



City of Powell, Ohio
City Council

MEETING MINUTES
MARCH 19, 2013

A regular meeting of the Powell City Council was called to order by Mayor Cline on Tuesday, March 19, 2013 at 7:30 p.m. City Council members present included Jon Bennehoof, Tom Counts, and Jim Hrivnak. Sara Marie Brenner, Mike Crites and Brian Lorenz were absent. Also present were Steve Lutz, City Manager; David Betz, Development Director; Rob Rice, City Engineer; Susie Ross, City Clerk, interested parties and members of the Press.

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PLEDGE OF ALLEGIANCE

CITIZEN PARTICIPATION

Mayor Cline opened the meeting to Citizen Participation for items not on the agenda.

Shreya Sirivolu, 297 Donerail Avenue, said she is a sophomore at Liberty High School and she would like to propose a dog park in Powell. She said there are 2025 dog owners in this zip code and 2725 licensed dogs. She said every three to four homeowners owns at least one dog. Ms. Sirivolu said Powell is a beautiful city with great outdoor activities and parks but they are lacking a dog park and she has to drive all the way to Alum Creek. She said with the number of dog owners in this area it seems reasonable to have a dog park in this community; it does not have to be large or expensive. Ms. Sirivolu said they will need a little fenced land and trash cans and maybe a bench. She said she contacted the society that opened a small dog park in downtown Columbus and it is a fairly simple process. She said the purpose of a dog park is to provide owners the opportunity to take their dogs to a place where the dogs can run loose in a fenced area. Ms. Sirivolu said this will be beneficial to dog owners who are looking for ways to socialize and exercise their dogs. She said it will also reduce the number of dog owners who let their dogs loose in public parks where kids play. Ms. Sirivolu said Powell has a lot of open land and she hopes they will find a little bit of the land for the dog owners.

Mayor Cline asked that Ms. Sirivolu provide her contact information to the City Manager so he may contact her in the future regarding this issue.

Hearing no further comments, Mayor Cline closed the Citizen Participation session.

APPROVAL OF MINUTES

Mayor Cline noted three corrections to the minutes.

MOTION: Councilman Counts moved to adopt the minutes of March 5, 2013 as corrected. Councilman Bennehoof seconded the motion.

VOTE: Y 4 N 0

CONSENT AGENDA

Item

- Monthly Building Report - February
- Monthly Development Report - February
- Monthly Financial Report - February
- Monthly HDPI Report - February
- Monthly Police Report - February

Action Requested

Receipt of Electronic Report
Receipt of Electronic Report
Receipt of Electronic Report
Receipt of Electronic Report
Receipt of Electronic Report

MOTION: Councilman Counts moved to adopt the Consent Agenda. Councilman Bennehoof seconded the motion.

VOTE: Y 4 N 0

SECOND READING: ORDINANCE 2013-13: AN ORDINANCE ESTABLISHING CERTAIN REQUIREMENTS FOR THE DESIGN OF THE MURPHY PARKWAY EXTENSION SOUTH PROJECT AND REPEALING ORDINANCES 2001-19 AND 2007-06.

Mayor Cline said there are many people who have signed in, indicating they would like to speak on this topic. He said Council rules allow three minutes of comment per person and because of the number of people interested, that rule will be strictly enforced. He encouraged speakers to refrain from repeating information.

Steve Lutz, City Manager, said Murphy Parkway dates back 18 years. He said in 1995 the Comprehensive Plan diverted all northbound traffic from Liberty Street onto Murphy Parkway and closed Liberty Street at the railroad crossing (Exhibit 1). He said in 1999-2000, engineering studies were performed and discussed during public meetings. Mr. Lutz said in 2001 City Council adopted Ordinance 2001-19 that modified the 1995 plan so the railroad crossing would not be closed but Murphy Parkway would still be the primary north/south route. He said a vehicle would have to make a turn from Murphy Parkway in order to get onto Liberty Street. Mr. Lutz He said in 2005 another engineering study was conducted and new alignments were proposed at that time. He said during those discussions it was suggested that it may be better to make Liberty Street the primary north/south street and divert traffic onto Murphy Parkway, with the primary advantage being that it would deter traffic going onto Murphy Parkway. Mr. Lutz said no legislation was adopted regarding those discussions. He said in 2009/2010 there was a series of other engineering studies discussed during public meetings and many of those focused on whether there should be a roundabout at the connection of Liberty Street and Murphy Parkway. He said the general consensus of those meetings was that a roundabout would not be effective. He said the main reasons were: the proximity to the railroad tracks would congest the intersection when trains crossed through, having a roundabout would require that the City obtain additional land, it would encroach closer to residential neighborhoods, and the roundabout was cost prohibitive.

Mr. Lutz said some of the residents present have lived in the area since 1995 and it seems like every three to four years they have meetings to discuss Murphy Parkway. He said it is fair to say that the residents who have never wanted Murphy Parkway have not changed their view but even those who are against the extension agree that it would be advantageous to have the alignment where Liberty Street would be the main north/south street. Mr. Lutz said in November 2012 there was a bond issue on the ballot and Powell voters approved funding of six specific capital improvement projects, one being the Murphy Parkway extension. He said since that time the Development Committee has been studying Murphy Parkway because of the concerns regarding the alignment. He said there is a consensus in the community that this alignment is preferred. Mr. Lutz said the legislation considered this evening establishes that Murphy Parkway shall "T" into Liberty Street, traffic studies shall be performed prior to construction to identify a baseline, and within 180 days of opening Murphy Parkway a post-construction traffic study shall be performed to identify traffic impacts to determine if further calming measures are necessary. He said the legislation also states that Murphy Parkway shall be designed to incorporate the ability to provide future access management or other traffic calming measures that may be installed to decrease negative impacts on adjoining neighborhoods. Mr. Lutz said they do not want to get into a situation where they cannot do things to calm traffic because of the design of the street. He said eventually they will need to engineer this road and that will be conducted in an open, public process through a series of meetings. He said they will look at plans that have been compiled for Murphy Parkway which will identify exactly what traffic calming measures will be incorporated into the plan initially, as well as what traffic calming measures can be installed after the roadway is open, if necessary. Mr. Lutz said it is important for everyone to realize that a bikepath will be incorporated along Murphy Parkway and a signalized intersection where the bikepath crosses the tracks so there will be safe opportunities for pedestrians to cross.

David Betz, Director of Development, said they have held a lot of public meetings regarding Murphy Parkway that many residents have attended. He said they have looked at many possibilities, from different connections to Liberty along the railroad to the construction of a roundabout. He said the City has studied Murphy Parkway in depth and looked at all possibilities and found this alignment is the best way to bring Murphy Parkway to conclusion. He said its completion will serve as one of the ways of getting in and around town. Mr. Betz said there are other options in the overall scheme of the four quadrant traffic plan. He said the other three "bypasses" for the Four Corners are Grace Drive (NE Quadrant), Bennett Parkway (SE Quadrant), and Seldom Seen Road (NW Quadrant). He said this ordinance sets forth some design principles to accommodate for the Murphy Parkway South Extension.

Mayor Cline said the first group to come forward spoke with him in advance and asked that they be allowed to combine their three minutes to make a presentation (Exhibit 2) and he felt that would be a useful way to conserve time. He opened Ordinance 2013-13 to public comment.

Shawn Boysko, 317 Donerail, resident of Grandshire and member of the Powell Planning & Zoning Commission, said he would like to focus on the real problem. He said they will hear a lot of difference of opinion but they can all agree that the traffic downtown is the problem and the way to solve that is to fix the downtown Four Corners. Mr. Boysko said he is advocating that the solution to the Four Corners is not Murphy Parkway. He said many studies have been performed and he has read through much of that information. He emphasized the following points found within those studies:

- 2005 MS Consultants Southwest Quadrant Study - research completed, presented before City Council in public session. Recommendations were made for the Four Corners and Murphy Parkway:
 - Lack of capacity for all traffic movement at the Four Corners intersection
 - Many motorists utilize Scioto and Hall Streets to cut through to avoid the Four Corners intersection
 - One recommendation is to extend Scioto Street east to Grace Drive as a way of providing an additional cut-through to avoid the Four Corners
 - Strong support (recommendation) for widening the intersection at the Four Corners to provide turn lanes at all four approaches
 - First priority of development:
 - o Widening of Four Corners intersections to provide left turn lanes for all approaches

Mr. Boysko said it is consistent in the 2005 report and other reports that the solution to the downtown is to fix the downtown and Murphy Parkway is not a solution to fix the downtown.

- Recommendations/Observations within the study:
 - o There was a high potential for cut-through traffic in the subdivisions west of Murphy Parkway.
 - o The planned connection of Murphy Parkway was to delay the connection until the Four Corners intersection is improved so motorists will be less likely to need Murphy Parkway when it is connected and the possibility of cut-through traffic is diminished.
 - o Restrict vehicular traffic at Murphy Parkway intersection of Presidential and Donerail when the connection to Liberty Street is made, regardless of the type of alignment selected.
 - o There is a need to improve SR 750/Olentangy Street first before completing the Murphy Parkway/Liberty Street connection.

Mr. Boysko said these are the words of the engineers, not his. He asked that City Council consider those recommendations and make the Four Corners a priority instead of Murphy Parkway. He also asked that City Council consider the recommendations and include additional traffic calming devices as a part of this new ordinance. He said these include placing traffic calming devices along the intersection of Murphy Parkway, Presidential and Donerail, and reinstating the construction of a gatehouse or similar median at Presidential and Sawmill Road.

Mr. Boysko said if they look at what is happening around the City of Powell they will see a lot of development:

- Lifestyle Communities proposal on Sawmill Parkway for 480 apartment units and an additional 1,200 to 1,600 cars
- Housing developments proposed along Home Road and Sawmill Parkway for 250 units and an additional 500 cars
- Target Store proposed at North Hampton and Sawmill Parkway in Liberty Township
- Wal-Mart proposed at the old Kroger center south on Sawmill Road
- Extension of W. Powell Road from Sawmill Parkway to the zoo
- Traffic from the Columbus Zoo and Zoombezi Bay

Mr. Boysko said there will be a lot of development and a lot of additional traffic that is happening in the area and it will overburden Sawmill Parkway, funneling into their neighborhoods. He said the extension of Murphy Parkway will encourage that. Mr. Boysko again asked that City Council consider many of the recommendations already made and include them in the ordinance.

Allison Kelly, 418 Rosewood Court, Woods of Sawmill, said the second reason they are requesting that Council table the vote this evening is that this is very expensive land where they plan the extension. She said she is not sure there are any cheap locations in Powell, however there might be quite a few more homes along Murphy Parkway and Presidential Parkway that will be much cheaper after this extension is built. She said as David Betz is aware, this particular land was designated as a priority conservation area per the resolution passed by the City of Powell in support of the Olentangy Watershed Balanced Growth Plan dated February 2012. Ms. Kelly said this plan exists to prioritize areas in cities, including the City of Powell, for future conservation efforts. She said for the taxpayers who are not familiar with the plan, this means that the City designated this land and water to be protected and conserved because of its ecological value and the vital role it plays in maintaining

the condition of the Olentangy Watershed. Ms. Kelly said there is a perennial stream on this land so constructing the Murphy Parkway extension in that area will likely be a very expensive project that will include a spanned bridge over the perennial stream, retaining walls for erosion control, or mitigation if the construction encroaches on the stream way, per Amy Dutt, design engineer and technical advisor for the Olentangy Balanced Growth Plan. Ms. Kelly said due to the possible impacts to this stream, a Clean Water Act 404-401 permit may be required. She said because the Indiana Bat, an endangered species, likes the trees on this land, per the 2010 Burgess & Niple study, this land may be subject to consultation under Section 7 of the Endangered Species Act of 1973, per Angela Boyer, US Fish and Wildlife Services. She said while the City Engineers are aware of the costly permits that are required to do this one expensive project which Mr. Lutz says will cost roughly \$1.8 million, she asked if the City Council has considered the irreversible, negative, and costly environmental impacts of developing what they designated as a priority conservation area. Ms. Kelly said they only have \$7.1 million to work with over ten years and many capital improvements were listed on the November ballot.

Stacey Haney, 135 Gainsway Court, Grandshire, said the third reason they should table the vote is that Murphy Parkway is irreversible; some of the options they will present toward the end of the presentation are easier, less costly and reversible. She said Murphy Parkway will decrease the quality of life in their neighborhoods significantly. She said unlike the areas they are frequently compared to, Bennett Parkway, Grace Drive and Seldom Seen, the neighborhoods affected actually house an elementary school. Ms. Haney said there are several hundred children that walk to Tyler Run Elementary School, the largest walker school in the City. She said it is the only school that participated in the MORPC Walk or Ride Your Bike to School Program. She said on Friday the school's Physical Education teacher was featured on the school Facebook page for walking kids to school. Ms. Haney said a letter was received from Jeff Gordon, Business Manager at Olentangy Local Schools, and Mr. Lutz has a meeting scheduled with Principle Mazza from Tyler Run, so as a parent, she is concerned but she is not the only one. She said the PTO and families who do not have children are also concerned. Ms. Haney said the increased traffic near the front yards and driveways along Presidential Parkway will make it so she does not know how they will pull in and out of their driveways. She said the differences between Bennett Parkway and Murphy Parkway were also found in Council meeting minutes: there is less landscaping, less mounding, the rear yard setbacks are less near Murphy's and they also have the elementary school in their community.

Ms. Haney said the fourth reason is the problem of pedestrian and driver safety. She said she runs in this area quite a bit and where they want to install the "T" intersection there are severe blind spots. She said that is a very big issue. She said it is also a very congested area with Jewett Road, the train tracks, Torrington Drive, Salisbury Drive and driveways for homes. She said it reminds her a lot of the Seldom Seen/Liberty intersection where it gets very clustered. Ms. Haney said Seldom Seen/Liberty Road is a dangerous intersection and this will be as well.

John Haney, 135 Gainsway Court, Grandshire, said the fifth reason is that there are options other than Murphy Park that are cheaper, lower risk and reversible:

- Turn lanes at the Four Corners – Worthington did this and maintained a vibrant downtown where the businesses are doing well.
- "Jug handle" at Grace Drive is already built so there is no need to reroute through a neighborhood and it works well for traffic from all directions
- Prohibit left-hand turns at the Four Corners so traffic flows through and allow people who want to go north on Liberty to do so instead of a dead end into Liberty in front of their neighborhood

Mr. Haney said rather than wondering what option they have for Murphy Parkway they should consider no option for Murphy Parkway. He said City Council can change the ordinance; it has been done before and the extension can be removed as an option for flow of traffic in their neighborhood.

Ron Minto, 497 Eagle View Court, Woods of Sawmill, said to anticipate the impact that extending Murphy Parkway will have on their neighborhoods and citizens, one does not have to look very far into the past. He said in 2000 they bought their first home in Pickerington, Ohio. He said at the time the community was growing quickly and the quality of life was pretty good; as the growth peaked and waned the city had to face similar challenges with traffic and infrastructure. Mr. Minto said despite all of Pickerington's consultants and traffic studies, they failed to take into account the bigger picture. He said each of the individual developments made a lot of sense on paper but they did not look at the development underway in the areas surrounding their community. He said that is what he fears is going on in this area, surrounded by Dublin, Lewis Center, and Liberty Township. Mr. Minto asked what could happen if they do put in a Target store on Sawmill Parkway or a Wal-Mart at the old Kroger site. He said the result in Pickerington was that in a very short period of time it went from a very comfortable community to a traffic snarled mess. He said by the time the problem was obvious it was too late to fix. Mr. Minto said people were so frustrated that they removed a mayor who had served 22 years

by a 22 point margin and the City Council followed him in 2005. He said today's resolution calls for a traffic study but it makes no provision to act upon the results of the traffic study. He said it considers traffic mitigation options but it waits until up to six months until after it has already become a problem.

Mr. Minto said based on Ms. Kelly's research they found out that because of the location of the Liberty Township Fire Station on Sawmill Parkway, they may be prevented from putting any traffic mitigation on Presidential Parkway at all. He said that means they may not be able to add them even after the traffic study shows they need them. Mr. Minto said of all of the options available, Murphy Parkway is the most expensive and poses the highest risk of irreversible damage to the quality of life, safety and property values. He said like in Pickerington, by the time the problem becomes obvious, it will be too late to fix. He said the impact of extending Murphy Parkway is clearly visible and the only responsible decision for Council to make tonight is to table the vote so they may more responsibly consider the alternatives.

Parker Haney, 135 Gainsway Court, said he does not want the Murphy Parkway extension because of all of the buses that will be late to school because of all of the traffic that is being brought in. He said he was walking his dog earlier today, thinking about all of the cars that could get really close to the side of the road. He said his dog likes to smell all of the grass and walks close to the edge of the road. He said the traffic will affect him, his dog and anyone else that has a dog.

Grace Minto, 497 Eagleview Court, said she has three reasons why they should not extend Murphy Parkway:

1. It would be dangerous for anyone walking, jogging or biking.
2. It would be bad for the people living in the houses back there. They would not be able to play in the woods.
3. Kids who walk to school might be late to school because of the traffic. The traffic would cause them to stop and wait for cars.

Miss Minto said this will be bad for the kids who play in the woods because it would be dangerous if they were playing and did not see a car. She said it has been foggy lately and the drivers may not be able to see kids playing near the woods and the kids could be hurt.

Lisa Ingram, 111 Timber Oak Drive, said the land her house is on is shown in one of the photos. She said she does not have a lot of facts and figures but she has information to provide. She read a quote from the home page of the City web site (Exhibit 3). She asked if the "tranquility" within the article is only reserved for those neighborhoods that do not back up to the Four Corners. She said when the survey was completed this year a majority of 62% of the people responded that the thing they like most about living in Powell is the "small town atmosphere." Ms. Ingram said when they were asked what is most important, retaining small town charm or reducing traffic, the majority of 51% said "retaining small town charm" was most important. She said her family moved to the Lakes of Powell in 2005 because it is a quiet and safe neighborhood. Ms. Ingram said it is a place where her children can walk to school, ride their bikes, walk their dog or play outside with their friends. She said she does not have to worry about traffic coming through her neighborhood and that is why she moved there. She said the Murphy Parkway extension will inhibit that ability.

Ms. Ingram asked the members of Council what they would do if this was their neighborhood and they were being told that a road that was not there before would now be there. She said they would then have to think about their children when they play in their back yards and worry about distracted drivers missing a curve and slamming into their backyards or hitting a child that is walking to school. She said when the pictures from 1995 were shown they can see that there was no school, no neighborhood and no houses. Ms. Ingram said it made sense to build the road in 1995 but it does not make sense now because there are six neighborhoods that will be impacted by this traffic. She encouraged the members of Council to think very carefully because this could be their neighborhood. She asked where the traffic will go when Wal-Mart and Target come through and 200 houses come up with Lifestyle Community. She asked if it will go through the neighborhoods of the members of City Council. Ms. Ingram said she does not want it in her neighborhood.

Tom Ritchie, 230 Hopewell Court, business at 275 W. Olentangy Street, said he is a "lone wolf" tonight because he is for the completion of the Murphy Parkway extension. He said a long time ago Bennett Parkway was meant to be a bypass for the City and there was a whole big hoopla about that. He said it ended up being blocked so here they are today, talking about Murphy Parkway. Mr. Ritchie said Murphy Parkway was originally designed for the sole purpose of handling traffic because there is a huge traffic problem in the City of Powell. He said he remembers when they talked about this and tried to determine the best method to use. He said number one is putting in the turn lanes and improving the Four Corners but the consultant also stressed the importance of attaching Murphy Parkway as part of the Comprehensive Plan. Mr. Ritchie said it was not a "one thing fix" but

a combination of solutions. He said the parkway was promised to be completed as early as 2005 and they are still waiting for it to be completed. He said they just go in circles about the same issues. He said he can understand the concerns of the communities surrounding the parkway and the worries about new traffic coming in but the one thing no one has addressed is that everyone who moved into those neighborhoods knew that Murphy Parkway was already planned; it did not suddenly appear. Mr. Ritchie asked why it is such a problem now. He said quality of life was discussed but no one said it is almost impossible to get around the area anywhere from 3 p.m. to 7 p.m., especially during the summer when Zoombezi Bay and the zoo are busy. Mr. Ritchie said there was a big meeting at the City not too long ago where all of the businesses in the downtown area said they were totally against the prohibition of turns at the Four Corners. He said he thought that was a great idea but it was blocked at that point. He said he hopes that will come under consideration again because it would be a nice way to get traffic moving. Mr. Ritchie said on Murphy Parkway there is a really nice buffer zone between the parkway that was built and the housing; he said there is a good area of ground and the pathway is quite a bit off of the parkway. He said he certainly appreciates everyone who has come forward to speak but he is for completing the parkway as planned and has been proposed year after year.

Rhonda Worchester, 317 Winter Hill Place, said they probably recognize her because this is the third battle she has attended against Murphy Parkway. She said she has lived in Grandshire since 1993 and Murphy's Parkway did not exist at that time. She said they were very careful to look at the plans and the original plans included that Bennett Parkway would continue through. Ms. Worchester said the neighbors off of Bennett Parkway realized they did not want that and then houses were built on Presidential and promises made to those people that this would not be a cut-through. She said that changed everything. She said as Murphy Parkway stands right now it does address problems and services the neighbors and neighborhoods around it. Ms. Worchester said by opening it up the City is doing a disservice to the neighbors and neighborhoods around it and they are offering it as a cut-through for people who are not even Powell residents to come through their neighborhoods. She said it is a safety issue for their children; the Tyler Run Elementary is a walking school in their area. Ms. Worchester said she is always amazed at the hundreds of children who show up each year on Halloween because she keeps thinking the children will grow up and be gone. She said they don't; new families with young children are moving in and it is a "young" neighborhood. She said they are glad for that. Ms. Worchester said this is not an old neighborhood with a lot of old people who don't get out of their cars. She said in the past Murphy Parkway was not a proper response and it still is not. She said the Four Corners is where they need to address the issues and that is where the solution lies, in a less expensive route. Ms. Worchester said on an unrelated topic, whether they are aware or not, Olentangy Schools has spring break starting this Saturday and while this is a great group of people, there are a lot of people who are very busy this week trying to get ready to leave on vacation. She said many wanted to come but did not have the time. Ms. Worchester said tabling this decision until another time may allow more people to come and voice their opinions.

Mark Pringle, 84 Hartfield Court, said his home backs right up to Murphy Park and there is a big difference between the back of their homes in relation to Murphy Parkway and the back of the homes in relation to Bennett Parkway. He said the buffer discussed just does not exist. He said it is not a safe situation if he can have a normal conversation with someone walking on the bike path and the road is only five feet away. Mr. Pringle made a plea to City Council to help them preserve their neighborhood. He said it is very important to them and to the future people who will move into the neighborhood. He said they moved there for a reason and the majority of them were told that Murphy Parkway would never exist and the curb cuts on Presidential Parkway exist the way they do because there was not going to be any future expansion. Mr. Pringle said a lot of alternatives have been discussed and they should be highly considered. He said if City Council thinks Murphy Parkway will alleviate eastbound traffic on Powell Road it will not; he said the problem with that traffic is the inability to turn left and Murphy Parkway will not solve that. He said they should consider the left turn lanes at the Four Corners and preserve the quality of life they are used to. Mr. Pringle said this should not be their decision just because their home values begin with a "2" or "3", instead of "5" or "6."

Ray Critchett, 307 Donerail Avenue, said he is here on behalf of his neighbors and fellow voters to ask City Council to table the vote. He asked that they vote it down and/or never to extend Murphy Parkway. He said he understands that eventually it may happen but he is here to ask them to table the vote so they can get the answers that they want and allow the residents and City Council to be better educated in regard to the right decision. Mr. Critchett said he understands this has been battled back and forth for many years but it may take another 30-60 days to come to a right decision; it is well worth taking the time to come to a decision that helps protect their children and neighborhoods, home values and quality of life as well as better serve the citizens of Powell. He said the levy went through for a lot of money and the vast majority of that money was to do other projects, not just Murphy Parkway. Mr. Critchett said a lot of that money could be used in a more efficient manner and he would like to see the big plan for the Four Corners. He said that is the issue here, not just to extend Murphy Parkway. He said the main issue here is the traffic. He said at least three of the engineers the

City has retained on numerous occasions have all recommended completing the turn lanes first and then see what happens. He said if traffic is still an issue they can extend Murphy Parkway or do something else, such as forcing traffic to use Grace Drive or Bennett Parkway as bypasses. Mr. Critchett said there are other alternatives that are much less expensive than this extension. He said if they are going to move ahead with the parkway now rather than completing the turn lanes or utilizing other alternatives, they should refer to the ordinance and the other proposals from the experts. He said they can mandate things such as medians between Presidential and Donerail. Mr. Critchett said these types of measures were recommended by the professionals. He said he is concerned that the 2013-13 ordinance does not have any of that in there; they are voting to repeal those traffic calming measures, voting to repeal the safety measures, and voting to funnel traffic up Presidential. He said that would be a considerable issue due to the fact that it is an arterial street and new development such as Target will change traffic patterns.

Mr. Critchett said they are proposing to repeal all of the mandated traffic calming measures that would be there when the roadway opens. He said that would keep traffic out of their neighborhoods and at least help the flow of traffic and help preserve their quality of life, home values and the safety of their children. He said he would like to see the Mayor and City Council consider these things and address them with the residents through an open form of communication. Mr. Critchett said they can "ball park" this out for three to six months to get some of the answers and complete updated traffic studies. He said one of the studies shows that Presidential may house 1,200 vehicles per day but the upside could be about 2,700 cars per day. He said the road was not made to do that and the engineers recommended to install other traffic measures. Mr. Critchett said one of the traffic studies says that Murphy Parkway, when open, should be a 35 mph zone. He said he is sure most of his neighbors and the voters do not know that. He said these issues are great concerns that need to be addressed. He said they cannot have little kids on their bicycles right next to a 35 mph zone. He said if they are going to open it up they have to keep traffic out of the neighborhood and put other traffic calming measures in there to slow down the traffic and make it safe for everyone else.

Mr. Critchett said he has several questions: Why was the requirement for the immediate traffic measures repealed? Which safety features will be installed? Will they install street lights in the areas where it is really dark? How will that affect the residents? What do the current studies say about the Four Corners and what is the estimated 10-year or 20-year plans for the area? Is Murphy Parkway the number one priority? Will they have enough money in two years to do the turn lanes? Mr. Critchett said even talking about this extension for over 15 years makes him fear that if they do not install the medians, traffic calming devices and traffic measures now, it may take them a long time to get those put through when they become necessary. He said they may be necessary six months from now but if the project grows from \$2.5 million to \$4.5 million in cost, they may not have the money and the ability to install the traffic calming measures. Mr. Critchett asked that City Council table the vote for now until some of these issues and others brought up tonight can be addressed.

Ann Boysko, 317 Donerail Avenue, asked that City Council look at the big picture when considering the Murphy Parkway extension and take into consideration the desires of the citizens that they represent. She said they should put aside personal ties to an investment in this project and do what is best for the entire community. She said by Council's own admission, the main issue to address in order to alleviate traffic downtown is the creation of turn lanes. Ms. Boysko said she would think that during such difficult economic times the Council would want to carefully consider and evaluate how all City funds are spent and what the return on such an investment would bring to the City. Ms. Boysko said the Murphy Parkway extension is a stop-gap measure that only prolongs addressing the real issue which is the Four Corners downtown. She said as a taxpayer she feels a more prudent approach would be to address the problem of the downtown congestion, a problem that the Mayor has said draws more complaints than almost any other issue. Ms. Boysko asked how many more millions of dollars need to be wasted before the real issue gets solved. She said the tax levy which will fund the Murphy Parkway extension passed because they included other projects that the residents of this City really want to see completed, like bikepaths and parks. She said she does not think it was a coincidence that the City surveyed several hundred residents by phone and asked what they wanted done in the City. Ms. Boysko said their response was that they want bikepaths and parks, not the Murphy Parkway extension. She said they grouped those together because the parkway could not pass on its own merits. She said last week Mayor Cline was quoted as saying "The majority of traffic passing through the area likely will continue to pass through the Four Corners intersection. Only daily commuters are likely to use the bypass." Ms. Boysko said she can assure him that as a daily commuter, she knows how to bypass the downtown. She said she does not need a million dollar extension to tell her how to do so.

John Mutter, 213 Wagon Trail South, said he is sorry to say he may be in the minority here. He said he is actually for the Murphy Parkway extension for the same reason as mentioned by the previous speaker. He said he would love to be able to use this extension to access the south side of the downtown Powell area. Mr. Mutter said he

agrees with many of things spoken tonight, most notably that he does not believe the Murphy Parkway extension is a solution for the downtown concerns. He said he sees the Four Corners issue and the Murphy Parkway extension as fundamentally separate problems. He said they could argue that turn lanes on the Four Corners could degrade the small town atmosphere of Powell but that is for another town hall meeting. Mr. Mutter said it is interesting that their first meeting on this was in 1995; he wasn't even driving at that time. He said whether they decide to move forward with the extension or not, he would like them to please make a decision. He said he has a one-and-a-half year old and he would like this to be finalized before he is able to drive. Mr. Mutter said he is in favor of the extension but he has some concerns with it, most notably the budgetary constraints on any provisions of how to handle speeding. He said Murphy Parkway was once 35 mph and it is 25 mph now; he asked City Council to consider budgeting for things like speed bumps or shutting down the "T" into Murphy Parkway. Mr. Mutter said those should be considered first and foremost for the safety and security concerns expressed. He said he thought it was interesting that they mentioned housing prices; he said he can honestly care less about housing prices because he is young and plans on staying in his house for a very long time but he also likes to protect his investment. He said he noted recently that in the Murphy Parkway subdivision three houses have sold within a week's time and two of those houses are exactly like his and on the corners of the Murphy Parkway roadway. Mr. Mutter said he does not see their housing prices negatively affected while the signs are presented at each corner. He asked that City Council make a final decision so they do not have to wait another 17 years.

Matt Rindfleisch, 395 Shandon Court, said it was quoted at the last meeting by City Council that the absence of turn lanes is the primary cause for congestion. He said they are talking about the Four Corners. He said he would like to echo Ms. Boysko's comments about the limited amount of funds based on the money provided by the levy; why not solve the problem with the traffic congestion at the Four Corners. Mr. Rindfleisch said he lived in Newark and discovered Powell during a visit to the Columbus Zoo. He said they really do not want to bypass the City because they will not have traffic flow going past the downtown businesses. Mr. Rindfleisch said he has a friend in Westerville who has a negative image of Powell because of the traffic snarl he enters when he wants to travel to the Zoo. He said if someone from Westerville wants to go to the Zoo these bypasses are not obvious ways around the City as they are more for local residents. He said the word "bypass" is not really a bypass so people who go through town will still go through the Four Corners and the problem still remains. He said the negative image of Powell is due to the traffic snarl in that area and turn lanes should be a priority when using the limited funds provided by the levy. Mr. Rindfleisch said he is not saying he is against the extension but there is a limited amount of money and it should be used wisely to fix the problem in the downtown. He said with the Murphy Parkway extension, people know about the path of least resistance so people from Hard Road and Smoky Row will get to the Giant Eagle through the area with only one traffic signal: the Murphy Parkway extension. Mr. Rindfleisch said that route will be an advantage versus the six or seven traffic lights on Sawmill Parkway. He said the traffic calming devices have to be installed first before implementing the Murphy Parkway extension because a lot more traffic will go through there than they think. He asked that they table the vote; he lives one street over from the dead end portion of Murphy Parkway.

Jeff Norfolk, 233 Wagon Trail South, said his home faces the intersection of Murphy Parkway and Wagon Trail South so he will be looking every day at a potentially pretty heavy intersection. He said he has two small children so he is pretty interested in this meeting. He said he thinks this situation brings a pretty unique opportunity to change how they do local government. Mr. Norfolk said everybody is pretty tired of the Washington scenario where people come in and talk at the people in a position of power. He said City Council has heard several points of view tonight from people talking at them but they have not had an opportunity to interface back. He said he knows that is the structure and forum but as tired as everyone is of Washington, they do not want to have the same situation here. Mr. Norfolk said they could table this tonight and rethink how they approach the problem and have a more two-way dialogue. He said it may not be in the form of formal meetings and the City Council sitting before them; it may be in a place offsite where they can have an actual working session. He said he was so impressed by the presentation by the residents at the beginning of the public comment because these folks were really prepared with good information and well-thought points of view. Mr. Norfolk said there are a lot of good assets in the community to help creatively solve the problem. He said in his business they are always looking for new ways of thinking to solve old problems. He said he and his neighbor are on opposite sides of this issue but they are both young guys in business and they creatively solve problems every day. Mr. Norfolk said he does not think that the audience imploring Council to not do something is the right move; the Council must see that there is more to the story than just paving the road. He suggested they table the issue, get off-site and maybe bring in a third-party mediator that can brainstorm and help them think through all aspects such as the economics, safety, City funds, downtown Powell issues of traffic and get it all on the table so they can really think about long-term solutions. Mr. Norfolk said even if it ends up in a place where not everyone is happy, they will know it was a collaborative process where Council is not telling the residents how it will be or the residents telling Council how it ought to be.

Brandon Cook, 198 Donerail Avenue, said the Murphy Parkway extension is just the placing of a bandaid on a bullet hole. He said it could be a very expensive non-solution to a bigger problem. He said Mr. Boysko already mentioned that east-west traffic is a big problem and over at Polaris there are four lanes of traffic coming this direction. Mr. Cook said at some point it will be four lanes of traffic all the way through. He said some of the biggest congestion is east-west and the Murphy Parkway extension is a very expensive project that won't change that traffic pattern at all. He said the last levy barely passed by a couple of hundred votes and he and the people of Powell are tired of paying taxes. Mr. Cook said the City Council is the custodian of the tax money from income tax and property tax, and they are responsible for spending this money in a wise manner. He said the people here are saying that they would like Council to take the time to make a good decision because the next levy might not pass. He said funds are finite and if they spend all of the money on the Murphy Parkway extension, they may not have the funds to fix the bigger problem when it is time to fix the Four Corners and the other projects that are important to the people of Powell. Mr. Cook asked that they table the matter until they can get more information and make a better, accountable decision about this and how they are spending the funds of the people of Powell.

Ryan Gies, 395 Shyanne Drive, said he was first a part of these discussions in 2005 and he knows they discussed a lot of these same issues. He said the City Council is probably sick and tired of talking about how they will make the connection, what they are going to do, and rehashing these things. He said surely Mr. Lutz and Mr. Betz feel that way because they have been in these same discussions for a very long time. Mr. Gies said he thinks that points out that this is a situation that is not a good fix. He said he knows this was laid out from the beginning but the bottom line is that if they look at the way Powell is laid out now, this shifts the heavy traffic from a main artery onto the backs of three residential subdivisions. Mr. Gies said it not only goes right through neighborhoods, it goes right down the middle of Murphy Parkway, splitting it. He said this is heavily discussed because it is not the best fix and does not get to the main problem. He said he also wants to mention that if traffic calming devices are put in at some time in the future, he wants to make sure the devices are not just placed at the intersections at Presidential and Donerail. Mr. Gies said there are places farther up the road at Safreed and Grey Oaks where the same situation will occur.

Mickey Hawk, 101 Presidential Parkway, said he wants to second the wonderful idea for the dog park. He said he and his wife walk their dogs all of the time. Mr. Hawk said he has also been involved in these conversations for quite a while, since they moved here in 1996. He said he was involved in the discussions that led to the 2001 ordinance and the adjustments in 2007. He said he appreciates the design change to "T" Murphy into Liberty Street but he prefers that they do not open it at all. Mr. Hawk said he agrees with many of the things already spoken by members of the audience. He said Murphy Parkway was not there in its full extent when they moved in and their developers told them that Murphy Parkway was a "done deal" and "They decided not to put that through from Bennett to Presidential and that is why we are building the houses here. They are not going to do anything with Murphy Parkway after this." He said obviously this was the developers and not City Council but that was the story going around at the time.

Mr. Hawk said they live in one of the 11 homes that have curb cuts on Presidential and it has a narrower design than any other collector street anywhere else in Central Ohio. He said they looked into this and any collector street that is going to take traffic through a neighborhood is over 30' wide. Mr. Hawk said Presidential is less than that width so they will have issues because it will be tight going through there. He said he prefers that they not open Murphy Parkway but if they decide to go through with the project he would like to propose monitoring traffic immediately after completion and not waiting six months before they look at things. Mr. Hawk said he would also like them to monitor traffic where the homes are; in the past they have completed information collection between the intersections at Donerail and Salisbury and that is a very short distance that is on a curve so the speeds are not nearly as high as in front of their homes. He said his preference is that they not put it through.

Heidi Burns, 122 Presidential Parkway, said she went on the City web site today and found the section about City Council (Exhibit 4). She read the first paragraph. She said they elected Council to this position and they implore them to listen to their needs and to their citizens. She said if they owned a home that was anywhere within the proximity of what they are wanting to accomplish, they would not sitting where they are right now and would not think it is a good idea to open up a major thoroughfare through a sleepy neighborhood with children and animals. Ms. Burns said it makes no sense whatsoever and she implores them to listen to all of these fine people and beautiful children who had the courage to come and speak tonight.

Shyra Eichhorn, 161 Tiller Drive, Lakes of Powell, said she is new to this game and she has been listening to everyone come forward tonight to speak. She said years ago she was on the Parks and Rec Board and through the years Council has always been very fiscally responsible. She said they even received an award a couple

of years ago and other cities look to Powell for their lead. Ms. Eichhorn said the most compelling thing that came to her tonight was Ms. Kelly's point about the environmental conservation issues. She said she does not know if they have investigated that in detail but if they haven't, that alone should prompt them to table this issue so they can look into those issues. She said this is something that will definitely be very costly and it is something they cannot reverse. Ms. Eichhorn said those are the reasons she is asking them to table their decision.

Kenneth Cornell, 220 Tiller Drive, said he is a business person also and he comes from a lot of traffic areas. He said when looking at the study he noticed where the traffic would dump into. He said they already have a problem on Jewett and they will just be diverting one to add to another. He said the cost issue is going to be a huge part of that and the study was not done properly with the elevations included. Mr. Cornell said they have not considered the wetlands that are right there. He said they are at least 25% to 35% under what it would cost them to actually complete the extension. Mr. Cornell said the biggest thing that nobody is talking about is the increased crime. He said they are adding a thoroughfare for people to cut through their neighborhoods, so it is easier for them but it makes the homeowners bigger targets. He said they love the fact that the Powell Police are always there when something happens; this adds more traffic and more people coming through their area and more people equals more crime. Mr. Cornell said he voted against this levy because he knew this was thrown on the ballot. He said for the good that it did do, the levy should not have included this funding. He said it was added on there and as a person who votes and is very active in voting, he is going to make sure he watches everything that happens on this Council to make sure that the wishes of the people of Powell, not the developers go through. Mr. Cornell said the Four Corners is the easiest solution to this problem and they keep talking about it but nothing happens. He said they do not want this to become what Sawmill Parkway has become.

Larry Trendel, 132 Presidential Parkway, said he did not know this was even coming up. He said he knew it was included in the levy but until a neighbor mentioned it he was not aware of the second reading tonight. He said in past times, the homeowners on Presidential have always been given notification so he was quite surprised. Mr. Trendel said all of the things that have been presented tonight have been organized within the past five days. He said Council can see all of the effort that has been put by the audience into this so the residents would appreciate their consideration.

Rex Moreland, 46 Timber Oak Court, commended the members of City Council for sitting through this difficult meeting. He said three of the members did not feel this was a hot enough issue to be here tonight. Mayor Cline noted that they heard from the absent Council members regarding work commitments that made it impossible for them to be here tonight. Mr. Moreland said he came here tonight because the last he heard, there would still be a roundabout installed. He said the way the roundabout was situated it would shine lights right into his bedroom. He said he is thankful that they have shelved that idea for now. Mr. Moreland said he saw all of these signs go up in his neighborhood and he wondered why these people cared. He said the roundabout was in his back yard and not theirs and now that he is here he understands why they are concerned. He said it also makes him pretty proud to be a resident of the Lakes of Powell because he thought he was facing this himself and it didn't really matter. Mr. Moreland thanked those people for being here. He said whatever Council decides, he asked that they not consider a roundabout again.

Mayor Cline asked if anyone else wanted to speak on this topic. He reminded the audience that Council rules state that once the participation session is closed, all of the discussion occurs at the Council level and no back-and-forth will take place with anyone in the audience. He thanked everyone for their comments and hearing no further comment, he closed the public comment session.

Councilman Counts said one of the hard parts of being on Council is that everything is about compromise as well as about community. He said he has heard loud and clear that this quadrant is very unified in their viewpoint but he can also say that any other quadrant in the City would be unified by something happening in their area. He said it is up to the Council members to understand what is best for the entire community. Councilman Counts said he knows that if they had a meeting on the Four Corners they would have a room full of people saying that turn lanes are inappropriate. He said there are differing viewpoints, depending on where you are in the City so it is up to Council to determine an appropriate compromise/balance for this.

Councilman Counts said one of the things that was very loud and clear through all of the resident surveys over the past six years was that traffic is a significant problem. He said that is not something they did not already know but clearly the residents say that despite enjoying the quaintness of the community, traffic is the biggest problem. He said Council must ask what they can do to solve this problem on a citywide basis. He said a bypass in each quadrant was a solution with Murphy Parkway as the bypass for the southwest quadrant. Councilman

Counts said the survey also suggested that the tension between quaintness and traffic management was the Four Corners; do they put in turn lanes and disturb the quaintness of the downtown or do they completely avoid any type of turn movement at the intersection and then the businesses are up in arms. He said it is his position that in order to solve the traffic problems in the City of Powell, they have to do both: have the bypasses and do something with the Four Corners. He said the Four Corners is a part of a TIF District that will generate dollars to allow the City to do turn lanes at the intersection if that is what Council ultimately decides. Councilman Counts said it is not about doing one or the other because there are funds to do both. He said this is about balancing the needs of the community versus the needs of the residents but it is also about a series of decisions that will be made. He said tonight they are trying to identify parameters upon which they can start to do engineering. Councilman Counts said if they start engineering such that they can develop good numbers as to what the cost is, if that cost comes to a huge amount, City Council would be hard pressed to say that they want to spend all of the dollars from the 2012 levy for this little piece of road. Councilman Counts said that is a decision for later on but it is a decision that they cannot make unless they perform the engineering for the project. He said other decisions for down the road are decisions as to what happens once the road is open and how it affects their neighborhood. He said it is very important to note that in the ordinance is states that "Murphy Parkway shall be designed to incorporate various access management and traffic calming devices." He said the term "shall" means they must do it and that is the parameter. Councilman Counts said it is not quite true that some of these things have been repealed; they may take a different kind of look and aspect, based on traffic experts and resident input. He said the time period within which that will be made is 180 days and "within" does not mean it will start 180 days after; once the parkway is open, the studies must take place to determine impacts within the 180 days following the opening.

Councilman Counts said this ordinance will decide the appropriate configuration and even though they cannot agree if the extension should be completed, they can all agree that the configuration within the legislation will have a less significant impact on these communities than the configuration within the previous ordinance. He said as residents, they will have multiple times for input and they, as Council members, will have multiple times to make decisions, some of which may be such that they cannot do the project. Councilman Counts said they cannot make those decisions until they start down this path toward engineering where traffic and environmental experts can give them the information they need so the residents can help Council figure out the appropriate calming devices needed. He said it is all about compromise and community. He said in his neighborhood there are residents that think that one of the streets that starts in his neighborhood and goes beyond Ashmoore is a super highway and they would like to put stop signs at every intersection. Councilman Counts said it is a matter of balancing compromise with need. He asked that they have an open mind and allow Council to go forward to make this initial decision so they can then discuss many of the relevant and important aspects that have been brought up.

Councilman Bennehoof thanked everyone who attended this meeting and participated in democracy and public activities. He said he would much rather see this room full than empty every time they meet. He thanked the audience for providing comment and for listening. Councilman Bennehoof said this extension has been a part of the master plan since 1995 and it predates him as a resident and as one of the junior members of Council. He said he appreciates all that was brought up and believes there were relevant and salient points that need to be considered but without the engineering work they do not know what to do with these questions. Councilman Bennehoof said the redesign of the intersection is actually a calming measure because it has to be an overt left turn to reach the parkway. He said he knows that water seeks its own level and it is in their back yard but it is important to remember that the longer they wait, the more expensive it gets. Councilman Bennehoof said he is not saying they can't wait a little bit and talk this out some more but they do need to move forward because this is a part of the master plan for the City. He said the Four Corners is certainly a problem but that alone will not fix everything and the Murphy Parkway extension alone will not fix everything.

Councilman Hrivnak also thanked everyone for attending and expressing their views. He said he heard many issues identified by the audience and all of these issues have been heard before. He said the Development Committee has taken a look at the history of this project and the ordinance on the books today states that the alignment will close S. Liberty Street at the tracks and move all of the traffic onto Murphy Parkway. He said he agrees wholeheartedly that a roundabout will not work in this situation. Councilman Hrivnak said they have done a lot of work over the past fifteen years to try to make this the best it can possibly be and based on the input of past discussions, the ordinance before them was written to require a "T" connection of S. Liberty Street into Murphy Parkway. He said if this ordinance is not adopted, the design of the extension will proceed based on Ordinance 2001-19, so everyone who travels south on Liberty Street will be on Murphy's Parkway. Councilman Hrivnak said that worries him and it is not what Council wants at all. He said the configuration is key and is set forth in the current ordinance. He said the ordinance also requires the pre- and post-traffic surveys and Council placed that requirement upon themselves. He said the ordinance also makes sure that they can

put in traffic calming measures right away or later, depending upon the results of the traffic surveys. He said those measures can deal with speed or they can also deal with turning movements and both of those can be considered. Councilman Hrivnak said they looked at safety and a major part of that has to do with the speed on the road. He said the speed has been lowered to 25 mph and that is a better fit.

Councilman Hrivnak said the traffic problem extends to many areas of the City; it starts from the Four Corners and moves out. He said when a train goes through town it gets really bad. He said there is not a single pearl of wisdom that will solve the traffic problem. He said they have discussed changing light sequences and prohibiting left turn movements but over time they have found that there is not one thing but multiple things to be done. Councilman Hrivnak said two of those multiple solutions are turn lanes at the Four Corners and the Murphy Parkway extension. He said there is a Downtown TIF that can provide funds for the Four Corners project so they do not have to choose between the two projects; they have funding mechanisms to do both if that is the wish of Council. Councilman Hrivnak said it is important that they do both and then they have to consider whether they complete the Murphy Parkway extension first to allow traffic to move when the downtown is blocked, or do they complete the Four Corners and just block the downtown, followed by the construction of the Murphy Parkway extension. He said that is something they need to keep in mind. He said they will not have answers to some of the questions until they complete the engineering of this project.

Councilman Hrivnak said they have done traffic studies and some of them are pretty old. He said they have committed with this ordinance to do a traffic study right away; they know what the alignment of the road will be so the study can determine more clearly the effects. Councilman Hrivnak said they have a rough order of magnitude for this project of \$1.8 million and that is just a rough estimate. He said they will not know a better number until they complete the engineering work. He said they are also concerned about the environmental/protected area and they will not know the financial or environmental impacts until they have an exact layout of the extension. Councilman Hrivnak said the ordinance being considered tonight requires Council to make the best arrangement of the road, to do studies before and after, to make provisions for the calming measures they all want to install, and it keeps the Liberty Street at-grade crossing open. Councilman Hrivnak said three of the Council members are not present this evening and he would not be opposed to table the vote until those members are here and heard from, giving more opportunity for feedback from City Council and the community.

Mayor Cline said they really do appreciate the input of members of the community. He said he thinks there are a couple of points that merit emphasis. He said the two graphics on the screen illustrate the very narrow question that is before Council tonight: do they engineer the road alignment that makes northbound Liberty divert to Murphy Parkway or do they engineer the other road alignment that makes Murphy Parkway "T" into Liberty. He said that is the only issue that is being decided tonight. Mayor Cline said he heard a lot of very legitimate and good concerns about safety issues, traffic mitigation, and traffic calming measures. He said making this decision is the first step in the process that allows for those things to be considered. He said he fears that some residents present may think tonight's decision is a light switch; it is either on or it is off. Mayor Cline said actually this process is more like a dimmer switch that will take them a little further than they were. He said City Council, for the last several years, has been committed to installing turn lanes at the Four Corners and they have the TIF as a funding mechanism. He said the engineers have advised them that they should complete Murphy Parkway and provide a fourth quadrant bypass so that the traffic problem that already exists at the Four Corners is not hopeless when the construction occurs for installation of the turn lanes. Mayor Cline said that is his personal thought on how they should proceed but he wants to emphasize that tonight's decision is a very narrow one to determine if they engineer for the 2001-19 alignment or do they engineer for the 2013-13 alignment. Mayor Cline closed the Council comments.

MOTION: Councilman Hrivnak moved to table Ordinance 2013-13 to the next meeting of City Council on April 2, 2013, at which time they can hear from the three remaining Council members as well as more from the citizenry. Councilman Bennehoof seconded the motion.

VOTE: Y 2 N 2 (Counts, Cline)

The motion to table failed.

MOTION: Councilman Counts moved to adopt Ordinance 2013-13. There was no second. The motion to adopt failed for lack of a second.

MOTION: Mayor Cline moved to table Ordinance 2013-13 to the City Council meeting scheduled for April 16, 2013 so they may invite the residents to work with Staff to present any additional information they want to give

City Council and to invite their fellow Council members to comment as they see fit. Councilman Hrivnak seconded the motion.

VOTE: Y 4 N 0

The motion to table passed.

Mayor Cline said they will bring this ordinance back at the April 16th meeting of Council. He said they keep a record of the public comments so they have been captured in the minutes. He said they will make sure those are distributed to their fellow Council members at the next meeting. Email correspondence provided by the City Clerk was entered into the record as Exhibit 5.

RESOLUTION 2013-02: A RESOLUTION TO ADOPT THE CITY OF POWELL ASSET MANAGEMENT POLICY.

Mr. Lutz recommended they table this resolution until the next meeting. He said there is no need to act upon it tonight and the Finance Director will have another policy at that meeting.

Councilman Counts asked if they recommend that they table the next two items. Mr. Lutz said they recommend they table Resolution 2013-03 as well and that they take action on Resolution 2013-04.

MOTION: Councilman Counts moved to table Resolution 2013-02 to the next regularly scheduled meeting of City Council on April 2, 2013. Councilman Hrivnak seconded the motion.

VOTE: Y 4 N 0

RESOLUTION 2013-03: A RESOLUTION TO ADOPT THE CITY OF POWELL BUDGETARY POLICY.

MOTION: Councilman Bennehoof moved to table Resolution 2013-03 until the next regularly scheduled meeting of City Council on Tuesday, April 2, 2013. Councilman Hrivnak seconded the motion.

VOTE: Y 4 N 0

RESOLUTION 2013-04: A RESOLUTION DETERMINING THE PRIMARY INSPECTION AREA TO REPAIR OR REPLACE SIDEWALKS IN THE CITY OF POWELL.

Mr. Lutz said each year, as part of the annual sidewalk repair program, they identify a primary inspection area where the Engineering Staff inspects the area for the specific criteria within their inspection program. He said in addition to this area, Staff also inspects the entire community to identify those deficiencies which are greater than 2". He said this year's primary inspection area is proposed for the Lakes of Powell area.

Rob Rice, City Engineer, added that there is a small section of Olentangy Ridge that will be included in the primary inspection area.

Mayor Cline opened this item to public comment. Hearing none, he closed the public comment session.

MOTION: Councilman Counts moved to adopt Resolution 2013-04. Councilman Bennehoof seconded the motion.

VOTE: Y 4 N 0

COMMITTEE REPORTS

Development Committee: Councilman Hrivnak said the Committee met this evening and discussed the sidewalk program. *Next Meeting:* April 2nd, 6:30 p.m.

Finance Committee: Councilman Counts said they met last week and discussed the two policies that were tabled tonight. He said they also had a review of the proposed HB5 which would change the municipal income tax and how that might affect Powell. He said Ms. Miller thinks that although they cannot quantify the impact, the proposed changes would cause a less significant impact here than in other communities because of our nature as a bedroom community. *Next Meeting:* April 9th, 7:00 p.m.

Operations Committee: No report. *Next Meeting:* TBD

Planning & Zoning Commission: Mr. Betz said the next meeting scheduled for March 27th has been cancelled. *Next Meeting:* April 10th, 7:00 p.m.

Powell CIC: Councilman Hrivnak said the PCIC will meet quarterly unless they have pressing business. *Next Meeting:* April 23rd, 7:00 p.m.

2012/2013 CITY COUNCIL INITIATIVE UPDATES

There were none.

CITY MANAGER'S REPORT

No report.

OTHER COUNCIL MATTERS

There were none.

ADJOURNMENT


MOTION: Councilman Counts moved at 9:27 p.m. to adjourn the meeting. Councilman Hrivnak seconded the motion. By unanimous consent, the meeting was adjourned.

DATE MINUTES APPROVED: April 2, 2013

 4/16/13

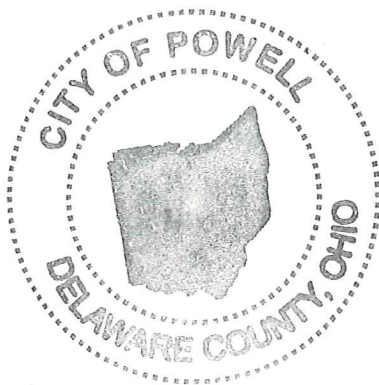
Richard Cline
Mayor

Date

 4/16/2013

Sue D. Ross
City Clerk

Date



City Council

Jon Bennehoof

Sara Marie Brenner

Richard Cline, Mayor
Tom Counts

Mike Crites

Jim Hrivnak

Brian Lorenz