



MINUTES

DEVELOPMENT COMMITTEE

Village Green Municipal
Building Council Chambers
47 Hall Street

September 4, 2018

6:30 p.m.

The meeting began at 6:30 p.m. Those present included:

Committee Members: Frank Bertone, Chairman; Daniel Swartwout, Melissa Riggins, Councilmembers; Steve Lutz, City Manager; David Betz, Development Director; Shawn Boysko, P&Z Representative; David Lester and Nicole Scott, Citizen Representatives.

Staff/Others: Jon Bennehoof, Mayor; Brendan Newcomb, Councilman; Chris Huber, City Engineer; Karen J. Mitchell, City Clerk and other interested parties.

Approval of Minutes – The minutes of August 7, 2018 were approved as written.

New Business

- **Presidential Pkwy./Old Sawmill Rd. Intersection Improvements.** Mr. Huber reviewed the Delaware County Engineer's traffic evaluation and recommendations on the Sawmill Road corridor for traffic calming and safety improvements. The findings reviewed the time period of 2015-2017 and found that in the majority of the crashes along this corridor were at Grey Oaks Drive and Presidential Parkway. Long term recommendations included installing roundabouts at these intersections. Cost is estimated at \$1.7 million for each roundabout. Short term recommendations included reducing the speed to 35 mph for all of Sawmill Road, enhanced enforcement of speed, adding various signs and pavement markings, and evaluating the all-way stop sign at Sawmill Road and Bradford Court. Liberty Township and the City both have jurisdiction over portions of the intersections. Mr. Huber explained that the pedestrian walkways could be moved to help with visibility at Presidential Parkway and Sawmill Road. The Engineering Department received three quotes to do the work at this intersection. The lowest bidder was Decker Construction and Mr. Huber recommends moving forward with them.

ACTION PLAN: Engineering will move forward to bring this to Council for consideration.

- **Land and Water Grant Requirements – Adventure Park and Proposed Road.** Mr. Betz introduced Chris Bradley who is a developer seeking to develop the land just south of Adventure Park and to connect a road to Adventure Park Drive which would require acquiring a small strip of land in Adventure Park. Mr. Bradley wishes to have the access road connection to Adventure Drive because otherwise he would be limited to having access from the south or east over a floodplain. Section 6(f) of the Law and Water Conservation Act requires that any land conversions on property that has received LWCF money must be approved by the U.S. Dep't. of the Interior. The land Adventure Park sits on did receive such a grant and 6(f) designation in 1995. Further, any land converted to non-recreational uses must be replaced (and into the 6(f) designated territory) with land of equal or greater value, location, and usefulness, less any exempt areas. The existing contiguous park land owned by the City would also be required to be encompassed into the 6(f) territory. Mr. Betz presented a map with the existing 6(f) area, as well as a map with some proposed required new areas, and exemptions areas. Mr. Betz added that this proposed access road follows the Comprehensive Plan and Keep Powell Moving Plan by making a connection between Adventure Park Drive and Depot Street.

Mr. Bradley also stated that in exchange for the approximately 300 square feet he would need for the access road, he is willing to dedicate a small piece of his property to preserve the trees and further buffer the bike trail.

This creates a policy issue by requiring the City to determine if it is willing to indefinitely restrict this land use with the 6(f) designation in exchange for the road connection and additional land from Mr. Bradley. The proposed road connection does follow the Comprehensive Plan, the Keep Powell Moving Plan, and Chris Bradley's proposed plan.

ACTION PLAN: The Committee will continue the conversation and ask the Law Director vet this out and report back.

- Code Issue – Parking of Boats, Trailers, RV's. Mr. Betz proposed changing the Code to either further restrict or allow parking boats, campers, motor homes, equipment or other recreational vehicles in residential areas. It is currently restricted at 48 hours in a 10 day period. It is meant to allow folks to load/unload or clean it up at home, but then take it back to their storage/garage. There is some difficulty in enforcement. Some developments have deed restrictions, covenants, or homeowners' association rules that have stricter rules than the current Code.

After discussion, the Committee decided to leave the Code as it is.

Status Reports

- Update on Vogt Strategic Insights Study – Development Dept. Mr. Betz stated he expects to have a report by September 17th.
- Adventure Park/CSX Tunnel Repair – Engineering Dept. Mr. Huber solicited four contractors for pricing on fixing the tunnel with either patching or inserting the liner. Double Z provided estimates. Critical patching only is approximately \$127,000; slip lining is \$291,000; and complete patching is \$291,000. Mr. Huber recommended the slip lining option as the best long-term, cost effective and permanent solution. He mentioned the estimated life span of the slip lining is 50 to 100 years based on which structure option was chosen. If this option was done, the City would want CSX to take the structure and own it. The life span of the critical patching would be around 5 years.

Mr. Huber is waiting on the other 3 contractors to see how these prices compare with theirs. He hopes to use these figures as a budgeting tool.

- Establishing an Open Container District (DORA) in the Downtown – Development Dept. – Mr. Betz suggested working through this over the winter.

Mr. Huber mentioned that the street program has started and patching is being completed. On Council's agenda tonight is a resolution authorizing the City Manager to apply for a grant for Seldom Seen Road - N. Liberty Street. The utilities are almost out of the way for the N. Liberty Street-Grace Drive traffic signal. Columbus Asphalt should be doing site-related work (storm sewer, pavement) in mid-September once utilities are out of the way.

Adjournment - Having no further business to come before the Committee, the meeting was adjourned at 7:32 p.m.