anymore in because I counted five houses between streetlights, that seems pretty far.

Mr. Bills: On the one street that we evaluated where I did say; where we thought we went through with what the R-3 zoning was and that's where we got the basis for the plan. We haven't finalized it with the city yet and I'm not going to say that we won't and another later too. We haven't gotten the final number on that but we did want to make sure; we will guarantee that we will meet the minimum for the R-3 and we will work with the city to make sure that it is what we believe to be adequate lighting for that. And that will be a difference on the product line selected as well. If we selected LED it has a brighter; we do illumination studies within our firm and we can determine what the spread of the light is and how well it will light the area.

Mr. Smith: Well I don't think it's going to spread 3 yards, you know 3 houses. It would have to be really bright.

Mayor Flaute: Okay any other questions?

Mrs. Lommatzsch: When I first met you gentlemen when I was on the Planning Commission and I believe there was much lengthy discussion about having some space available at any time the city might have the ability to create a walkway from this housing area over to Brantwood school. We know the propensity for

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children to find the closest direction; distance from one place to the other and it would be through the woods. Now at that time when I was on Planning, I thought it was agreed on that there would be a public right-of-way somewhere in this area that would be left open for the availability if the city ever was able to, with the conjunction of the school district, to create a walk through there so these children would have access to their building without going out to Troy or to Brandt. I don't see that on this map.

Mr. Bills: So to that question, I guess.

Mrs. Lommatzsch: It was not going to be in phase 1 it was always discussed to be in this area right here if I am remembering the maps I saw before. And there are questionable places between this point a and Brantwood. I understand that that's an issue, however I am remembering that it was agreed that it would make sense to make an access point for those children to be able to get from this housing area to their schools and I don't see it on here.

Mr. Chodkowski: I can tell you; and then Mr. Bills was not part of that phase but when that item was discussed. CESO Brantwood had made a phase 2 application and they did receive Planning Commission approval for what would be that reverse L-shape. They did not engage in recording that approved plat plan which is where that north-south L which runs adjacent to the Brantwood project at that time was included as part of that phase. So the preliminary approval; the approval of that section 2 expired because they did not record the plan.

Mrs. Lommatzsch: So it halfway fell through the cracks is what you're saying? I've got the picture.

Mr. Chodkowski: I won't say that it fell through the cracks, they elected not to record that plat and the plat approval expired. As the property owner, they've already parceled off what they had and resubmitted this for approval.

Mrs. Lommatzsch: Because as I'm remembering it was going to be; well that's too bad because these children have no access to their building without going onto a major highway with no sidewalks and I think that's really sad.

Mayor Flaute: Is there some way that could still be incorporated?

Mrs. Lommatzsch: Well no, they are already junked it. And I understand that walking is not what they would be doing, they will have to be bussed, but there are a lot of activities that children do at schools that they need to walk. We should be encouraging them to do so. But there's no opening for them to do it.

Mr. Bills: The one thing that I would say to that, we would be willing to go back and discuss that with the city on the item because it did come up at the last Planning Commission meeting. The issue with it today is this piece of property here. There is not a way to get a path to them unless the city goes in and acquires that from the people that own this other ground. Our property does not connect with the boundaries of the school.

Mrs. Lommatzsch: I understand all that and I understand there are some environmental issues. It would take some grant money and it would take some effort on the part of the city when we have time and money to make that happen in coordination with this development. I understand all that. But this doesn't accommodate that at all. And the plan that I saw did accommodate it.

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Mr. Bills: It's not part of the plat approval. I'm not saying we wouldn't be willing to discuss it with the city again about giving some kind of easement along there. There are 15 foot side yard easements there are so there are 30 feet between those lots there. So if it doesn't cause problems for drainage that we have to work through with the city engineers while we would consider or at least discuss getting back with the city and potentially adding that back in on one of those lots. We can't get it to the school.

Mrs. Lommatzsch: I know you can't get it all the way to the school.

Mr. Bills: But we would discuss that again with the city. In hindsight we would've preferred to have that other plat already approved and gone through at that point too with it. That would have been our preference in hindsight but we would be willing to at least have those discussions again on how to make it a success for the city as well in there. I don't know how; we have to be able to make it work. We did lose with the new ordinance, side yard setbacks changed they got wider. We have to make sure it does work with the product line and it does work with the engineering to be able to get drainage through that between the houses but we would at least discuss that with the city.

Mrs. Lommatzsch: Well because the discussion as I recall had to do with the fact that young people; children take the path of least resistance which is going to be through somebody's yard. And if we didn't arrange to make an accommodation with a sidewalk or something to get them in that line of least resistance they were going to make their own. And I understand there are animal issues, there are a lot of things before that can happen but I just think to just ignore it is wrong.

Mayor Flaute: Okay very good. Any other questions?

Mr. Fullenkamp: Mr. Bills, CESO is involved in numerous residential developments. How many residential developments that CESO is involved in involve TIFs?

Mr. Bills: There are no other residential developments that we have that involved TIFs.

Mr. Fullenkamp: So why is a TIF necessary in our community in order to encourage you to develop here? In section 2.

Mr. Bills: That's a great question. For the first section and the second section, if you take a look at what we're selling lots to Ryan Homes for, we're selling them at or below a price that would allow; I'm not going to say it's completely below a return that we could ever come in and actually build one without help with a TIF. We're selling them I think currently for \$27,500 in there? \$28,500 in there currently today. And with the infrastructure costs that go into that, the land costs, the engineering and that we couldn't have a viable project. If the TIF district doesn't go forward with this section we most likely; we haven't tried to analyze that but we would not be able to move forward and make anything on it. We would probably have to shut down that section in here.

Mr. Fullenkamp: So what would your lot cost be without the TIF?

Mr. Bills: Unfortunately I haven't done that analysis but it would be significantly higher. We sell similar lot sizes but it's in other areas for in the high 30s to 40s for similar size and similar infrastructure for those things to help cover those costs.

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That's not in Riverside, I can't give the exact numbers but it would be significantly higher than \$28,500 that we would have to be able to do it.

Mr. Fullenkamp: So you are saying this project would not be viable without the TIF paying for all of the infrastructure.

Mr. Bills: And say with 100% certainty we would not be involved with the project in this district if the TIF was not involved. I can't say some other developer wouldn't do it and lose money. I can't control them but we wouldn't do it.

Mr. Fullenkamp: So what makes our development unique and require a TIF whereas other developments don't.

Mr. Bills: Price point for what we were able to; or the and price for a home owner and what you can pay and what the land price is that goes into that. That makes it more difficult here.

Mr. Fullenkamp: So talk about that a little but more in depth.

Deputy Mayor Reynolds: Please, talk about that a little bit more. Explain that again.

Mr. Bills: The price point what we are selling at, it is a price-sensitive market. We are selling currently and when we do sell one we have a lot of lots fall through due to financing. So as opposed to other areas where you might have one in 5 fall out because they can't get financing, we're seeing about currently, at least at the start, about a 50% or greater attrition rate where they would make a sale and they could get the financing they needed. And unfortunately it is difficult in this market for the buyer that we are drawing into here. If we had that increase in price that we had there and it did push the market up even higher for the house that they could get because everybody's buying a price for so much square footage or a price for so many options or whatever it would push that where we believe it would be out of the markets where we could sell those. They are not flying off the shelf today with the prices where they're at. I mean we're happy with the progress it's making and we want to move forward with it but if that had to push up the value that much more from what they are getting, it would hurt the sales price and make it less viable.

Mr. Fullenkamp: So I'm looking at these preliminary numbers for the improvements for section 2 at \$960,000 for 33 homes. I'm comparing that to the total cost for the improvements for phase 1 which was 55 lots; 53 lots and it seems like a lot of the basic infrastructure that was put in place for phase 1 supports was going into phase 2.

Mr. Bills: The city will be holding the bids for this in the final, and Mr. Chodkowski you can correct me if I'm wrong for saying this, the final TIF value that goes in, that was an estimate on it. I can't say what that's going to be, it will be whatever the final price will be once the city bids it out. It will be in the city's control or within their control to control the costs.

Mr. Fullenkamp: So that's just really broad.

Mr. Bills: Yeah it's an estimate. Prices have gone up; there have been significant increases in prices just because they are starting to come back in general within the whole city. So we do see an increase in that but whatever the city can build it for is what the final numbers will be.

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Mr. Fullenkamp: Okay. I'd like to ask a question of the City Manager. Is that appropriate for me to do that right now? In terms of contributors to the TIF? Is this is a mix we had before, for phase 1 in terms of the districts and the County?

Mr. Chodkowski: Yes Sir.

Mr. Fullenkamp: I'm seeing the Metropolitan Library is not a contributor this time around.

Mr. Chodkowski: The only ones from the County that contribute are Sinclair Community College and then the county millage rate itself.

Mr. Fullenkamp: I'm seeing Montgomery County pay 50%. From the Five Rivers County Metro Parks Fund.

Mr. Chodkowski: I'm sorry where are we at?

Mr. Fullenkamp: Well I'm looking at your memo here and I'm looking at the end, 2021. And so I'm seeing that Mad River Township school system always gets their money. Dayton Metropolitan Library always gets all their money.

Mr. Chodkowski: That is correct.

Mr. Fullenkamp: And that Montgomery County seems to get 50% of their money during the term of the TIF.

Mr. Chodkowski: I'm not sure what the percentage is on the County.

Mr. Fullenkamp: I'm just looking at \$29,600 versus \$107,000. So that's the same mix we had before?

Mr. Chodkowski: Yes.

Deputy Mayor Reynolds: I'm sorry what did you say Mr. Fullenkamp?

Mr. Fullenkamp: Yeah I was in your bad ear. I was just talking about the mix of contributors to the TIF and the amounts. I just; I don't remember. I didn't pull the old documents for the mix of contributors.

Mr. Chodkowski: For the ones that we had provided in phase 1? Yeah. The only difference in the calculation that I can recall off the top my head between phase 1 and phase 2 was based on the initial memo we prepared back in; how long ago; many moons ago was based on a projected sale rate which was provided to us by the developer. This memorandum is based on the last 14 months, 15 months of sales as opposed to projections. So the calculations; the percentage of who pays and receives remains the same, but the value was based on a volume of sales projected.

Mr. Fullenkamp: No I understand that I was just; I was unsure about who's contributing to the TIF versus who's not.

Mr. Chodkowski: It is the city and the county, the county's 2 levees that pay the either 8 or 9 there and County roll of the 8 or 9 there on their two that are waived and contributed to the project at Sinclair Community College and then the county general fund; the County's general mill.

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Mr. Fullenkamp: They are inside of millage?

Mr. Chodkowski: Yes Sir.

Mr. Fullenkamp: That's all I have right now.

Mayor Flaute: Thank you Mr. Fullenkamp. Are there any other questions from Council?

Deputy Mayor Reynolds: Mr. Bills, if I may. You talked about you wouldn't be in this project if you didn't have a TIF. You talked about the market describing; did you not; what was the original scope of the project because that's not what we heard before. We looked at homes starting at \$240,000 I believe was one of the numbers we had. And it was a good market. I remember most of the presentations that you made, so hearing this now that you wouldn't be in this development if you didn't have the TIF. You started out before that. Can we talk about what has driving that market down. Why you are only a 50% success rate on loans.

Mr. Dursoe: I, Mark Dursoe affirm that the testimony that I'm about to give before the City Council is correct to the best my knowledge. 8534 Yankee St. Okay thank you. The number of \$240,000 was never a number that I ever communicated. The number that I communicated and submitted to the city at the time I don't know 3 or 4 years ago when I was here was in the \$175,000 average. That was what we're focusing on because we thought that was where the target market was. We thought we can get into the high; right at \$200,000 maybe a little lower. We didn't know what the average was going to come in. As a matter fact when we did the original estimate from the TIF it was always below \$200,000. So I don't know where the \$240,000; that was never something that I communicated.

Deputy Mayor Reynolds: And I live in that area so I recognize every day any changes to that community. There have been signs there from up to \$220,000-\$240,000, the signs out front. Now that has been there, I have seen those, you know and the community has seen them. So that's the point I'm trying to understand now, that we are looking at; that this market and I believe the signs up now are much lower than that.

Mr. Dursoe: One of the requests that Council had was to try and bring in product that was of a higher value price point than some other communities that were being built here. So we had made an effort and communicated to Ryan Homes to try and introduce as large of a product as the market would bear. And so they initially marketed homes up to, and that's maybe where you saw the \$240,000. I know that I was here making the presentation, it was never over \$200,000 because I wanted to be clear, to set the right expectation. I'm happy; we are happy that the homes are coming in actually more than what we had anticipated because it benefits both of us. But I don't control that, the market controls that. The residents within Riverside that want to live here.

Deputy Mayor Reynolds: I understand that Sir but I also understand a man doesn't undertake building a home if he doesn't know he can afford to build a home or not. And you don't take on this development if you don't believe it is going to be successful, is that correct?

Mr. Dursoe: Yeah so with the introduction of the TIF, that is the only way that we could make an economic decision to move forward and that was your question earlier Mr. Fullenkamp.

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Deputy Mayor Reynolds: I have the purchase agreement here, I mean we all know the price that was paid for this. So I guess I'm looking at the purchase price you all paid and I'm looking at the TIF dollars that you are receiving now and I wonder why it's not more successful.

Mr. Dursoe: When you figure that out you tell us. I don't have that answer. You know; and I'll share this with you. Why did we make an investment here? Because we felt the same way that you did. That this was a community that needed some new housing. We looked at it; when I looked it over at a period of 10 years there wasn't a lot of new rooftops brought into this community. We saw that the city was making investments to entice people to come into this community. When we see that; those opportunities then we are more likely to say let's ask, what can we do to be a part of that. The investors in a part of the LLC, they are people from the Dayton market. These are people that believe that what you were doing is creating some value. Wright Patt is the largest employer in Dayton and we felt that there was a need there. We were hopeful that more of the people that were purchasing, there would be people that work at Wright Patt. I don't have the data I don't know if you have any data on that.

Mr. Bills: We don't have the data from Wright Patt.

Mr. Dursoe: It's a business decision that we made based upon the data that we had and then with the TIF we felt that this could be a successful community. The sales pace is not where we want to be. We hoped it would be a little bit further along. The surprise was the average sales price. That is a pleasant surprise. I think I feel good because I feel that from when I communicated to the Council at the time that we presented and the documentation that the City Manager has when he estimated the TIF represents that.

Deputy Mayor Reynolds: Thank you. Mayor I do have one more thing. Mr. City Manager I have 2 tax duplicates here and I just wondered if you could look at these and tell me, I need to make sure that I am understanding that dollar that's going into this TIF. So if you could look at both of those and tell me what tax dollars went into the TIF for that property.

Mr. Chodkowski: Sure.

Mayor Flaute: You want him to do that right now? Or have him get back to you?

Deputy Mayor Reynolds: I just printed off the tax duplicates.

Mr. Fullenkamp: While he is working on that can I ask a question?

Mayor Flaute: Sure.

Mr. Fullenkamp: Any of you gentlemen. Since you're both sworn I guess you can both answer. So I am seeing about a \$1.3 million in phase 1 TIF, is that fair?

Mr. Dursoe: I don't; is that what it was?

Mr. Fullenkamp: So essentially if I'm going to use 50 is my number that's \$26,000 per lot using 50 just to make the math easy. So you're telling me that; and I'm saying that you got the property for free because in essence you kind of almost did after you rebated the \$50,000 per lot. So your telling me you're selling these lots at \$1000 or \$1500 a piece profit and that's it?

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Mr. Bills: That is absolutely correct. You can see it in the money that cost the city to bid a project out. It is all open booking, you can see what the finances are and see what Ryan Homes pays us on the auditor's website.

Mr. Fullenkamp: So why are you doing this?

Mr. Dursoe: Excellent question. It really comes down to; take you back 4 years ago, he's not here right now, we had a gentleman here that came to the Home Owners Association when the market was down and said listen we have a piece of ground is there anything you guys could do? Okay that's the reality of what happened. And so we did the analysis and said okay if the city of Riverside is truly making investments to try and bring industry in, we recognize that that's jobs. When you have job creation that creates opportunity for new housing, that's the catalyst. And we saw that you were making those investments. Then we went back and we said all right the only way this is going to work is if the land is basically nothing, it was a very reduced price number 1 and number 2 the only way it works is to have a TIF. And because what a TIF does for an investor, it acts as if it is like an annuity to them. Alright now we thought we were going to get a little bit of margin on what we could sell the lots for versus the total cost. What we didn't anticipate, we were too far into this, we didn't anticipate that we had to go to a bid process that was on prevailing wages so the cost to develop this is more than what we would normally develop other sites. It's about 10 to 15% more. So that bit into the margin. So the return that investors are getting are really reduce from what we originally anticipated number 1. But what the TIF does is it does give them some comfort that over a period of 15 or 20 years, it is like an annuity. So I've had to go back to them, explained to them where the erosion came in, I still feel confident because quite frankly you guys have been great. And I understand that we are going to have differences but I still believe that the city, everything that I've seen, you truly want to continue to grow it. And we believe; National Homebuilders made a commitment to stay here, invest in the model home and built in this community.

Mr. Fullenkamp: So you got in it on phase 1 and he didn't have much choice about the matter, so why phase 2 at the same conditions?

Mr. Dursoe: Because at this point a lot of the infrastructure is in. Second of all, we are hoping, and this is a hope on our part, that we may be able to get and improved lot pricing that the market will allow and we are working with Ryan Homes to see because they recognize that we are not making anything on this. It is all going to be on the backend of this site. And lastly, because we think that the way the lots are, we can get some premiums on the back section to help offset.

Mr. Denning: Because the lots are larger.

Mr. Dursoe: The lots are larger back there so we're working with them on that.

Mrs. Lommatzsch: In to do it.

Mr. Dursoe: We're in it. We have commitments, we have homeowners in here now.

Mr. Bills: We don't want to farm the ground.

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Mr. Dursoe: We don't want a farm it. This isn't farm ground now. Of course not. I don't have to say we're stuck. The return is very low but it's one in which, it's an investment; these are local people that live in the Dayton area.

Mr. Fullenkamp: It is my understanding that you're paying 5% interest to your investors.

Mr. Dursoe: It's the 5% to the investors but if you look at the time value of money for the site, that's why I say it's like an annuity.

Mr. Fullenkamp: That's the 5% return of that. And that's guaranteed?

Mr. Bills: Where did the 5% come from?

Mr. Dursoe: It's the 5% interest on the loan.

Mr. Bills: Interest on the loan but that's not necessarily a 5% return to the investors.

Mr. Dursoe: Yeah to fund the TIF because the time value of money but at the end of the day when you say we're getting that.

Mr. Fullenkamp: No I'm saying the investors are getting that. The people that fund the TIF are getting 5%.

Mr. Dursoe: Yes.

Mr. Fullenkamp: That is included in the cost of the TIF, the interest.

Mr. Dursoe: That is correct.

Mr. Fullenkamp: So okay well, I'm just trying to flush some of this out of my head.

Mr. Bills: Mr. Dursoe kind of hit the nail on the head with it. With your question it does come back to the annuity. When you can do the math and see there is not an upfront profit, well very little. The gentleman that are in it are getting a little lower than we hoped for but there is that annuity. They are doing it, they are setting it up so they know they will have an annuity coming in for the next 30 years. You know if they can get out of it breaking even in the first 5 years and then know that they have that annuity coming in, some of them are setting up for their kids, some of them are setting up for different reasons that they thought that would be a wise investment for them on that.

Mr. Fullenkamp: And I understand that but what's paying your salary?

Mr. Dursoe: I understand where you're going with that now. Okay that's a good question.

Mr. Bills: Within there, I mean we did provide the engineering which is in the cost for the project, we are a manager for them we aren't the investor, we got them. So the investors to have to pay a management fee, that is within the conditions. That's not coming out of the TIF, it's part of the sales price on it. So there are functions in their for us as a manager for the investors to receive monies on it from engineering and other services.

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Mr. Fullenkamp: So that's outside of.

Mr. Bills: It's outside of the investment.

Mr. Dursoe: Most of it we already have paid for.

Mr. Bills: It says if they hired an engineer.

Mr. Fullenkamp: So how long is Ryan Homes locked into being the builder for this?

Mr. Bills: They contracted all of the lots with this. Both sections for the price that they are purchasing in the map. We aren't guaranteed. We work with Ryan Homes in other communities. We do hope that maybe they can help us out if the market improves or not. But that's not a guarantee. They have marketed all of the lots at the price they have on. So they will be in it by contract as long as it takes them to sell them. The reality is if for whatever reason if the market turns, they could look for a way out of their contract. But we don't anticipate that in the next 3 years.

Mr. Fullenkamp: Okay, thank you.

Mayor Flaute: Okay any other questions?

Mr. Fullenkamp: Do you have your answer about the question? Or are we waiting till next week?

Deputy Mayor Reynolds: Yeah I'll bring that back, I'll bring that back.

Mayor Flaute: Okay, all right. Thank you Mr. Bills. Is anyone else wishing to speak in favor of this proposal? Is there anyone wishing to speak in opposition of this proposal? This is your last opportunity to speak about the proposal. Hearing none I will now close the public hearing and the time is 8:01 PM. So at this time we will open the floor for more Council discussion if we want and you said the action will be taken in a month.

Mr. Chodkowski: Yes you cannot act on the enabling legislation for the TIF any sooner than 30 days from now.

Mr. Fullenkamp: One question. All of the contingent aspects have been removed from the Planning Commission?

Mr. Chodkowski: At this point, based on the information that we have 3 of the 4 have been addressed. And then there would be the issue of the remaining item being the streetlights. So whether or not they've got a committed improvement plan that has been submitted to MVLT and that's in our possession or whether or not we've arranged for a private circuit and system to be built and created.

Mr. Fullenkamp: Does the clock start once the provisional approvals are all eliminated? Does it start as of tonight?

Mr. Chodkowski: Well the 30 day count is in relation to the public hearing.

Mr. Fullenkamp: So they have between now and 30 days to take care of any provisional tasks that need to be taken care of. Before comes to us.

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Mr. Chodkowski: If that is a term and condition that Council believes is an approval required under the sales agreement then yes.

Mr. Fullenkamp: In the sales agreement I think it addresses that.

Mr. Chodkowski: I believe the sales agreement says that they are required to have approval of both the plat and of the zoning. So whether or not the word conditional, the asterisk or is not does not need to determine but as I recall the agreement says approval. Whether or not the conditional asterisks is applicable, that's an issue I can bring to law director's attention and have clarified between now and 30 days from today.

Mr. Fullenkamp: Please.

Mr. Chodkowski: Sure.

Mayor Flaute: Okay any other questions or comments? Seeing none we'll move on to the City Manager's Report. Thank you guys for coming.

**ITEM 13: CITY MANAGER'S REPORT:**

Mr. Chodkowski: Thank you Mr. Mayor. Included in your packet is a copy of the city manager's report as well as several other pieces of supplemental information. Staff and I be more than happy to answer any questions or address any concerns that you may have regarding any issues before we turn the floor over to the executive officers for tonight for their monthly update as well as their annual report.

Mayor Flaute: Thank you Mr. Manager. Are there any questions or comments from members of Council?

Deputy Mayor Reynolds: I have one Mayor if I may. Mr. City Manager on the Woodman meeting removal and sign relocation you indicated that certified letters were sent to property owners on the eastern side of Woodman who will be most impacted. Heavy had any conversations with any of those persons?

Mr. Chodkowski: Yes. Yes I have Mrs. Ogden who is the property owner directly addressed onto Woodman drive. I did get a chance to talk with her and she had a chance to talk with Mr. Miller. Her only concern was that the sign was not going to be relocated directly in front of her door to make her home look like a funeral home. We assured her that it was going to be moved north of that green space between hers and the property address there off of; I don't want to say Tall Oaks because I know that's not it but the next Street up there. She was perfectly fine with the concept and the idea and we let her know that it was going to be landscaped and that wasn't going to be something that she was going to look at. She did ask that we remove utility pole from her front yard so we're going to follow up on that for her. But that is the contact that we did get.

Deputy Mayor Reynolds: Thank you very much.

Mr. Fullenkamp: This isn't directed at your city manager report but it goes back to the road improvement. She did say Woodman Drive. The guardrail is going to be extended up to Bayside in the improvement on Woodman. In the description of the road work that we're going to do from Airway through 35.

Mr. Chodkowski: In the Major Thoroughfare group 3, phase 3?

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Mr. Fullenkamp: The area where we had the fatality about a year ago. Is that where the guardrail is going to go? The 200 block of Bayside.

Mr. Chodkowski: You're talking about the safety barrier. The 200 block of Woodman is that area in front of Esther price that addresses that left hand turn painted pork chop that Council was talking about a few meetings back. That is the 200 block of Woodman, yes Sir.

Mr. Fullenkamp: That's the 200 block. Because there is still some concern about the safety of that section just to the South of Bayside.

Mr. Chodkowski: North of the International but prior to the Bayside entrance.

Mr. Fullenkamp: Right. That is still an issue that I think we need to take a look at.

Mr. Chodkowski: It is not specifically accounted for the plan but it will be addressed on a technicality. New ODOT safety standards, Mr. Miller correct me if I'm wrong, new ODOT safety standards have expanded the protection areas around certain elements so that section there on Bayside, that would be one of those areas where we would have to extend under the new ODOT safety regulations for guardrails I believe. Another probably 80 feet or so to what would be the south if I remember. So whenever that segment gets replaced it will be shifted to the south about 80 or so feet to meet that new standard and that would address your concern that I believe that you have reflected.

Mr. Fullenkamp: Yeah there was a fatality there about a year, year a half ago.

Mr. Chodkowski: Yes Sir.

Mr. Fullenkamp: Thank you.

Mayor Flaute: Okay any other questions? Okay I just have a couple here. The Brandt Pike Ditchline project, you mentioned that Mr. Miller is meeting with Mr. Teas. How did that go? Is there an issue, is that why you mentioned it?

Mr. Chodkowski: It went as expected.

Mayor Flaute: Okay. The other thing, on the police and fire information, at least last year we used to get numbers that we could see and compare from last year to this year, you know those kind of things. To me they were important. Nowadays the numbers don't tell me anything other than you have 1978 dispatches for the Police Department I mean I would love to have those comparisons back.

Mr. Chodkowski: Well Sir, the wait for you is over in just a few more minutes. Because these 2 gentlemen here have all the stats one could accumulate in a years time and share with you in just 5 minutes each. Right guys?

Mayor Flaute: I don't want to wait that long, maybe put it in the report. Okay. It was important to me. Any other questions or comments? Okay Mr. Manager back to you.

**a) FYI Items**

**i) Council Request Sheets**

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- ii) Council Agenda Calendar**
- iii) City Manager's Project and Activities Report**
- iv) Quarterly Financial Information**
- v) Memo from Chief Robinson Regarding Narcan/Naraloxone**
- vi) Memo from Chief Robinson Regarding Bulletproof Glass in the Reception Window.**

**b) Monthly Verbal Updates**

Mr. Chodkowski: Thank you Sir with that I will yield the floor to the executive officers for their annual reports, at least these 3 fine gentleman this evening. And with that Chief Robinson I believe is 1<sup>st</sup> up.

**i) Police Department**

Chief Robinson: Good evening, thank you for having me.

Mayor Flaute: Good evening Chief.

Chief Robinson: Before I get started with this slide presentation I just want to talk to a little bit about something that was in the packet in regards to Narcan. We obviously have done a lot of research in regards to the Narcan and what is best for the city and what is best for the Police Department and what is best for the Fire Department. In a few minutes I set up this memo with information that I had gathered and it was given to me and since that time there has been a lot of other for information that I received that has led me to believe that we need to review this a little further before we make a decision whether we want to do this or not. I'm not saying that Narcan is a bad thing, I'm kind of in the middle there. It is very helpful, it does work. The Fire Department. uses it all the time. I would just like to review it a little but more. The information that we got was from the medical director from the corners office and it was some very good information that I did not see that I think now might make a difference to the way I may be leaning; towards what my thought process is and maybe this is a very good idea for us and to move in that direction. So in your packet just note it that I would like some other time to review it a little further. And at this point I do believe it is something we are probably going to have to look into as something we are going to have to do. I mean the bottom line is that it will benefit the city and I think that is the way to go, I think it is the best thing for us. So we will be reviewing it further. I would like about 30 to 60 days to gather all the information that I need from the corners office from; there are some other issues that I would like to iron out and some other information to make sure we are doing this correctly. All right. I have to tell you one thing, the ladies that work at the city do a very fine job of making my work look better, I must tell you. As you can see the numbers for calls for service, this is any call that we go to from a barking dog, well to a murder. These are all the calls for service that we have for the year. You see numbers have gone down a little bit. I mean that could be to due to the weather, it could be due to; I like to hope it is due to better patrol work. So we are not having some of the issues that we are having. But that's just the overall number of the calls for service that we had. These are incidents. Now the difference between the incidents and the calls for service are going to be simply, this is the amount of reports that we take. This is what we generate in the paper. The 13,305 is a little bit higher than what we did last year. Even though the number is down a little bit, we are still making a little but more paper. That means that all those things require us some more attention,

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those are things that represent this layout. Traffic accidents. You all know that last year I set a high goal. I said I'd love to see this number be reduced by 15%. As you see it has not been reduced by 15%, it might be 3%, 4% if I'm pushing it. But you have to look at the trend, it's going down. In 2012 we had 685, we went down 40 in 2013, we went down 37 in 2014. If we can continue that kind of trend we will be able to reach that kind of a number that I'm talking about. With that said, I would like to give you the information about what crashes and what intersections are the worst. And so what I did was I looked at; obviously the amount of traffic that we do have on the road at Harshman/ Woodman/Needmore; you can see where our problem areas are. Some of them are roughly the same but Airway at Woodman seems to be the hottest one going. So I pulled all the paperwork from it and I wrote down all the violations that took place with those 29 accidents. And all the accidents are right here that I pulled and I looked at diagrams to see what kind of problem we are having because I thought it could possibly be a light, it could be the way they are turning or something like that, that may be causing this to be a bit of an issue. So the drivers paying attention is obviously the biggest problem with traffic accidents. We all know that. 13 of the 29 that we had were ACDA so it was basically someone bumping into the rear end. So it's not like there was; accidents were bad but it's not like those; these were just a bump. Now the other ones are going to be a little more failure to yield, excessive left or right turns in front of folks which causes a lot more damage. So like I said I've just got these numbers completely and notice of what's causing it, I would like to find out what the underlying issue is as to why we're having so many accidents at Airway and Woodman. So that's why I pulled these. We are going to look into that further. Traffic enforcement. I talked about making that kind of a difference on this stretch of road just to see what we do as far as slowing folks down and maybe stopping some of these accidents. We did diminish the accidents a little bit from traffic enforcement. It did go up a little bit. That means my guys are working, they are trying to make a difference on the streets. Of course you always get the phone call from folks saying that you guys are running too much traffic but I don't feel that that's too much traffic amongst how many officers that we have per citation. I don't think that's a lot. I think we're pretty good, we're picking it up, were making the street safer, I think that's what we want. OVIs are down. It's one of those things that you don't know. Police officers here are not state troopers. We are not looking; we can't always be in those places to look in the right places at the right time like state troopers are. We have to answer other calls so that might be sometimes in the place of these things that take place. So the numbers are a bit low, it's something I would liked work on. The OVIs are important to get off the street and so would like to work on that number. But like I said we had; let's face it last year we had a lot of people that were injured. So that put us down to minimum staffing quite a bit. So we had a lot of injuries last year people, that took us down to minimum staffing and it kind of hurt some of these numbers. Last but not least, I is want to say thank you to you folks for allowing us to purchase these vehicles because that has made the biggest impact on how we can get around safely in the city as a Police Department. We purchased 3 more this year. I personally would like to have a fleet of them because in inclement weather that we have causes stress on my guys trying to get places and these vehicles are fantastic in the snow. So I'm very pleased with them. And I think; I may be lying but I have one last thing before I go. I have a victims advocate, God love her, she put together this booklet. So I'm bearing gifts, this is a book that I think you all might be able to use in your daily travels. This book is going to tell you all the community resources that we have available so you can pass this on to anybody you like. All the officers now have those so any time they are out there in the street in there running into problems or they need to get some information they can thumb through their handy-dandy resource book that they have.

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Mr. Fullenkamp: Do you have this in a PDF file?

Chief Robinson: I'm sure that I do.

Mr. Fullenkamp: It's something that we could distribute.

Chief Robinson: We could actually put it on the website.

Mrs. Lommatzsch: It could be on the website. I was just going to say, you tell people to go there.

Mr. Curp: We could distribute this to the schools first, organizations that sometimes have needs for awareness of social services.

Chief Robinson: Sure, and that's one of the things we have this for. She made sure those folks that want copies of these, she gets it to them.

Mr. Curp: It's not if they want it, we want them to have it.

Chief Robinson: We definitely want them to have it.

Mrs. Lommatzsch: Well this would be a good excuse for our officers to get out of their cars and go knock on the church door and deliver this and say hello and leave this in the hands of the offices of churches, schools, wherever. We could do it, but we've just got to get in their faces; I want them in the car, I want traffic control but they need to be out. You know there are little things they could do like pop into the Historical on Tuesdays when those folks are sitting around and just say hello rather than just riding through the parking lot.

Chief Robinson: I'm with you. We have officers that really make efforts to get into the neighborhoods and see the kids.

Mrs. Lommatzsch: I've seen some of that happening but this would be a reason for them to get out of their cars and go in and say we put together this from the Police Department and we want you to have one. And it doesn't need to be a large business owner who has an employee who has issues. This kind of resource could be so helpful to intervene before it becomes a big problem. I don't know what it costs but it is very, very handy.

Chief Robinson: She did a very fine job. When she got finished with it I said you're going to have to make more of those. As soon as she made the first one I said you know you're going to have to make a lot more of those.

Mayor Flaute: Very good, any other questions for the Chief? Seeing none thank you Sir. Thank you for your service. Okay, Mr. Manager.

Mr. Chodkowski: Mr. Carpenter will take the floor.

Mayor Flaute: Alright, welcome Chief.

## **ii) Fire Department**

Chief Carpenter: Thank you Mayor, members of Council. So I'm here to give you some of the highlights of the 2014 Fire Department Annual Report. So in 2014, these were some of our projects and goals. We said we were going to implement automatic mutual aid with the Dayton Fire Department. We are going to upgrade

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our computer hardware and software. And replace our 1999 Chevy Blazer which we refer to as car 3. Upgrade our thermal imaging cameras and provide CPR and fire extinguisher training. And also once again host our Firefighter 5K Challenge. So April 30 of last year we began doing our automatic mutual aid with the city of Dayton. What that means is direct dispatching to Station 5 and Station 6. The calls that we were going to respond to in Dayton; it wasn't all of Dayton but it was in the areas that were adjacent to Riverside and also it was direct dispatching into Station 12, the Dayton Fire Department on Brandt and also Station 18 on Smithville. So their apparatus; when they are going to be needed in Riverside gets direct dispatch and improve response times. So last year you see we had an all-time record number of emergency responses for the Fire Department. Last year we averaged just over 10 responses a day. In 2013 we had just over 10 responses, last year we averaged over 11.5 each day.

Mayor Flaute: Is that because of Dayton?

Chief Carpenter: Well partly. I can tell you that we had 233 more calls in Dayton. In reverse they had 68 more calls them to Riverside as a result of the automatic mutual aid. Of those 4228 responses 85% is EMS. I would like to have my benchmarking slide in comparison to see how we're doing with some of our agencies that surround us. I also include Trotwood because organizationally they are very similar to us. But as you can see we are still the best cost per capita. And now we're number 1 in cost per response. The last couple years Trotwood had edged us out because of the greater run volume. We replaced all of our mobile data terminals, the MDT's that were in our fire apparatus. They were more than 7 years old and operating off of the Microsoft XP. So we purchase laptops and tablets, they are running on the 2013 Microsoft operating system. And also we purchase the Firehouse Medic which we use our templates so we can do paperless recording and that something we started January 1 of this year. We also have fire inspection software where we are going to be doing our fire inspections on the tablets. We're going to roll that out here 2015. We replace that 1999 Blazer which we refer to as car 3 with the 2015 Interceptor. The car is used by the Battalion Chiefs which is actually car two. So the old car two is now the new car 3. Not to confuse you there. We replace the 2 thermal imaging cameras; the old cameras were 2003 models. We continue to do some outreach. We started our CPR training. We certified or recertified 45 people last year. We developed our fire extinguisher training program which we are going to begin scheduling this year. And we once again hosted our 911 Mud Run in less than ideal weather. We did have 82 finishers which is over a 10% increase. So our 2015 goals, we are going to do succession planning for the Fire Department. We want to establish performance and educational measures were objectives for the professional development of our staff. The reason we're going to do it is so we can maintain continuity of organization in the future. And you were talking about the monthly reports Mayor; we are going to revise the way we do monthly reports so we can better communicate internally and externally. So hopefully get some kind of page going where we can post it on the website and people can see what we're doing. We are replacing our 2003 medic unit; we refer to it as medic 7. We've actually ordered it and it should be delivered and serviced sometime this fall. The replacement of our Frontline fire engines; we do have engine 5 back. It came back last week and is in service and running better than ever. And our 2002 model Frontline engines will move to reserve and our 1987 and 1991 engines will be retired. Our goal is to offer at least at a minimum to CPR and one fire extinguisher training class each quarter. And then we're going to introduce the Fire Chief for the Day. We will go to the schools and offer some of the students an opportunity to earn the right; or earn an award of Fire Chief for the Day which will include at a minimum, a ride on a fire

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engine and a meal at the firehouse. Two of the things that firefighters love to do. So there is more information yet to come. And that's what I have.

Mayor Flaute: Okay, does Council have any questions for the Chief?

Mr. Smith: What is the age group on Fire Chief of the Day?

Chief Carpenter: That is yet to be determined; we're thinking 4<sup>th</sup> and 5<sup>th</sup> graders. We're going to talk to schools and get the recommendation.

Mr. Fullenkamp: So the 2 new engines, will they be outfitted to fit into our current door, the base situation?

Chief Carpenter: We are looking very closely at that. We are working on the phones. And I'll tell you, the latest dealership that we're talking about; and I haven't shared this with the City Manager yet, well he says he doesn't worry about a current 10 foot door. He has seen 9'10" engines have no problem with that because when you weigh them down they drop a little bit. I can't say I'm totally comfortable with that so we've had further discussion but we will find an engine that is going to fit whether we have to make modifications to the door or we have to get a different type of engine.

Mr. Denning: Put smaller tires on it.

Mr. Fullenkamp: Does it buy us anything to know that we are going to have higher Bay doors?

Chief Carpenter: It gives us greater options.

Mr. Fullenkamp: Does it save us money?

Chief Carpenter: I can't say that it will save us money.

Mr. Fullenkamp: But it allows us to put more options on it?

Chief Carpenter: Well it allows us to look at different cab designs. Our guys; we've been talking with our guys for specifications, they would like some coffins on the top of the engines so you can store equipment in it so it is going to make them a little taller.

Mr. Fullenkamp: Was just thinking if we are going to make those improvements over the next 6 months or whenever it might be, I don't know what the timeframe is.

Mr. Chodkowski: I can tell you, and Chief you correct me if I'm wrong, we are going to stagger the orders. So I think the goal is to order by the end of May.

Chief Carpenter: May 15 is the target to order and we want to get one and give it some time like before we get the second one.

Mr. Chodkowski: So that would enable Chief to meet his deadline, how we're going to address this.

Mr. Fullenkamp: How are you going to coordinate those?

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Chief Carpenter: Oh yeah, it will definitely get done before the engine gets here. Once we placed the order, they will give us a firm delivery date, time frame. But it could be 9 months before the engine would even arrive. So 9 months from May. So timing I think we're good, I just want to make sure; I don't want to push it, I don't want to get an engine that can't fit. We're not going to do that.

Deputy Mayor Reynolds: We don't want to do that either.

Mr. Fullenkamp: No, wouldn't want to do that. The coordination is the key.

Mayor Flaute: Could you store it on the one on Spinning Road?

Chief Carpenter: Well sure, we want to try to make them like sister engines.

Mayor Flaute: How tall is that garage door?

Chief Carpenter: I don't know but it's plenty big. We could fit an 11 foot engine in there. It would accommodate it.

Mr. Curp: And that's the question, what does height play in this engines that are currently operating on the road? Do they fit?

Chief Carpenter: Yes. Because they are sister engines, this one here is 9 foot 5 inches and so is engine 6.

Mr. Curp: So if push came to shove, you can put the new engines there and bring the old engines here because they fit.

Chief Carpenter: Well, we want to make the ones that we currently have into reserves. So we would have one new one there and one new one here. And one reserve there and one reserve here. We don't have enough people to staff both of them in one station.

Mr. Denning: The new thermal imaging cameras, will they remotely transmit into the engine so that.

Chief Carpenter: We didn't buy that part, that's an add-on feature. We didn't buy that.

Mr. Denning: Okay I was just curious because I know sometimes it's good for whoever's outside to be able to see what the guys are seeing inside.

Chief Carpenter: Right, and that was an option, an expensive option.

Deputy Mayor Reynolds: Chief, I didn't see anywhere to store my boat. I'm getting worried now.

Chief Carpenter: I was going to have one more slide; I was going to have a boat.

Deputy Mayor Reynolds: Mr. City Manager, he is entitled to one more slide from now on. Thank you Sir.

Mayor Flaute: Thank you Chief, thanks for your service. All right, Mr. Miller.

### **iii) Service Department**

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Mr. Miller: Mayor and Council, administration, employees, retired employees and of course most of us are citizens here, I appreciate the opportunity for the Public Service Department to be able to present an annual presentation on some of the accomplishments that we have performed. This kind of runs down some of the things we've done. We've removed about 300 bags of trash from area roadways, that doesn't include road kill. Sometimes we've had as many as 3 calls on road kill in a very short time. A lot of signs, unfortunately I incorrectly put the replacement, it should be 410 not 353. The Fairpark/Fairview Bridge is currently under structure, I will get to that later. We have 29 RTA bus shelters that we maintain, landscaped 9 area entryways. Snow deicing operations, we used approximately 3200 tons of salt and 5000 gallons a brine last year. We had about 83 service calls for repairs of 31 traffic lights. We patched the Harshman Road serpentine lane divider which we are doing this on an annual basis. If you look at my last year's report it is also in there. Because of the condition, we are having to patch that every year. In some areas, if you get close to it you can see through it. We had 19 accident insurance claims totaling recovery of almost \$59,000. Of course you need to realize that those are the only ones that are insured, we probably have 60% that are not insured that we don't get any recovery on. We put down about 35 tons of blacktop so far this year in the last couple weeks. The guys have been hitting; we've had two crews out, we put down 15 tons so far this year when the weather broke. So we repaired guardrails on the overpasses and bridge decks and also we have been doing a lot of berm gravel in a lot of the residential areas.

Mayor Flaute: So how many tons of salt did you use last year compared to this year?

Mr. Miller: Last year we used 3200 tons. So far this year, probably about 1300 tons.

Mayor Flaute: Okay this is last year, I see.

Mr. Miller: 2014.

Mayor Flaute: We are down considerably.

Mr. Miller: We are down considerably. We changed our operations and how.

Mrs. Lommatzsch: Only since January 1.

Mr. Miller: Hopefully, we anticipate we are not going to be flying through the salt like we have been. We calibrated all the trucks. We also are using a material that is different from pure brine, we're using what's called Ice Begone which is basically a distillate from alcohol. It is a residue from alcohol. The benefits of using that material first off is it makes salt go much further. It's nice to smell. And the other thing is it's very effective. Regular salt is only good to about 20° F, with using this Ice Begone, -30° F. So we've had some icy situations, 3, -10° F and it has been effective in these conditions. With pure salt and with the salt and brine we wouldn't have that success that we've had so far this past year. We repaired about 20 catch basins and actually rebuilt some of them. We cleaned 19, actually when we repair them we also clean them so the number should be 39. Not that I find my own errors but I do quite often. We street swept twice through the mains, 50% of the residential. We're hoping to get all of the residential at least once. We have had some issues with our street sweeper. Unfortunately, Tuesday of this week it got rear-ended by somebody.

Mr. Chodkowski: Oh it didn't hurt the street sweeper.

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Mr. Miller: We had 96 project construction inspections. We provided a lot of flood data for the storm water master plan with the URS. Parks, of course we participate and support logistically the Community Festival. We repaired fence in every one of the parks. We have usually twice a year session of cleaning up of Lorella Pond and the Glendean property. We repaired and painted; replaced all of the boards on the picnic tables. We painted graffiti numerous times. The guys did safety equipment checks on all of the playgrounds and that is CPSI, Certified Playground Inspector is what that is. Mr. Keaton is certified, he passed all of the testing requirements for that. We had 225 shelter reservations. Eintracht, we did quite a bit of work, we installed gates. We cleaned up a lot of demolition spots, what I mean by that, there is some illegal dumping cleanup in those areas. We did some opening up and road clearing along the roads so there was easier access, safer access. And we provided a lot of logistical support for Cook Cemetery cleanup. There is a Cub Scout cleanup every year; they are actually scheduled again for May, which is a nice thing to do. They did a nice job. Road improvements for 2014. Route 4 was crack sealed. We did the residential overlay projects, basically we cap sealed a lot of the residential areas. We milled and filled parts, sections of Valley, Silver Oak and then the end of Travis and Henden. ODOT finished up their lane additions, Brantwood, we oversaw some of the work there. Basically it had to do with the inspections. Paint striping; every year we do main roads because of the wear and tear. Believe it or not some of the; almost every year paint striping is done because it gets worn off in areas pretty dramatically. We replaced guardrails, sections over bridge decks and overpasses. We have quite a bit more of that to this year. As I stated before 496 inspections we used 35 tons of blacktop for patching. I am anticipating that we are going to be using quite a bit more that and then we had 83 traffic light repair calls. Planning for 2015; in process the Fairfax/Fair Park Bridge deck replacement. It is pretty impressive what they're doing down there. I don't know if any of you have had an opportunity to go down but they are pretty far along, they got the main I-beams in. They are framing up everything right now to pour some concrete. So they are really cooking pretty good on that, they started March 2. Brandt Pike/201 Ditchline, that is scheduled. The preconstruction meeting will be Friday, tomorrow. Residential sealing, we are scheduling that for this year similar to what we did in past years. Fairfax; I already covered that, put that in there twice. Somehow I have duplicates. Paint striping. Brantwood phase 2, we'll be doing project oversight for that. The Woodman entryway sign will be this coming year. Replacement of the RTA shelters, we've got some new ones to replace the ones; I think the Assistant City Manager is working on getting in place. We will be overseeing the installation of those. We will be doing a traffic light replacement/relocation on the southbound access ramp. We have warranty work on the repairs on Harshman and Burkhardt, we're hoping; we've already had RJR out with the project foreman to go over what needs to be done so that we get everything corrected on warranty on that. AT&T, we've overseen some of their work. They want to do open cut on the roads. We have them do pour and jack as opposed to open cut. They were going to open cut on the new road that had just been resurfaced. We are working on getting all the scheduling and bid proposals together for mill and fill in some areas and paint striping. And it looks like some of that repeats itself. I'm not sure I did that but anyways, it is repeating itself. Traffic intersection studies on Beatrice and Harshman, Schwinn and Brandt as discussed earlier, we do have a quote in, we are working on getting a PO set up and we'll be going forward with getting those traffic studies performed by LJB. These are some graphs of overtime costs. Last year with the winter the way it was we incurred a little higher than normal. We also had a wind event in 2014; we had some call-ins for overtime that cause that. Equipment maintenance cost, you can see 2012 was lot higher probably is a result of the backhoe that was failing and it has been less than that but we still have

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equipment maintenance needs. With the backhoe running it is a little less costly. Material expense, the guys to a lot of patching and other construction work so we anticipate this year it being about the same level, possibly more. Vehicle maintenance costs has been fairly consistent the last couple years. Signal traffic maintenance was down a little bit. We had situations where you see some of the upticks as a result of people hitting some of the control boxes. Unfortunately this year so far this intersection out here right at the route 4 ramp in front of our administration building, it was hit and we can anticipate a sizable bill for that because they are going to have to put in a whole new infrastructure support pole with foundation. Plus we have some outstanding repair work that; we had a couple computers go out, I think Springfield is one. They just got the computer back, I got an email the other day that they are going to be installing that. So I will have the bill which will probably be significant. One thing that I didn't put in there which I should have is all the new equipment that you have authorized for us; administration has put through which has been extraordinarily helpful especially for the snow events and some of the other events so we've had. That new equipment has made a world of difference. Basically it enabled us to be much more efficient and effective with the new equipment. We haven't had the breakdown so we've had in the past. Some of the smaller equipment, it made it more maneuverable in residential areas. So we do appreciate the positive support that Council and administrations provides the Public Service Department and hopefully our service is on a level that you anticipate. Are there any questions?

Mr. Curp: For the controller that was it out here that you anticipate major expenses for, was the driver of that vehicle under insurance?

Mr. Miller: I haven't gotten the report on that one yet to be honest. I don't know the answer to that question.

Mr. Curp: And Mr. Manager one of the other options that Mr. Miller talked about our figures being out there for those vehicles where there was insurance. One option that is available to us is always small claims court for those that don't have insurance.

Mayor Flaute: Any other questions?

Deputy Mayor Reynolds: Mr. Miller, thank you very much. I won't make a comment before I asked my question. Mr. Miller there was a situation that arose in the community last week and I didn't know how to answer the question. I called Mr. Miller because it is in his area of expertise. He was good enough to go out and talk to the resident and he made quite an impression. And so thank you very much for that Sir, I appreciate it.

Mr. Miller: It is our pleasure, she was really a sweet lady. She was a real pleasure talk with, she really was.

Deputy Mayor Reynolds: Thank you. Mr. Miller you mentioned on the traffic studies at the intersection of Beatrice and Harshman and Schwinn and Brandt and going back to the CESO report that we just received this evening, the city approved this traffic study and at what point was that done? Was that just from Harshman to?

Mr. Chodkowski: That was specifically located to the intersection of Brantwood Boulevard and Brandt.

Deputy Mayor Reynolds: Oh, just to that point?

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Mr. Chodkowski: Correct.

Mr. Miller: I think those traffic studies were as a result of prior Counsel's concerns regarding the safety of those interchanges.

Deputy Mayor Reynolds: That's what I was hoping to get to a lot quicker because Schwinn is just absolutely; it is dangerous, it is so dangerous. I mean we have one crazy person who writes a motorcycle and he never stopped at the stop sign when he comes out.

Mr. Denning: Yes I do: At Schwinn and Brandt I do.

Deputy Mayor Reynolds: But seriously, that is a very dangerous intersection as with Beatrice, that is just becoming a speedway. So I was hoping that maybe that would help us to speed things along. Also Sir, 35 tons of blacktop patch. I don't know a lot about the things that ride on the back of trucks but I think you know what I'm going to ask. How old is that thing that we all around?

Mr. Miller: I believe the date on it is around 1985.

Deputy Mayor Reynolds: You know what; how much life does it have in it?

Mr. Miller: Well the guys have basically welded just about everything that can be welded on it to be honest with you. It doesn't work the way it's really designed and intended because the heating element vents and some other elements so to answer your question doesn't need to be replaced, yes Ma'am.

Deputy Mayor Reynolds: And the reason I ask this is the Chief has his new cars and you know it makes a statement about the city. The Fire Chief has his new engines, it makes a statement. We look good Sir and then you see that thing.

Mr. Chodkowski: Ask him if the City Manager told him to get a new one?

Deputy Mayor Reynolds: Has the City Manager told you to get a new one?

Mr. Miller: Well when we mentioned.

Deputy Mayor Reynolds: Mr. Miller don't bother answering, you can still get a new one. Get a new one.

Mr. Miller: If you provide us with money we will make it happen.

Deputy Mayor Reynolds: 1<sup>st</sup> of all I don't know how you can even work with that stuff. The road should look as good as the equipment looks and right now our roads look as good as that piece of equipment does. Thank you Sir. If you could do something.

Mr. Miller: I'll think of away can order that.

Mr. Fullenkamp: So we talked about the traffic study next to Brantwood on Brandt. Why would we expect there to be less difference between that and the traffic study at Schwinn and Brandt.

Mr. Denning: School, buses.

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Mr. Chodkowski: No, the issue is what is projected volume against capacity versus; which is what we asked Brantwood to look at.

Mr. Fullenkamp: So you weren't looking at volume on Brandt.

Mr. Chodkowski: No we are looking at based on what projected traffic would be at that intersection if you make a specific maneuver, was a signal warranted based on what we believed traffic patterns to be for that development.

Mr. Fullenkamp: Coming out of that?

Mr. Chodkowski: That is correct.

Mr. Fullenkamp: So you didn't really study traffic on Brandt Pike.

Mr. Chodkowski: That is correct.

Mr. Fullenkamp: Thank you.

Mr. Curp: I was just going to answer deputy Mayor Reynolds question about the tar buggy you or whatever. He chose trucks instead of the tar buggy.

Mayor Flaute: True, true. Very good, it sounds like a good choice.

Mr. Miller: If the other equipment that we have continues in short order, I think our 5640 Ford tractor sounds like a submarine but again, it is a budgeting factor. But we've had significant repairs on it last year. We had to split the case open it was about \$18,000 or so. We are getting some equipment, the guys hold together but we could use some additional capital money.

Deputy Mayor Reynolds: What does that tractor do?

Mr. Miller: It's the one that basically mows the lawn on the right of ways. It pulls a rough-cut, 15 foot batwing mower. The reason we use a rough-cut mower is many times shall have rocks and other things that are kicked up along the highway. Mufflers sometimes even though they walk it before they mow it. It will hit steel and other materials that come off of vehicles, comes off on the roadway. So in that area in particular along all the highways; along 4, along 35 and then parts of Harshman and Woodman use that mower. It is a rough-cut it is designed to take a hit and not break.

Mr. Denning: To take out the honeysuckle.

Mr. Miller: It takes out trees that are a couple inches in diameter

Deputy Mayor Reynolds: Would it take the place of that old equipment that we need to go along that fence line?

Mr. Miller: It won't because that particular piece of equipment again is about a similar age as the 5640 and the tar machine as was stated. It was; the guys have done about \$8000 worth of work on it last year. And it is a similar age and it has probably reached its useful life.

Mr. Denning: So after you get your trucks, these other things are on your list.

Mr. Miller: Just for planning purposes, yes Sir. We have a long wish list.

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Mr. Denning: Alright.

Mrs. Lommatzsch: Repairing things is all good but if our guys are spending their hourly time working on the equipment, is that cost effective?

Mr. Miller: Well if you're not going to work in your repairing things.

Mrs. Lommatzsch: That's my point. If they are spending all their time repairing old equipment and not getting the job done that they are hired to do, then it is not very cost-effective.

Mr. Miller: No arguments Ma'am.

Mr. Fullenkamp: So back to traffic studies again. In conjunction with these traffic studies for potential lights on Brandt and Beatrice and Harshman, all we considering speed limit changes as a part of that?

Mr. Miller: I don't think that is an element and a consideration.

Mr. Fullenkamp: And why not?

Mr. Miller: Well they are looking at safety issues and fault with the traffic and the turning areas as opposed to the speed issues.

Mayor Flaute: They need to be exercised by ORC I think.

Mr. Fullenkamp: I'm not sure about that.

Mr. Chodkowski: The studies that have been commissioned at those 2 intersections were done in response to attorney concerns that were expressed us by Council. That is how those were structure. It's not to say that we can't ask Mr. Hoyne whether or not there is be done in there that can be extrapolated but that was not the purpose that those studies were commissioned. It was to study the turn in relation to the volume.

Mr. Fullenkamp: But speed limit seems to also be a factor involved with safety in the amount of time that you have to make a turn.

Mr. Chodkowski: I wouldn't argue that point but what I would say is that speed is predicated by the perceived condition of the driver. So even in the event that the traffic study was commissioned to include speed or could be amended to include speed; let's just say it identifies a speed issue, addressing a speed aspect may not be as simple as installing a light or amending the turn lane for that element of the study.

Mr. Fullenkamp: I understand. But I am very concerned about the speeds that we have on some of these North/South routes; some of these 45 mile an hour speed limits and I hope you really do address that at some point. And I'm looking at the Chief because I know he has some involvement with this. Because I think some of these speed limits, coming over hills tops and such impact the visibility and the closure rates are impacting the speed just as much as may be.

Mr. Miller: You can get a lot of funding through OPWC based on safety issues. So when you look at some of these projects, you look at the analysis, safety is one of the major considerations that they take into awarding a project where you are

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changing the traffic pattern, you are changing; I mean it could be something as simple as having a dedicated turn lane. It might improve the safety. It wouldn't have to necessarily be a traffic light, we have 31 traffic lights and we had 83 service calls.

Mayor Flaute: So I turn Lane would be better than a traffic light.

Mr. Miller: Possibly, but again so engineers studying that would be able to give you the possibilities.

Mr. Fullenkamp: All I am suggesting is you need to consider the entire gambit that traffic involves. That's all I'm saying. And it sounds like right now maybe the traffic count; and I don't know if speed is going to be involved in that are not.

Mr. Miller: That could be incorporated if it is Council's wish, I could have LJB add speed in there.

Mayor Flaute: That would be an extra cost, a bit larger.

Mr. Miller: If that's what you desire to have, at this point.

Mr. Fullenkamp: It's not about desire, it is what is about the best way to look at these problems. And if speed is a portion of the problem, unless you do that study you don't know. And you don't know necessarily what the best solution is if you don't account for factors of safety and stuff like that. That is not my point.

Mayor Flaute: Okay any other questions? I just have one, when is the Eintracht going to be ready for the new launch? Have we decided that? Do we have an idea?

Mr. Chodkowski: That is actually my project, at least until the director of planning and program management gets here. We are, based on the state schedule, we are required to be completed with that project as of December 2016. We are going to be ahead of schedule. And I say we're going to be head of schedule; we will easily beat the December deadline. The issue will be program design and bid eligibility will be right around the time that the weather changes for the worse. So it will most likely be one of those things where it will be constructed in early spring of 2016, late spring or early summer.

Mayor Flaute: Okay, 2016. Thank you.

Mr. Smith: Real quick, Miami Valley Regional Planning Commission has traffic counts that are available to us. So they would be for your major streets I don't think you're going to find anything for Schwinn and Brandt but for your major thoroughfares they should have that. And it's at no cost.

Mr. Chodkowski: It costs us the machine because we do those, we do this counts. That is all information that comes from our count machine and Chief Robinson.

Mr. Smith: Okay good.

Mayor Flaute: Okay, thank you Mr. Miller. We appreciate your service.

Mr. Miller: Thank you very much.

**ITEM 14: PUBLIC COMMENT ON AGENDA ITEMS:**

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There were no public comments on agenda items.

**ITEM 15: NEW BUSINESS:**

**a) RESOLUTIONS:**

- i) Resolution No. 15-R-2027 a resolution recognizing Boy Scout Troop 329 Eintracht Brush Clearing Project as a project that promotes the public health, general welfare, and contentment of the citizens of the City of Riverside.**

Mr. Chodkowski: Thank you Mr. Mayor. In pursuant to Council's previous discussion, this resolution is brought forth to recognize Cub Scout Troop 329 to clean up the Cook Cemetery and Eintracht as a measure that serves the public health, general welfare, and contentment.

A motion was made by Deputy Mayor Reynolds to approve Resolution No. 15-R-2027. Mr. Smith second the motion. With no further discussion, a vote was taken. All were in favor; none were opposed. **Motion passed.**

- ii) Resolution No. 15-R-2028 a resolution authorizing the execution and delivery of a tax-exempt lease purchase agreement, and related instruments, and determining other matters in connection therewith.**

Mr. Chodkowski: In accordance with previous action taken by this Council, this resolution is brought forth to authorize the execution of the agreement between the city and vendors related to a lease/purchase agreement of heavy equipment.

A motion was made by Deputy Mayor Reynolds to approve Resolution No. 15-R-2028. Mrs. Lommatzsch second the motion.

Mr. Curp: I have a question, what if we remove one of the trucks and add a tar buggy or whatever.

Mr. Fullenkamp: What are the terms of the lease agreement? Is it attached

Mr. Garrett: It's not attached because it's a bunch of pages. ? It is the exact same document that we sign for the Honeywell agreement except we have a different.

Mr. Fullenkamp: What are the terms? 7 years?

Mr. Garrett: 7 years.

Mr. Fullenkamp: And then what is the interest rate?

Mr. Garrett: 2.2%.

Deputy Mayor Reynolds: 2 point what?

Mr. Garrett: I had previously quoted it at 2.3% but I think it is 2.2%.

Mr. Fullenkamp: So those are the same terms we have with Honeywell?

Mr. Garrett: No, different financial terms.

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Mr. Fullenkamp: So after 7 years we own that?

Mr. Garrett: Yes. Well actually rate on them anyways. It is just financing. We're going to buy the trucks directly off the state bid process and then all we're doing is getting a bank loan. We are obligating it for 7 years to pay the bank loan.

Mr. Fullenkamp: I see lessee in the legislation.

Mr. Garrett: That is legalese.

Mr. Fullenkamp: Okay.

Mr. Chodkowski: It's all them for your words.

With no further discussion, a vote was taken. All were in favor; none were opposed. **Motion passed.**

**ITEM 16: PUBLIC COMMENT ON NON-AGENDA ITEMS**

There were no public comments on non-agenda items.

**ITEM 17: COUNCILMEMBER COMMENTS**

Mayor Flaute: Any councilmember comments?

Mrs. Lommatzsch: I have one. Please remember 30 April for the appreciation dinner. I am accepting any suggestions for the door prizes that don't cost us or any Counsel that member that would like to donate a gift card from their favorite restaurant. And I have; I'm really pleased to announce that the base commander and his wife will be attending and speaking to us and our volunteers on their volunteerism and be our guests and I think that will bring a whole new interest to the whole evening event. He accepted our invitation to be there at Walnut Grove, April 30 at 6:00 PM.

Mayor Flaute: Thank you for all your work Mrs. Lommatzsch. I appreciate that and I know you have a granddaughter playing in the high school state basketball tournament so congratulations on that.

Mrs. Lommatzsch: Hopefully Saturday night will be state championships.

Mayor Flaute: Any other councilmember comments? Okay I just have a few, I want to the Brother Ray Awards Luncheon and a gentleman by the name of James Bowers who is a volunteer for court appointed special Advocate party. And it doesn't take any special training; you have to get special training but it doesn't take any experience to do that. If anyone is interested in doing what he does please see those documents there. The In Crowd at the American Legion was a huge success, we had lots of people and lots of food. I miss the spaghetti dinner but I understand it was a very good spaghetti dinner.

Mrs. Lommatzsch: 1100 they served.

Mayor Flaute: That's amazing. It is a good community event there. I only have one waiting so we slow down a little bit but it will jump back up. That's all I have, anything else?

Deputy Mayor Reynolds: Mayor I will say, advocates are very important for children and so anyone that has opportunity should look into the advocate program. Children need someone to advocate for them.

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Mayor Flaute: Very good, thank you for saying that. There is a big need for that. Very good. Mr. Manager do you need anything for executive session?

Mr. Chodkowski: No Sir, no need for executive session this evening.

**ITEM 18: ADJOURNMENT:**

A motion was made by Mrs. Lommatzsch to adjourn. Mr. Denning second the motion. With not further discussion, a vote was taken. All were in favor; none were opposed. **Motion passed.** The meeting was adjourned at 9:08 p.m.

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William R. Flaute, Mayor

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Clerk of Council