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Appendix 8

Public Involvement Program

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Appendix 8A

Task Force organizational Outline

And Meeting Minutes

THOROUGHFARE TRANSPORTATION TASK FORCE

Organizational Outline

9 June 1999

Overview: As an advisory board to the Planning Commission and City Council, the Thoroughfare Transportation Task Force will focus on the overall needs of the city Thoroughfares system as they currently exist within the city limits and as they will need to exist in areas currently outside the city limits and as they may connect to highways outside the city. The task force should identify and analyze the problems and potential solutions as they apply to the access in particular areas of the city and the capacity of city wide existing and potential thoroughfares

Purpose: To assist and advise the Planning Commission and City Council by providing for community representation and citizen input and information in the decisions regarding the development of new streets, intersections, and the categorizing and planning for improvements to existing streets throughout the city and adjacent county.

Duties: The general duties of the Task Force shall be as follows:

- Review the current network of the city streets and proposed network as described on the City comprehensive Plan
- Review with city staff the mechanisms currently contemplated for current City funding, state highway programs, federal funding, and typical developer participation in order to understand the city capability in obtaining an appropriate thoroughfare network.
- Review the potential for other developer participation as well as legal and practical steps required to complete improvements to the transportation network.
- Review the information available from the city Transportation Consultant Study.
- Recommend to the Planning Commission and City Council a classification system for the Thoroughfare network with typical cross sections for anticipated improvements.

- Recommend other changes to the city Transportation Plans.

Support: City Council will be represented by George Speese (Fourth Ward councilman) and Windell Wheeler (Council member at large) who will serve as council's liaisons to the Group. City Manager R. Thomas Homan, Planning Director Gary P. Gunderman, and City Engineer William Ferrigno will provide staff support.

Members of the Task Force have been appointed City Council and consist of representatives for each council ward and from the regional Planning Commission, City Planning Commission, and Chamber of Commerce.

Milestones: In order for the Task force to accomplish its Mission, the major milestones and the associated meeting sequence for each are established as follows:

June 1999 - Review Mission of Task Force and schedule monthly meetings

July 1999 - Review old and current Transportation Plans and clarify the current status of the maps that are now effective. Review classification system of streets.

August 1999 - Review the street improvement process for city projects and implementation. Review the difference between preliminary studies, corridor studies and consultant model study that is now under consideration.

September 1999 - Review the development system for streets that come with a development proposal. Preliminary Plats, consistency with City Transportation plan, Role of Planning commission in consistency and changing city role in funding Review the funding options. City staff and others will explain the role and procedures for the State projects and state and federal funding.

October 1999 - Conduct public hearing on Transportation needs.

November 1999 - Review other possible funding processes, have City staff explain recent count decisions and role of special assessments, and possible

Impact fee procedure. Review how such a process could really work or not work.

No meeting in December 1999

January 2000 - Review the preliminary results of the Transportation modeling prepared by the consulting firm and receive presentation on the results to date. Review the intent of doing the model and what types of things can be tested on it and what cannot and how it will be used when it is ready. Suggest alternatives to be run in the model.

February 2000/ March 2000 - Determine a list of highway projects that need to be completed in a specified period of time. This would need to be completed after much review of the capacity of the models and hard decisions on what is needed in the short term and what is needed in the long term.

April 2000 - Review the county planning process and current status and likely points of mutual discussion

May 2000 – Make recommendation on ROW issues and amendments to the Comprehensive Plan for typical cross sections. Review potential changes to the Comprehensive Plan that may be suitable as a result of the traffic analysis.

June 2000 – Prepare OUTLINE for Final Report. Take Public Comments at a hearing.

July 2000 – Review DRAFT of Final Report

August 2000 – Complete Final Report

September 2000 – Present Completed Thoroughfare Transportation Report to City Council.

The Transportation Thoroughfare Task Force is expected to meet monthly on a date and time convenient to the members as determined at the initial organizational meeting of the Task Force. The Task Force may also consider the utility of a possible flight of the Delaware area preferably during a peak traffic flow in the morning or evening..

Ms. Donna Todd
115 Vaughn Road
Delaware, OH 43015
363-7907

Mr. Jeff Easterday
272 N. Liberty Street
Delaware, OH 43015
614/791-9112

George Speese
151 W. Lincoln Avenue
Delaware, OH 43015
369-5889

Phil Laurien
50 Channing Street
Delaware, OH 43015
368-1960

Paul Hammersmith, Public Works Director

Dick Harte
273 W. Central Avenue
Delaware, OH 43015
363-8140

Mr. Bob Campbell
ODOT District 6
400 E. William Street
Delaware, OH 43015
363-1251 x287

Ms. Cathy Paulus
440 W. William Street
Delaware, OH 43015
362-7218

Mr. Dan Whited
233 Dogwood
Delaware, OH 43015
369-3437

Tom Homan, City Manager

Bill Ferrigno, City Engineer

Margie White
303 N. Union Street
Delaware, OH 43015
363-0833 OR 614-885-0408

Mr. Bud Weber
561 W. Central Avenue
Delaware, OH 43015
368-5197

Mr. Patrick Hull
15 Providence Lane
Delaware, OH 43015
369-1586

Mr. Chris Bauserman
50 Channing Street
Delaware, OH 43015
368-1960

Gary Gunderman, Director of Planning & Community Development

Dan Halter
P.O. Box 657
Delaware, OH 43015
363-6021

MINUTES
THOROUGHFARE TRANSPORTATION TASK FORCE
January 20, 2000 - 6:00 p.m.
City Hall - Council Chambers

Chairman George Speese called the meeting to order at 6:10 p.m.

Members Present: Richard Harte, Cathy Paulus, Donna Todd, Bud Weber, Windell Wheeler, Dan Whited, Jeff Easterday and George Speese.

Members Absent: Bob Campbell, and Chris Bauserman.

Staff Present: Gary Gunderman (Planning Director) and R. Thomas Homan (City Manager).

CONSIDERATION OF NOVEMBER 17, 1999 MEETING MINUTES

Chairman Speese asked that the approval of the minutes be deferred until the next meeting.

CONSIDERATION OF SETTING MEETINGS DATES FOR MARCH

Gary Gunderman suggested March 16th or 23rd. After discussion between members it was decided to set the March meeting for 6:00 p.m., March 23, 2000.

PRESENTATION BY MS CONSULTANTS AND MID OHIO REGIONAL PLANNING COMMISSION ON COMPUTER MODELING

Gary Gunderman introduced Bob Lawler, Transportation Planner with the Mid Ohio Regional Planning Commission ("MORPC") who gave a brief presentation overview. Lawler introduced the evenings other presenters: Jeff Cummings who will be presenting the Thoroughfare Plan Project Overview, Erika Witzke from MORPC who will be giving an overview on Modeling and Nancy Reger from MORPC who will discuss land use and demographic information.

Lawler began his presentation by explaining what the Mid Ohio Regional Planning Commission is. MORPC is a voluntary association of 39 member governments. MORPC is a cooperative organization who tries to facilitate change and works with both the private and public sector to build partnerships. MORPC works with ODOT to manage congestion during construction projects, with CODA for long range planning and is currently working with Delaware County to try to bring back a passenger rail between Columbus and Cleveland. Lawler stated that when the federal government decided to make direct transportation investments in urban areas they created organizations called Metropolitan Planning Organizations (MPOs). The purpose behind them is to bring together policy makers from the local area together with the state to determine the regions transportation related goals, important issues and projects/programs to address different issues. The MPO functions are to conform with Air Quality (make sure programs met with code), long range plan (20 years out in the future), 3-D Planning Process (continuing, comprehensive, coordinated) and transportation

improvement program/STIP. The transportation planning process includes governments at all different levels and public involvement.

Jeff Cummins, MS Consultants, Traffic Division Manager, gave an overview of how the project team is organized, scope of services and schedule of project. MS Consultants has been retained by both the City of Delaware and Delaware County to prepare and update the thoroughfare plan for both communities. They are coordinating the efforts of both communities so that a comprehensive plan is developed. The project teams consists of the City of Delaware, MS Consultants (Project Director, Project Manager, Traffic Studies and Street Standards) and MORPC. The scope of services consists of: 1) public and agency involvement - which is critical to the success of the project; 2) inventory of existing conditions - this has been largely completed at this time with interviews of various political subdivisions; 3) analysis of existing and future conditions - this is the key to understanding the performance and the elements of the thoroughfare plan; 4) thoroughfare plan development - establishes a functional street network, assisting the city to upgrade facilities and recommend new facilities; 5) supplemental thoroughfare plan products - provides the City with information on traffic impact studies, guidelines on access management and input/guidelines on traffic calming the City can use on residential neighborhood streets; and 6) documentation - provides final report and GIS plans.

Erica Witzke, MORPC gave a presentation on Modeling 101. Ms. Witzke stated that any type of human activity requires some form of travel whether it be an automobile, train, or airplane. Travel also includes pedestrian and bicycle. The model that MORPC uses estimates travel demand and the output that it produces assists planners, policy makers and citizens to help them make decisions about future transportation plans, policies and expenditures of public funds on the transportation system. There are five different types of transportation planning tools that are available: 1) Global or Inter-regional Models - most broad model available and is used for freight movement, air travel, passenger trains and economic models; 2) Regional Travel Demand Model (model that MORPC uses) - it is more detailed than the Global Models - it takes trip generation input and output raw 24 hour traffic volume; 3) Activity Based Regional Models - more detailed and takes trip generated input and produces 24 hour data - it produces some type of operational output (i.e. signal timing and intersection analysis); 4) Micro-simulation Software - produces operational characteristics (you can analyze a certain intersection visually); and 5) Analysis Software - the most detailed - can analyze a specific freeway on-ramp or intersection. The Bureau of Public Roads developed the Regional Travel Demand Model, which MORPC uses, in the 1950's. It is used nationally and internationally. The model is used for regional traffic demand estimating and involves predicting the impacts that various policies and programs will have on travel in the study area. The four step travel demand estimating process involves: 1) Trip Generation - how many trips does an area produce and trip generation is broken down by different trip purposes (home to work, work to home, home to shopping, etc.); 2) Trip Distribution - uses the trip generation output of zonal trip activity and produces a table of zone to zone; 3) Mode Choice - determines the mode of travel of each trip and what drives our mode choice model (cost of different modes and travel time of modes); and 4) Travel Assignment - chooses the minimum time paths between zones (predicts the fastest route) and it keeps track of the number of vehicles using each link of the system and recalculates the results based on this. The various types of data that are inputted into the model are various land use and socio-economic information aggregated by Traffic Analysis Zones. The accuracy of the information collected in the land use portion of this project drives the accuracy of the results in the end. When

dealing with land use we deal with the Traffic Analysis Zones ("TAZs") and all of the land use is grouped according to these TAZs. They vary in size from a city block to several square miles. All travel from/to the zone is assumed to come from a single point, the centroid or middle of the zone. Zones are connected to the computerized highway network through fictitious roadway links called centroid connectors that connect to the centroid. There are 97 TAZs for the City of Delaware and Delaware County has 309. Data complied that is entered into the model is demographic data such as population, number of houses, cars per household, labor force, median household income and Socio Economic data which includes employment and square footage (retail), retail goods, retail service, office space and manufacturing. The source of the information for base year data 1995 includes the US Census, aerial photography, field surveys, building permits and information from the Auditors Office. To predict for year 2020 local comprehensive plans, platting activity, known developments and local knowledge are used. The data forecasting method used is called a "top down" process. County level projections are used as a guide. Forecasts are developed from population projections developed by the State Department of Development. Employment sectors are checked against Ohio Bureau of Employment Services projections. Final approval for the forecasts rests with local review. Highway networks for the model are limited to arterial and collector highways, which are called links and nodes. Links are segments of streets containing data on the characteristics of that street and nodes are an intersection, or point where characteristics on the street change. Link characteristics include link length, roadway width, speed, number of lanes and functional class (you have a different type of class for city and rural roads). Once the data is complied it can be used for planning studies, major investment studies, regional long range planning, investment evaluation (TIP and CIP), initiate project level design traffic, congestion management and air quality conformity analysis. The Regional Model does not give reasonable turning movement volumes, vehicle-operating characteristics (such as speed) or reflect operational characteristics (such as signal timing and vehicle queuing). Ms. Witzke showed examples of various modeling projects that MORPC has done..

Nancy Reger of MORPC stated that there are two sets of land use data - baseline (historic) and future. Data is updated every five years. The next field survey will be in year 2000. Projections are used with the regional travel demand model. Projections are made for a 20-25 year period and are long range. They are reviewed and updated on a 3-5 years - once when the base line is redone to make sure the projections are still inline and again in the middle to make sure its is still on track. All data collected is stored in the Traffic Analysis Zone Level. In Delaware County there are 310 traffic zones. Ms. Reger displayed a chart showing the regional growth of Delaware County and Delaware City. Population in Delaware City was 20,288 in 1995 and is projected in 2020 to be 45,876, housing in 1995 was 8,482 and is projected to be 20,007 in 2020 and jobs in 1995 was 10,123 and is projected to be 20,755 in 2020. Ms. Reger showed overheads of residential subdivisions, percent of land development, changes in population, employment, housing, retail, office space and industrial for 1995 to projected year 2020. Ms. Reger also presented graphs of residential, retail, office and industrial growth by sub area of the City of Delaware in 1995 and projections for year 2020. In summary, Ms. Reger stated that land use is an important data set for a valid travel demand model. Land use forecasts are not a land use plan but a quantification of land use plans and local review of the projections are critical if the model outputs are going to be used as a planning tool.

Mr. Speese passed out a survey done by ODOT showing that in 1994 there were 14,500 vehicles per

day at the point of William and Central Streets, 650 were commercial vehicles. In 1999, 16,260 vehicles per day and 3,400 were commercial vehicles and there was no way of knowing how many were hazardous materials. Mr. Speese asked Mr. Lawler how the model handles that and Mr. Lawler stated that the model has another component that looks at truck traffic but it is hard to determine hazardous material. You have to look at nearby origin and destinations. Mr. Lawler stated that the initial projections will be done next month and we will continue to update the model.

FUTURE MEETING DATES

February 24, 2000 - - Modeling Results
March 23, 2000

Meeting considered for February 10, 2000 and potential financing discussion will not be held.

ADJOURNMENT

It was moved by Mr. Speese, seconded by Mr. Easterday to adjourn. Motion approved by unanimous vote.

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George Speese, Chairman

_____
Robyn Moehring, Secretary

MINUTES
THOROUGHFARE TRANSPORTATION TASK FORCE
February 24, 2000 6:00 p.m.
City Hall - Council Chambers

Chairman George Speese called the meeting to order at 6:07 p.m.

ROLL CALL

Members Present: Cathy Paulus, Donna Todd, Windell Wheeler, Jeff Easterday, Bob Campbell, Clyde Seidle and George Speese.

Members Absent: Richard Harte, Bud Weber and Dan Whited

Staff Present: Gary Gunderman (Planning Director) and R. Thomas Homan (City Manager)

CONSIDERATION OF JANUARY 20, 2000 MEETING MINUTES

Chairman Speese asked that the approval of the minutes be deferred until the next meeting. **Motion Approved.**

CONSIDERATION OF SETTING MEETING DATE FOR APRIL

After discussion between committee members it was decided to set the April meeting for April 13, 2000 at 6:00 p.m.

PRESENTATION BY MS CONSULTANTS AND MID OHIO REGIONAL PLANNING COMMISSION ON COMPUTER MODELING

Gary Gunderman introduced Bob Lawler, Highway Planner, Mid Ohio Regional Planning Commission ("MORPC") who gave a brief presentation overview. Lawler stated that he will present the travel forecasts for Year 2020, Nancy Reger, MORPC, will present the 5-year incremental land use projection and Jim Bixby, MS Consultants will present possible alternatives to investigate.

Nancy Reger, MORPC, started her presentation with a quick review of the relationship between land use and transportation. The function of the transportation system is to provide safe and efficient movement of people and goods. The land use system determines where people are coming from and going to. These two systems work together, and are reliant upon each other, for safe, efficient travel. Reger stated that regional growth from 1995 to 2020 in Delaware County would grow in population from 82,000 to 200,000 and in Delaware City from 20,300 to 48,500. There have been approximately 1,200 residential building permits issued since 1995. Most of the development has occurred in the west, east, south and northwest. The 5 year incremental land use estimates and assumptions are that development will not occur linearly, residential development will occur first, retail will develop primarily as large scale projects right behind the residential development, office will

occur primarily as a supportive land use to retail and industrial will develop as large scale in big chucks. Between now and 2020 we will add approximately 5,000 new jobs and 1.5 million sq. ft. of retail. Reger presented various overheads showing the city divided up into sub areas (NW, NE, SE, South, SW, West and Old Delaware) and the projected (1995-2000) population, job, residential, retail office floor area, and industrial growth for these sub areas. Most of the population growth is seen in the west, job growth in the southwest, residential growth in the west, retail growth in the west, office floor area growth in Old Delaware and industrial growth at the industrial park (southwest). Her next set of overheads showed incremental residential, retail office share and industrial share of growth. By 2005, 40% of the residential development projected by 2020 is in place. By 2010, 2/3rd of the residential is in place and by 2015 - 75% of residential in place. In summary, Delaware City is a vibrant, growing community. This growth will result in increased demands on the transportation system. Analysis of the future traffic estimates produced from the travel demand model is a beginning step in identifying problems and solutions.

Bob Lawler, MORPC, presented several overheads showing the change between 1995-2020 in trip ends. A trip end equals the number of vehicles coming and going from a particular area. Between 1995 and 2020 the number of hours in a car will increase by 166% and the number of daily miles will increase by 120%. The great increase in the number of hours in a car can be attributed to people driving slower due to congestion on the roads. There are several roads where motorist find the travel unacceptable - travel through the area would be difficult for the motorist. Some of these areas are Rt. 36/37, Rt. 23, and U.S. 42. Some of the two lane sections of these roads are seeing volume increases and some of the river crossings are experiencing unacceptable service to the motorist. There are several ways to address congestion. Some of the ways are to do nothing-accept the congestion, add road space, having fewer vehicles on the road, changing times vehicles use the road, get more vehicles past a spot on the road and provide more land use options. To get more vehicles past a spot on a road you could coordinate traffic signals, removing crashes and vehicle breakdowns, and advising in advance about blockages. Another way to relieve congestion is to add more roads.

Mr. Wheeler stated that it was interesting looking at this presentation because he went back to an old packet he had when he was involved in some strategic planning and a map dated 1964 looks almost identical to the map that was presented this evening. Mr. Wheeler stated that he would like to challenge the committee and the community to stop studying this thing and start doing something about it; otherwise it is a waste of time and taxpayers money. In 1986 we looked at getting the Rte. 23/42 by-pass done - it has taken us 15 years to get that problem done. The river crossings that Mr. Lawler identified is on a map dated 1986.

Jim Bixby, MS Consultants stated that he will get into the elements of the plan, new roadway connections, which sections are the most beneficial to do and the best/most efficient way to do them. We have developed a list of 10 beneficial roadways. Many are already included in the plan that came out a few years ago and there are other ones that we have added on by looking at traffic patterns in the Delaware community. The locations that we show are conceptual type locations - more of a philosophy of connecting one road to another - it is not meant that it will go where we show it on the map - we need to define it more. 1) a connector between US42 and Rt. 23 with Rt 23 being down where Rt. 315 and Stratford Road come together extending westward from there connecting in the area where the Slack Road extension would be constructed. 2) a northern extension of Sawmill

Parkway to the extension of Rt. 23/US 42 . 3) connectors in the southeast. One option would use a corridor on or close to Olentangy Street, swing westward - come off Curve Road up to Glenn and make a connector close to downtown area. The other option would connect to the US 42/Rt 23 connector (stated above). 4) full interchange at Rt. 23 and Pennsylvania and then extend eastward across the river and tie onto US 42. 5) an outer belt project which would probably start in the area of Rte. 37 and Section Line and extend northward up into the area of Coover Road and then cross Rt. 23 and swing down to the south and connect back onto Rt. 36/37 somewhere in the area of the railroad overpass. 6) connect Section Line and Rt. 37 and take it over to the Houk Road extension. 7) connect Houk Road eastward across Troy and intersect over at Rt. 23 somewhere in the area where Panhandle intersection is today. 8) in the southern area which would connect in the River Oaks area and connect Rt. 23 to Stratford Road. 9) an extension of Lexington southward from Rt. 37 to Rt. 36 so there would be a north-south connector. 10) an east-west connector which would begin at the southern extension of Houk Road and connect through Firestone over to the south in the area of Curtis St. Another thing we will watch and model is the capacity of the point area where William St. and Central Avenue intersect today in front of the ODOT building. We will look at what happens if we increase the capacity of that type of a crossing to see if it causes additional problems within the community because it lets a lot more traffic in or if it redistributes itself within the city streets. We will be exploring a lot of options working with MORPC so we can come back to the Committee with a good network of roads.

Chairman Speese asked for questions/comments.
*(*Below is just a highlight of questions/comments made)*

Mr. Easterday stated that at the public meeting there were a number of residents in opposition of the Pennsylvania Avenue - Rt. 23 connection because of the possibility of adding more traffic onto Pennsylvania Avenue. Mr. Easterday asked what would be the result of the modeling of either a south or a north bypass - would either one or the other deal with our through traffic problems? Mr. Bixby stated that there are a couple of issues in the bypassing for the north-south through traffic - part of it is how far out does the bypass go. Most motorists try to minimize the travel from point A to B and will go extra miles if they can maintain a good travel speed. If we push a bypass too far out it will probably not be effective.

Chairman Speese stated that there are four possibilities that we can do: 1) do nothing, 2) go through the town, 3) go around and 4) do combinations of 2 and 3. We are at the critical point where the community will not tolerate item 1. The community will not be patient that it takes 15 years to some of these things in place and will not be saleable from a political prospective. He stated that if we can defer some of the truck traffic it will relieve some of the internal streets for more local traffic.

Mr. Jesse Carter, Delaware Gazette asked if there is any possibility that the east-west section could be extended further west - right along the back doors of the factories on the south side of Pittsburgh Drive between them and the airport runway or as an alternative abandoning the airport to create a thoroughfare? Mr. Wheeler stated that was discussed at one time in the early 80's to abandon the airport or move it further west.

Ms. Paulus asked Mr. Campbell (who works at ODOT) to help defer truck traffic, if it would be

feasible to move the weigh station to the north of 36/37? Mr. Campbell stated that it has been discussed and has been brought to the attention to ODOT. Mr. Campbell stated he would ask ODOT.

Chairman Speese asked for any more questions or concerns. Being none motion to adjourn was made.
Motion: Wheeler/Speese moved to adjourn. Motion approved by unanimous voice vote.

FUTURE MEETING DATES

March 23, 2000 - 6:00 p.m.
April 13, 2000 - 6:00 p.m.

_____
George Speese, Chairman

_____
Robyn Moehring, Secretary

MINUTES
THOROUGHFARE TRANSPORTATION TASK FORCE
May 11, 2000 6:00 p.m.
City Hall - Council Chambers

Chairman George Speese called the meeting to order at 6:00 p.m.

Members Present: Donna Todd, Bud Weber, Windell Wheeler, Jeff Easterday, Dan Whited, Chris Bauserman, Lea Morrison and George Speese.

Members Absent: Cathy Paulus, Richard Harte and Bob Campbell.

Staff Present: Gary Gunderman (Planning Director), Bill Ferrigno (City Engineer) and R. Thomas Homan (City Manager)

CONSIDERATION OF MOTION TO EXCUSE RICHARD HARTE

Moved by Easterday, seconded by Weber to excuse committee member Richard Harte. All Ayes. MOTION APPROVED.

CONSIDERATION OF APRIL 13, 2000 MEETING MINUTES

Whited stated that there is a correction on second page under Alternative No. 6, "12,5159" should be "12,159". Moved by Weber, seconded by Whited to approve the April 13, 2000 minutes as amended. (All Ayes) MOTION APPROVED.

CONSIDERATION OF SETTING MEETING DATE FOR JULY

After discussion between committee members it was decided to set the July meeting for 6:00 p.m., July 20, 2000.

PRESENTATION BY MS CONSULTANTS OF RESULTS OF COMPUTER MODEL ANALYSIS

Jim Bixby, MS Consultants stated that they have spent a lot of time inventorying various land use and traffic conditions throughout the community. They are now at the point of trying to determine what the impacts are - the new land uses, the additional development within the community and how that relates to traffic and what highways will be affected. Out of the approximately 20 different alternatives they generated, MS Consultants had to determine which ones were really successful in handling new traffic and moving existing traffic problems and which ones do not seem to make an impact on existing and future problems.

Valarie Croasmun, MS Consultants gave an overview of the 2020 Road Network Alternatives:

1A: East/West connector road between SR 42 and proposed Sawmill Parkway extension (Alternative 2), south of Slack Road and north of Bunty Station Road.

1B: East/West connector road between the proposed Sawmill Parkway extension (Alternative 2) and

US 23, south of Slack Road and north of Bunty Station Road.

2: Extension of Sawmill Parkway from Home Road north past Bunty Station Road, ending at alternative 1A/1B. (NOTE: When testing single alternatives, alternative 2 will be combined with alternative 1A).

3A: Connector road beginning at the existing Intersection of Armstrong Road & Pollock Road, following east along Curve Road then north to connect with US 36/SR 37 between Glenn Road and Sweeney Road. Or...

3B: Connector road east from alternative 1B at US 23 to connect with US 36/SR 37 between Glenn Road and Sweeney Road.

4: Extension of Pennsylvania Avenue east from US 23 to the intersection of US 42 & Horseshoe Road.

5W: Northwestern Bypass route extending east from the existing intersection of South Section Line Road & SR 37/SR 203 intersecting with US 23 mid-way between Hills-Miller Road and Coover Road.

5E: Northeastern Bypass route connecting alternative 5W at US 23 with US 36/SR 37 at alternative 3A/3B just west of the railroad tracks.

6: East/west connector road from the existing intersection of SR 37/SR 203 & South Section Line Road east to the committed Houk Road extension.

7: Extension of the committed connector road between Houk Road & Troy Road east to align with the existing intersection of US 23 & Panhandle Road.

8: Extension of River Oaks Drive west from Stratford Road, aligning with the intersection of US 23 & Cottswold Drive.

9A: Extension of Lexington Blvd. south to US 36. Or ...

9B: Extension of Curtis Street north to SR 37.

10: Connector road between Firestone Drive and South Street extending west to Houk Road extension between US 36 & Pittsburgh Drive.

11: Connector road beginning at the extension Houk Road just south of Firestone Drive, extending west, intersecting Pittsburgh Drive at the west end of the "S" curve just east of South Section Line Road.

12: Extension of Hull Drive east from Stratford Road to Pollock Road, crossing the Olentangy River.

13: Modification of the US 23 & Pennsylvania Avenue interchange to provide for all the movements.

REVIEW OF ALTERNATIVE RESULTS:

Alternative No. 1A and 1B (each modeled individually) - Modeled as a high speed limited access highway (5 lanes). Generally reduces volumes on the east/west roadways of Slack Road, Bunty Station Road, Hull Drive and Hawthorne Boulevard, which are close proximity to the Alternative. It should be noted that the reduction in volume on Bunty Station Road would include a reduction in truck volumes. This Alternative has the potential of serving as a truck route between US 23, US 42 and South Section Line Road. Increases volumes north of the Alternative on South Section Line Road by approximately 22% and reduces the volumes south of the Alternative by approximately 24%. Volumes on Central and William through the City, on US 23 or other major arterial highways are not affected.

Alternative No. 2 (Sawmill Parkway connector - modeled with connection to US 42) - Modeled as a high-speed major arterial (5 lanes). Provides an alternate north/south route between Delaware and Columbus. Reduces volumes by approximately 20% on the north/south routes of Liberty Road and South Section Line Road south of US 42. These two roadways are project to operate at or over capacity by 2020. Reduces volumes on Powell Road east and west of SR 315, which will help improve traffic flow in this area.

Alternative No. 3A - Modeled as a high speed limited access highway (5 lanes). Reduces volumes on Curve Road, Lackey Old State Road and other connectors between Curve and US 36/SR 37 such as Sweeney Road and Roloson Road, which are in close proximity to the Alternative. Provides a small volume reduction (13% to 17%) on US 36/SR 37 between the Alternative and US 23. Increases traffic on US 36/SR 37 east of the Alternative a small percentage of 11% to 13%. No significant change on US 42 or other major roads west of US 23. Does not connect to US 23. Increases in volumes on South Sandusky north of US 42 will affect the US 42 & US 23 intersection/interchange.

Alternative No. 3B - Modeled as a high speed limited access highway (5 lanes). Does not provide a significant change in volumes (4% to 6%) on US 36/SR 37 between the Alternative and US 23. Increases volumes on US 36/SR 37 east of the Alternative by a small percentage of 11% to 17%. No significant change in volumes on US 23 or on Central Avenue and William Street through the City. No significant change in US 42 or other major roads west of US 23. Volumes shifts occur on the roads in close proximity to the Alternative such as Glenn Road, Sweeny Road, Curve Road, Berlin Station Road and Braumiller Road. Better connection opportunities to US 23 than Alternative 3A.

Alternative No. 4 (Extension of Pennsylvania Avenue, east on US 23 to US 42. Does not include interchange which is Alternate 13) - Modeled as a high speed arterial (5 lanes). Volumes increases on the existing Pennsylvania Avenue, but these are still under the D/E threshold limit of 15,000 vpd (vehicles per day) (10,314 east of US 23, 6,582 east of Euclid). Increase trips on residential streets north of SR 37 and south of Pennsylvania Avenue by 16% to 30%; however, these relatively low volume roadways continue to operate at better than good levels of service. Volumes on Liberty Street and Euclid Road south of Pennsylvania Avenue do not significantly change. The volume on Panhandle Road east of US 23 at the river crossing decreases by approximately 30% allowing the operation of this section of roadway to improve from an acceptable to a good. The volume on Lake Street decreases by 25% providing a change in operation from poor to acceptable. The volume on Sandusky Street just south of Pennsylvania Avenue increases a small amount (17%) but does not affect the good level of service rating for this section of roadway. Volumes along the remaining section of Sandusky Street do not significantly change and continue to operate with an acceptable level of services. Does not significantly change the volumes on Troy Road.

Alternative No. 13 - Modeled as Diamond Interchange. No significant change in volume on US 23, US

36/SR 37, Central Avenue, and William Street. No significant change on Panhandle Road east of US 23. Increases volumes on Pennsylvania Avenue approximately 26% but this roadway continues to operate at a good level of service even with the additional trips. Decreases volumes on Sandusky Street between SR 37 and Lincoln by approximately 19% but does not significantly change the volumes on this roadway just south of Pennsylvania Avenue (<7% reduction).

Alternative No. 4 & 13 (combination) - Modeled as Diamond Interchange. Attracts trips from Executive Blvd. and other city streets such as Liberty Road. Volumes on Executive Blvd. reduce from approximately 4,500 vpd to 1,300 vpd. Volumes on Pennsylvania Avenue increase 50% west of US 23 from approximately 7,500 vpd to 11,500 vpd but continues to operate at a good level of service even with this volume change. No significant impact on US 23 although the freeway section of US 23 experiences a small increase of approximately 16% between Pennsylvania Avenue and S. Sandusky Street. Panhandle Road east of US 23 decreases substantially to approximately half of its projected 2020 volume. The river crossing south of the city at Armstrong Road does not experience a significant change in volume.

Alternative No. 5E - Modeled as a high speed limited (controlled) access highway (5 lanes). Decreases volume on US 36/SR 37 between the Alternative the railroad crossing of approximately 20%. Also decreases volumes approximately 20% to 25% on US 36 and SR 37 between the railroad crossing and US 23. Volumes on US 36/SR 37 increases approximately 20% east of the Alternative to Lackey Old State Road. Volumes on US 23 between Pennsylvania Avenue and the Alternative decrease between 30% to 35%. Volumes on Central Avenue and William Street through the City experience no significant change.

Alternative No. 5W - Modeled as high speed limited access highway (5 lanes). Does not significantly change volumes on US 23, US 36, SR 37 or other major roads. Decreases volumes on east/west roads in the vicinity of the Alternative such as Coover Road and Hills-Miller Road. Volumes on Coover Road would decrease by a relatively small percentage of 13 while volumes on Hills-Miller Road would decrease substantially by 74%. Hills-Miller Road is projected to operate over capacity by the year 2020; this decrease would allow this roadway to improve from a poor to a good level of service. The County Alternatives which connect North and South Section Line and also connect Mink Street East to US 23 may serve as a better opportunity for regional routes.

Alternative No. 6 - Modeled as a high speed major arterial (5 lanes). Does not significantly change volumes on US 23, Central Avenue/SR 37 or William Street/US 36 through the City. Reduces by over half the volumes on Hills-Miller Road west of the Houk extension. Also reduces volumes by approximately 20% on SR 203 just north of SR 37, and reduces volumes on Houk Road between SR 37 and the Alternative by approximately one third. Does not significantly change the volume on the Panhandle Road river crossing east of US 23.

Alternative No. 7 - Modeled as a high speed major arterial (5 lanes). Does not significantly change the volumes on US 23, US 36/SR 37 and William Street/US 36. Reduces the volumes on the Panhandle Road river crossing east of US 23 by approximately one fourth. Volumes on Pennsylvania Avenue and Executive Blvd. are also reduced by approximately 12% to 25%.

Alternative No. 6 & 7 (Combined) - Modeled as high-speed major arterial (5 lanes). Does not significantly change volumes on US 23, US 36/SR 37, or on Central Avenue/SR 37 and William Street/US 36 through the City. Proves a route between SR 37/SR 203 and US 23 which reduces volumes by approximately 30% to 40% on the local east/west roads in the vicinity of the Alternative such as Pennsylvania Avenue,

Executive Blvd. and Hills-Miller Road. Volumes on the existing river crossing east of US 23 at Panhandle Road are reduced by approximately one third, improving the operation of this section of roadway to good in 2020.

Alternative No. 8 (connects Cottswold with Stratford Road) - Modeled as moderate speed minor arterial (3 lanes). Does not significantly change traffic volumes in the vicinity of the Alternative with the exception of a small to moderate increase on Stratford Road of 22% south of the alternative and 34% north of the alternative. Volume increases on Stratford Road will affect the US 23 & SR 315/Stratford Road intersection, which is projected to operate poorly in the year 2020 without improvements.

Alternative No. 9A - Modeled speed minor arterial (3 lanes). There is a shift of traffic as local trips utilize the most convenient connection between US 36 and SR 37. Does not affect volumes.

Alternative No. 9B - Modeled as moderate speed minor arterial (3 lanes). Trips are shifted from local streets in the City area east of Curtis Street to use this connector between William Street/US 36 and Central Avenue/SR 37. Volumes on William Street/US 36 and Central Avenue/SR 37 are not significantly changed with the inclusion of the Alternative. Volumes on Houk Road between William Street/US 36 and Central Avenue/SR 37 are not significantly changed.

Alternative No. 10 - Modeled as moderate speed minor arterial (3 lanes). Small volume reduction of 10% to 23% on Pittsburgh Drive east of Houk Road. Increase of approximately 20% in volume on Houk Road north of the Alternative. The Alternative does not attract a large volume of traffic and does not significantly impact area roads.

Alternative No. 11 - Modeled as moderate speed minor arterial (3 lanes). Does not significantly affect traffic through the downtown area. Although this alternative does have a slightly high volume of traffic on it when modeled than the extension of Houk Road between the Alternative and Pittsburgh Drive, this is most likely occurring due to the proximity of land uses and may not necessarily indicate a significant east to west movement from the Alternative to South Section Line Road.

Alternative No. 12 - Modeled as moderate speed minor arterial (3 lanes). Volumes on local roads such as Hull Road and Hawthorne Road increase by 20% to 30%. Volumes increase between 20% to 30% on Pollock Road and Stratford Road. These two roadways along with Hull Drive and Hawthorne Blvd. continue to operate at good levels of service even with the increase in volume. However, increases in volume on Stratford Road will affect the intersection of US 23 & SR 315/Stratford Road, which is projected to operate poorly in the year 2020 without improvements. This alternative provides another river crossing south of the City, which reduces the volumes on the existing crossing at Olentangy Avenue/Armstrong Road by 22% which allows this section of roadway to improve from an acceptable to a good level of service.

Alternative No. 5W + 1A + 1B (Western Half) - Modeled as high-speed major arterial (5 lanes). This alternative does not affect the traffic volumes on US 36 or SR 37 in the City area or US 36/SR 37 east of the City. South Section Line Road is utilized to access the Alternative, but does not have a significant volume increase or decrease. The traffic attracted to the Alternative from adjacent routes but the changes on these adjacent roadways do not involve a significant increase or decrease in traffic volume. As noted by the ADT shown for the Alternative, the 1A and 1B section of this Western Alternative attracts more trips

than the northwestern 5 West section.

Alternative No. 1A + 1B + 3B (Southern Half) - Modeled for high-speed major arterial (5 lanes). No significant reduction in traffic volumes on US 36/SR 37, west of the Alternative to US 23 (10% to 16% only). Volume reductions of 20% to 30% occur on Armstrong Road and Curve Road with volumes reduced by half on Glenn Road, all local roads in close proximity to the 3B portion of the Southern Alternative. Volumes increase on Liberty Road just south of the alternative by 40% with volume increases of 20% south of Bunty Station Road and Bean Oller Road.

Alternative No. 3B + 5E (Eastern Half) - Modeled as high speed limited access (5 lanes). A decrease in volume due to the Alternative on US 36/SR 37 allow it to operate at a good level of service between the Alternative and the railroad crossing, with reduced volumes allowing SR 37 and US 36 to improve from poor operation to an acceptable operation between the railroad and US 23. This Alternative does provide some reduction in traffic volumes through the City area on US 23 from Armstrong Road to north of Hills-Miller Road. Volumes on US 23 north of Hills-Miller increase but the roadway still operates at a good level of service. Reduces volumes on the Armstrong Road river crossing east of US 23 so it operates at a good rather than acceptable level of service. SR 521 and US 42 continue to operate at a good level of service due to their relatively low volumes regardless of the increases and decreases resulting from the Alternative.

Alternative No. 5E + 5W (Northern Half) - Modeled as high speed limited access (5 lanes). This alternative reduces volumes on US 36/SR 37 by 30% to 40% between US 23 and the Alternative but does not affect volumes on Central Avenue/SR 37 and Williams Street/US 36 west of US 23 through the City. West of the alternative, US 36/SR 37 increase but the volumes remain at an acceptable level of service. It does reduce volumes on the collector roads of Lake, Street, Pennsylvania Avenue, Troy Road, Coover Road, Panhandle Road and Hills-Miller Road. In particular, it improves the operation of Hills-Miller Road, Panhandle Road and Lake Street from an acceptable level of service to a good level of service.

PROJECT PRIORITY ASSESSMENT

Mr. Bixby stated that MS Consultants tried to group the projects in ones that per our interpretation in the model look like they have strong merit. Some of them do not appear to have any merit at all. (i.e. 9B - did not attract much traffic, did not seem to be accomplishing much on the network basis or local basis). The modeling work with the city is a lot further ahead than the county. We have just started receiving the test model results for the county. Ultimately the two networks (city and county) really need to merge together and work together. Some of the things that we have in the tentative recommendations may be changed by what comes out of the county model because a lot of the elements in the city test network are in the county and not in the city. We tried to group the ones that we think are high priority (projects that have strong merit for further consideration), low priority which do not deserve any future attention and a group in the middle, depending on how some of the county analysis comes out, that those can be considered in the future.

High Priority

Alternative No. 5E + portion of 5W from US 23 to Troy Road - Alternative 5E along with the portion of 5W between US 23 and Troy Road attracts a significant volume of traffic when tested in the model. Reduces traffic at the "Point".

Alternative No. 2 - Alternative 2 provides an additional north south connector from south of Powell Road to US 42.

Alternative No. 4 + 13 - The combination of Alternative 4 + 13 provides for all movements at the US 23 & Pennsylvania Avenue intersection. This combination would reduce the volumes traveling through the local streets north of Central Avenue by providing a more direct route to destinations on the north end of town via Pennsylvania Avenue. The trade off is that traffic volumes do increase on Pennsylvania Avenue with the inclusion of this Alternative combination.

Medium Priority

Alternative 1A + 1B - Reduces volumes on Bunty Station Road. Could be a designated truck route between US 23, US 42 and South Section Line Road.

Alternative 3B - The 3B Alternative has better potential for a connection at US 23 than the 3A Alternative. Also, the 3A alternative increases traffic on S. Sandusky Street north of the US 42 & US 23 interchange, which would affect its operation.

Alternative 9A - When tested in the model, Alternative 9A carried more traffic volumes than Alternative 9B and also provided a reduction in volumes on Houk Road between US 36 and SR 37.

Alternative 6 + 7 - Alternative 6 + 7 in combination provide, an additional east/west route which reduces traffic volumes on Hills-Miller Road.

Low Priority

Portion of 5W from Troy Road to SR 37/SR 203 - The segment of the 5W Alternative between Troy Road and SR 37/SR 203 did not attract a significant volume of traffic. Alternatives 7 and 8 on the County Network may prove to better serve the regional traffic needs.

Alternative 3A - Alternative 3A increases traffic on South Sandusky Street north of the US 42 & US 23 interchange, which would affect its operation. This Alternative also does not have good potential for connection to US 23.

Alternative 8 - Traffic volumes as tested for Alternative 8 were relatively low.

Alternative 10 - Traffic volumes as tested for Alternative 10 were relatively low.

Alternative 11 - Test results for Alternative 11 show more traffic using the Alternative heading to and from South Section Line Road from Pittsburgh Drive than the volumes remaining on the extension of Houk Road between US 36 and Pittsburgh Drive.

Alternative 12 - The test results for this Alternative show a significant volume of traffic indicating the need for an additional river crossing in this area. However, this need may be met by the river crossing provided by Alternative 3B, which has overall more regional merit as an Alternative.

Alternative 9B - Traffic volumes as tested for Alternative 9B were lower than Alternative 9A and did not cause a significant change in traffic volumes on Houk Road between US 36 and SR 37. This alternative has the potential to be deleted from the plan.

Test results for Alternatives 1A + 1B, 3B, 5 East and 5 West when run singly are similar to the test results for the hemisphere combinations of these alternatives (North, South, East and West combinations). This result leads to the conclusion that project plans for a single alternative have the same merit as project plans for a combination of alternatives. Therefore, combinations of these alternatives were not given a priority rating on this list, with the exception of the US 23 to Troy Road portion of 5 West combination with 5 East.

Committee Discussion - Alternative 9A - Easterday stated that it shows a 17% increase in William Street but no change on Central Avenue. Why? Valerie Croasmun stated that the model is causing traffic shifts in various areas. Gunderman stated that it is right because you have a block of housing north of Central Avenue that finds going down Central Avenue now inconvenient and given that type of alternative I can imagine them avoiding going down Central Avenue when they want to go through town. Easterday asked if Central Avenue is more overloaded than William Street? Gunderman stated that William Street flows faster, longer because at the point of this particular Alternative 9A, if you are on Central Avenue you have to go past the shopping center, hospital, traffic light clear into town. If you go on William Street you eventually have to face the railroad but up until you hit the railroad it is smooth sailing, no commercial, no traffic signals and the road is better. Speese stated that if we were to improve Curtis Street, for example, and take it straight through to London Road then the kind of thing that Mr. Easterday is talking about where people come across to William Street and then move east so they can go south, it seems to me that a Curtis Street improvement would drop them onto London Road connecting to Route 42 and then on out from there. Gunderman stated that what you are suggesting is not a new connection. What you are suggesting is a better connection. Will the model do a good job of accounting for that type of improvement? We are talking about an existing alignment on Curtis that makes two right hand turns to just get down to London Road, I think Mr. Speese is suggesting that if we make an improvement that straightens that out will the model show us the shift? Mr. Lawler (MORPC) stated that the model will probably not show a significant shift unless you were doing something more substantial with improving the route, then the model would reflect that - small changes will not really show up.

Bauserman stated that it is not just the traffic volume that a certain alternative attracts, it is also what it relieves. The fact that an alternative brings a high number does not mean that it relieves the problems we have. Ultimately the test in selecting alternatives is to not only consider what alternatives attract high numbers but what it does in terms of changing the level of service.

Gunderman stated he has talked to Mr. Ferrigno (City Engineer) and that they have a couple of suggestions for the committee to consider. Ferrigno stated that in regards to 3A and 3B, both have some impact on the downtown area but we looked at if there is another potential route though that area. We did find one if you go up to Rt. 521 and draw a straight line though where Berlin Station, Hull Road, Armstrong Road, and North Roads intersect. There is a potential, very simple route to look at that involves only two property owners and the ability to get under the railroad very easily. We want to add this in the model as a potential south/east link. Gunderman stated that Alternative 6 & 7 would be worthwhile modeling as these alternatives cross the railroad tracks and that is find if we can afford to pay for an overpass but if we can't then nobody seems very confident that we should anticipate a crossing there. We should do some modeling that essentially assumes that there is no connection there. We don't want to plan

everything around that we are going to have that crossing. We need to have a southern option that ties up to Hills-Miller. If we can afford to get a bridge, we already have a crossing for it on Alternative No. 1. Bill and I also suggest that maybe we should model a one way network on William and Central on the far east side or the east side as far as Lake Street. Easterday asked about a connector from Alternatives 13 and 4 where it hits Route 42 down to 521 or 36? Gunderman stated that we have in the network (which is not in this model) a road, which essentially connects from 521 going north to Route 42. There is a connector road in our current plan but it would not be completed by 2020.

Speese asked that the task force look at three or four top priorities to be worked on and talk about them next meeting.

ADJOURNMENT

Moved by Weber, seconded by Easterday to adjourn at 8:23 p.m. (All Ayes) MOTION APPROVED.

FUTURE MEETING DATES

June 8, 2000	6:00 p.m.
July 20, 2000	6:00 p.m.

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George Speese, Chairman

_____

Robyn Moehring, Secretary

MINUTES
THOROUGHFARE TRANSPORTATION TASK FORCE
June 8, 2000 6:00 p.m.
City Hall - Council Chambers

Chairman George Speese called the meeting to order at 6:00 p.m.

Members Present: Richard Harte, Donna Todd, Bud Weber, Windell Wheeler (arrived at 7:45 p.m.), Jeff Easterday, Dan Whited and George Speese.

Members Absent: Cathy Paulus (excused), Bob Campbell, Lea Morrison, and Chris Bauserman.

Staff Present: Gary Gunderman (Planning Director) and Bill Ferrigno (City Engineer).

CONSIDERATION OF MOTION TO EXCUSE CATHY PAULUS

Moved by Weber, seconded by Easterday to excuse committee member Cathy Paulus. All Ayes. **Motion Approved.**

CONSIDERATION OF MAY 11, 2000 MEETING MINUTES

Moved by Weber, seconded by Whited to approve the May 11, 2000 minutes. All Ayes. **Motion Approved.**

CONSIDERATION OF SETTING MEETING DATE FOR AUGUST

After discussion between committee members it was decided to set the August meeting for 6:00 p.m., August 17, 2000. Mr. Easterday stated that he would not be able to attend the July meeting.

DISCUSSION ON THE NEXT PHASE OF THE TASK FORCE WORK. The following is discussion among Task Force members and staff concerning the next phase of the Task Force work. Mr. Gunderman stated that the question is how does the Task Force want to proceed. There is currently no thought process going on with City Council, Planning Commission or anyone else on how to proceed. They are looking for a recommendation. You need to consider how and on what you will have some type of public participation before you make your final report. In general terms you can do the "standard" process and that is simply to write up a report and send it on to City Council and recommend that a particular plan be adopted (lines on a piece of paper) and maybe prioritize projects or you could also take a step further and write up a new chapter in the City's Comprehensive Plan. We can expand the chapter that deals with transportation which could be an improvement but that does not really move the whole process forward from where it was when it started in terms of getting an actual project done. I don't believe that the County will get into a real hard implementation discussion in their report. I know that we have had a couple of meetings on financing but maybe not enough for you to deal with that issue. In terms of settling for actual alignments of the roads, we would have to go from your report to the City Council for some funding and ask for a very serious preliminary study to be done for a particular section of road. You may

want City Council to have another committee appointed after the preliminary study is done to re-evaluate and decide exactly how to proceed after there is a much better cost estimate and potentially be in a position to have a public hearing on an actual alignment. The alignment discussion is very critical.

Mr. Weber stated that we need to adopt the concepts that we have seen. I don't know if we can do anything about the actual alignment. Is it a question of 3 or 4 of us sitting down and writing this report? Gunderman stated that you could do that depending of the type of material you want to talk about. As far as typical developer participation, federal funding programs and state funding programs, we have had some presentation from MORPC on how that works. If those are the types of issues that you think you have a clear philosophy on, you probably should sit down and write what you want to say. If you are saying things that are new, different and cutting edge you probably will want to consider your wording very carefully. If you are saying things that are very straight forward - I could probably give you some direction in drafting that type of report.

Ms. Todd stated she had a question regarding the prioritization of these roads - should we factor cost in there? How can we prioritize without knowing the cost? Gunderman stated that he talked to the consultants and the Task Force should have that information at the next meeting.

Ms. Todd questioned what should be considered (when we are talking about alternative roads) how many farms are we going to take out, how much are wetlands - that has to be a factor. The public acceptance will depend on what we would be taking out. Gunderman stated that if you follow that philosophy as a group what you end up with is that you cannot finish the report because you don't know about those factors. Maybe a brief interim report to City Council that states that you think two or three projects are the ones that should be pursued. Then advise the City Council that and in order for this Task Force to have a reasonable chance of telling Council how to proceed and get these built, Council should go out and hire the engineering consultants and try to do a preliminary study to allow this Task Force to determine an alignment. We should then have hearings on those alignments. You then say that if Council does these things then this Task Force would make a recommendation of more detail on how to proceed.

Mr. Harte stated that it seems that the Task Force should focus its energy on the internal non-glamorous projects and figure out how to get the traffic problems in front of the hospital taken care of. We need to figure out some north-south route. If we do an outerbelt, all we are going to do is open up for more development to fill up the highways. Weber stated that he disagreed. Development will come without the highways and if we don't have the highways we will have an even bigger mess. I think we should establish money on an annual basis in the city budget for road construction.

Mr. Whited stated that we need to focus on the big picture - to sell the entire concept to people before you get down to details and get people all excited and focusing in the wrong direction. Speese stated that if we propose something that the voters reject - you do not have to feel bad about it.

Easterday stated that we could be more project orientated and focus on certain projects.

Speese stated that I believe that we have to do a comprehensive approach that deals with the whole

city. That is the only way we will get citywide support. You can't do it all at once - you are going to have to do it in segments over a longer period of time. My first priority is something that goes east/west. We have something that goes north/south even if it is not that good but there is nothing that goes east/west. We need to make sure that we hit the hot button. What are the hot buttons? In the southwest quadrant we have to figure out a way to help the industrial park get trucks through from I-71. If we look at the connection between Section Line to Rt. 42 - that alternative can be done quickly because we have a lot of money for that already. I think there is three important connections: 1) connector between Liberty Road and Rt. 23; 2) connection from #1 to Rt. 42 and 3) the connector that goes from Rt. 42 to Section Line Road. It does not do much for "the point". I don't see doing anything internally except making William Street and Central Avenue one way does anything for "the point". We have four choices: a) do nothing and the problem will continue to grow; b) go around, c) go through and d) do some of each. If you look at solving the problem at "the point" I don't see any solution except a northern route that connect to Rt. 23. We also need to coordinate with the County's plan - especially Alternatives 6 & 7.

Ms. Todd stated that a major problem is the truck traffic and we need to figure out where the trucks want to go. They are going through town and we need to give them alternative routes. None of this stuff is going to be built within 10 years. I think the citizens of Delaware are looking for short term solutions like light timing, traffic lights on Houk Road, etc. Speese stated that if we go with Option A - it cost nothing, if we go with Option B - we say we need 2/10th of a mill on the income tax to do Option B, if we go with Option C that is another 2/10th so if we go with Options B and C, then that is 4/10th. We can go to Council and say here are the problems and it will cost 4/10th of a mill. We can also appoint another committee to look at funding.

Harte stated that if 1/10th percent brings in $1.5 million and 2/10th would bring in $3 million per year and if we do $3 million and use that to secure bonding of some form we are probably talking $50 million max if we can get somebody to lend us that amount of money, so we are looking at a pot of $50 million. That money can go to solving a whole lot of internal projects and maybe we use $20 million for the internal projects and $30 million for matching funds. Ferrigno stated that we can go that way. We can do 10 of 20 small projects in 10 years. Gunderman stated that if you adopt that type of strategy it does make a difference because if you say that the city as a whole will go after local tax money dedicated to a separate fund only usable for certain projects, then you need to be very clear what the money is for. You may want to adopt an entire map for the long term but for the purposes of the tax money I would say you might want to say specific projects. That money you can say goes toward paving or minor widening on Central or William, bridge replacement at "the point", etc. Harte stated that he has heard several times resentment to the thought that taxpayers are going to pay more taxes to improve highways for the industrial park that is going to put more trucks on our roads. Weber stated that the community does not understand the value of the industrial park. Weber asked Gunderman for similar types of reports that other communities have produced so we can see the format? Gunderman stated that there are a lot of transportation reports and he has a copy of one from Dublin that the Task Force can review.

Todd asked how much of this stuff will be repeated should we not integrate our work with the county? Gunderman stated that for a number of the projects it does rely on the expectations that the county has. For instance, in the northwest corner we have a loop road going around and we were

not getting as high traffic volumes on that section and the county plan shows a connection between South Section Line, North Section Line and another street coming east/west - that is a type of change we might want to consider but it is probably not in an area that we would put funding towards it because the traffic volumes are not that great and because it is probably an area that might not get developed by the city very soon. The county is discussing with ODOT what they think about some of these things like the alternative of Route 23/36 connecting all the way over to I-71. This project is the only one that would have a noticeable impact on the streets in the middle of town. The county in their process are going through a series of open house meetings and when they get done with those they are going to condense them into work groups but I think there is a reasonable chance that whenever they talk about the central part of the county somebody from the city is going sitting around the table with township trustees and all of these projects currently proposed outside the city boundaries are going to come to a real discussion point and there may be utility in you not giving your report until that is done - probably September at the earliest. Weber asked if there is any benefit in putting together infrastructure dollars and new construction dollars in one pot - is there any political benefit in doing that? Ferrigno stated that it would be a selling point to the public.

Todd asked what else could we expect from MS Consultants? Gunderman reviewed several items MS Consultants is under contract to do. They will be completing some additional modeling in terms of some of those segments that have not been done yet, rough cost estimate, specifics on local improvements, congested intersection improvements, looking at the one-way type of issues.

Harte stated that if this is going to be a permanent increase we can start off and do the internal projects (ones that people can visualize) and still have that revenue coming in so that if we want to do bonding and the state is ready to tackle these other projects we can do bonding at that point in time. Speese stated that if we are going to leverage other political entities to kick in with us we have to put some money in that pot. Todd stated that it would be very hard to sell this to the community. It is very important for us to be fiscally responsible. This has to be popular - this is the only way to get people to agree to it. Easterday asked if an increase in income tax is something that council has the authority to do? Speese stated that Council has the authority to do that but they may chose to have it taken to the ballot. I think a tax increase has to be for a specific time and list specific projects. If you have a specific list of projects and people drive through and clearly understand I think you may have something. Harte stated that if we identify these projects to get the long term financing and it turns out it is not our responsibility to do that it is actually going to be a state or county project then what happens to the money then? Gunderman stated that if you vote the money in, you have bonding cash in hand, you can build it now. If you want state funding you will wait 10-15 years for serious money.

Speese stated that we need to put together an outline for a report and I like Mr. Easterday's idea of starting with problems and saying that these are the solutions we propose. Gunderman asked if the Task Force would like to have some staff people come in to talk about tax issues? The committee stated that would be fine. Gunderman stated that we will not have the cost estimates until probably next meeting but the discussion about the minor projects that are very important - those will probably will not be available for another sixty days and it will probably be sixty days until we have that discussion with the county workshop. So in terms of priorities - you are probably 2 months away from being able to really complete that task. Weber asked if the Task Force is planning on writing

this report at these meetings or are we going to have separate meetings? Gunderman stated that it is up to you as a committee and that he will try to get the committee examples of other plans from other communities. I would say the starting point would be an outline and then maybe you can make decisions about whether there are parts that you want to break into subcommittees. Gunderman also stated that you may want to, although it may be a little too soon to say what you are going to recommend as an implementation program, whether it is going to be in the tax direction or whether you are going to say something else. Wheeler stated that you have to be specific if you are going to ask the taxpayer for money. Speese asked who has the real responsibility for being specific? This group can make recommendations but we still need more information from the consultants and we are eager to coordinate with the County but the county's position is as soon as it is part of the city they no longer maintain it in anyway. Speese asked Gunderman if he can start the outline? Gunderman stated that it would be helpful to have an outline put together in the next packet. Easterday stated that it would be helpful to have someone from the finance department give us some statistics. Gunderman stated that having probably the city attorney and either Nan Metz, Finance Director or Dean Stelzer, Asst. City Manager come in would be helpful in terms of understanding what is possible as far as taxes. Speese stated it would also be nice to know what other neighboring communities do as far as income tax, etc.

Mr. Clyde Gosnell, resident of Westerville, stated that it is important that you consolidate your efforts with the County because the planning that I have seen thus far will become city property or within city limits in the very near future. In the early 60's, I did some planning efforts for the northwest quadrant of the city and we recognized at that time that the city needed an outerbelt and we proposed an outerbelt sector on that side that aligned with Section Line Road, which is part of your current plan. Mr. Gosnell stated that MS Consultants needs to be more sensitive to areas where they show major arteries going through like a major artery going through the center of the Stratford Ecological Center, which is a major ecological center in the area.

ADJOURNMENT

Moved by Easterday, seconded by Wheeler to adjourn at 8:22 p.m. All Ayes. **Motion Approved.**

FUTURE MEETING DATES

July 20, 2000	6:00 p.m.
August 17, 2000	6:00 p.m.

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George Speese, Chairman

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Robyn Moehring, Secretary

MINUTES
THOROUGHFARE TRANSPORTATION TASK FORCE
July 20, 2000 6:00 p.m.
City Hall - Council Chambers

Chairman George Speese called the meeting to order at 6:10 p.m.

Members Present: Richard Harte, Donna Todd, George Speese, Bud Weber, Windell Wheeler, Dan Whited, Cathy Paulus and Lea Morrison (arrived at 6:30 p.m.).

Staff Present: Gary Gunderman (Planning Director), Nan Metz (Finance Director) and R. Thomas Homan (City Manager).

Guests: Chris Franzmann, Esq. and Steve Grassbough, Esq., City Bond Counsel from the firm of Schottenstein, Zox and Dunn.

CONSIDERATION OF MOTION TO EXCUSE JEFF EASTERDAY AND BUTCH SEIDEL

Moved by Wheeler, seconded by Paulus to excuse committee members Jeff Easterday and Butch Seidel. (All ayes) MOTION APPROVED.

CONSIDERATION OF MINUTES

Moved by Wheeler, seconded by Weber to approve the June 8, 2000 minutes as presented. (All ayes) MOTION APPROVED.

CONSIDERATION OF SETTING MEETING DATE FOR SEPTEMBER

After discussion between committee members, it was decided to set the September meeting for 6:00 p.m., September 14, 2000.

DISCUSSION WITH CITY FINANCE DIRECTOR AND CITY OF DELAWARE BOND COUNSEL ON THE POSSIBLE RAMIFICATIONS OF VARIOUS FINANCING ARRANGEMENTS AND REVIEW OF NEXT PHASE OF THE TASK FORCE WORK AND REPORT

Gary Gunderman stated that we have with us this evening Nan Metz, City Finance Director, and Chris Frantzman, City Bond Counsel. We are here tonight to explore what types of options are available in terms of city financing.

Nan Metz stated that as far as funding you have property tax, income taxes, utilization of service charges or user fees and assessment. An additional source of funding that is specific to street improvements is motor vehicle license fees and gas taxes which are to be used for street maintenance and state highway maintenance which we are already collecting. The City is also already collecting property tax and income tax. Property taxes fall into two difference categories - voted/unvoted or

Paulus asked on the 7.5% that goes to state highways from the gas tax and motor license fees does 100% of that go into 23/42 interchange? Metz stated no, that we used some for Central Avenue and Williams Street but it must be used for a state highway.

Todd asked Metz about sales tax. Is that an option? Metz stated that the city does not implement the sales tax, the county does. Todd stated that if we are talking about road construction in the county, wouldn't sales tax be an option? Metz stated that we do receive, of the sales tax that goes to the State, a portion back, which is called local government fund. The local government fund is collected in the general fund. In 1999, we received $1.2 million and the budgeted amount for 2000 is $1.5 million. Gunderman stated that increasing the sales tax is something that has to be discussed with the County Commissioners.

Speese stated that users fees, toll roads, property taxes are not a viable alternative for us but income tax is. The citizens of Delaware are going to get touchy about subsidizing the townships that have no taxes. Speese stated that he was concerned that the townships may have a naive prospective on how an joint economic development district would work - that the city will provide the roads, water and sewer and the township will keep the residents. We cannot provide the roads, sewer, and water without the revenues. Gunderman stated that we would get revenues by the city income tax in a JED. It has to be negotiated but the township probably already assumes it. Speese stated that we need to have a discussion with the county on sales tax and getting our fair share. Wheeler stated that 80% of what we are looking at on this plan is outside city boundaries.

Weber stated that in the current budget, there is not any money to take from the general fund to fund these projects and the current budget is to currently maintain what we have. Gunderman asked Metz how much general fund money do we put to capital and how much operating? Metz stated that we currently put about 25% of the 1% income tax and the transfer from the general fund for a CIT is running right on target (25%).

Homan stated that it is obvious that there is multiple ways to finance these projects by having county sales tax, income tax, or perhaps state dollars. I think the important decision is to try to bring some focus on those projects that the task force can reach a consensus on. The numbers that Mr. Gunderman has passed out shows that there is $150 million worth of projects. 5E and 5W alone is $40 million. One of this committee's focus needs to be what are those projects that you think are going to happen, the projects that are good for our city and what are those other projects that borders with townships and the county that make sense. We need to figure out how to rank those. Nan Metz has laid out the options but really cannot do much more until we know the magnitude. You need to get a report back to council.

Gunderman stated that the work up to now is similar to previous studies. We need to move pass it and go beyond. We need to get some direction and strategy on how to actually do the projects. One part of this committees report is to say "these are the projects, these are roads" and then we need to include those in the city's comprehensive plan, and then I think the other part of this committees task is to lay out some game plan for how and when we move forward. One plan could be to pick out a number of projects, perhaps the smaller lesser projects and say we are going to go to some tax arrangement and lay out a timeframe. We could have a list of projects that we see no

way of doing except to get state money or some other money. I think some priority on the timeframe should be attached to each project. There also needs to be some additional recommendation on keeping the pressure on - some mechanism that keeps the process moving. Maybe we need an appointment of some other type of commission that helps play this role. Maybe we need a board or commission that holds public hearings, establish the right-of-way because these projects are going to be difficult when it comes down to right-of-way and alignments. Maybe we need a board or commission to help sell a particular project to the community. Paulus stated that establishing another board or commission would just delay the projects. Speese stated that we have an obligation to summarize what we have done and make some proposals of what should be done. I think Gary is worried that the report will get put on the shelf until the next task force is appointed. Paulus stated that she would support a group that would implement the plan. Weber stated that he was concerned that this is the same plan that we had in 1964. We need to set the alignments - this is probably our last chance to do so. Gunderman stated that you need to do something to lock in that alignment. To do a good job of locking in an alignment you have to proceed with the preliminary engineering studies. You need to say in your report, which projects need to have those studies within the next two years. When those reports come back and it is time for the city to adopt a particular alignment (where the road is going to go) then the task will get rough.

Homan stated that you need a permanent commission whose purpose would be to make recommendations to the city council/planning commission on projects. Once you give your report then this task force ends but we need to make sure that the alignments that you talked about are carried out and that will happen when another commission is appointed.

Steve Grassbough, Bond Counsel, stated that an income tax would fly better than a property tax. You should be setting a program with the joint economic development districts. TIF is one with the county where you acquire right-of-way and at the same time talk with the property owner and getting them to agree that when there is development it will be TIF, so they don't pay anything until they sell the land or something comes onto the land that they get the TIF. Those are things that you can recommend to get started. You could do either a bond issue for a specific project or you can start with your income tax and tell voters that it is going to go to these types of projects. A TIF or JED would be a thing that would create a pot of money for projects in the future. You can also put into the City Charter that a certain percentage of what income tax you collect will be for capital improvements.

Homan asked if the City of Delaware the exception to not receiving any of the dedicated sales tax for road and bridges for projects within the incorporated city. Alternatively, is that the norm where you have a county sales tax levy from all residents? I have heard that some cities have made arrangements with the county that some of that sales tax levy for roads and bridges comes back to the city in a form of a grant or some other way. Grassbough stated that there is a program in Montgomery County where the county gives money to all the townships and the cities within the area. There are other agreements where the county engineer and city engineer get together, talk about it, and decide what roads are to be done. If you plan on doing Alternative 5E you will need to have county participation. You also need to get your state representatives involved.

Todd stated that we need to address what we feel are the most important traffic problems in

the city. We need to look at which plan will elevate what we feel is a traffic problem. Once we get the projects listed, we need to decide how to fund it. Speese stated that Mr. Weber, Mr. Gunderman, and himself are working on an outline and we need to list what our priorities are.

Harte stated that Alternative 6 and 7 - it looks like the opportunity to do it is now. If we want Alternative 6 & 7, which would cost $17 million, how much of the $17 million do we need to have in our pocket to negotiate with the developers to make it happen? Gunderman stated that we could probably negotiate reasonable for 1/5th but you would have to wait until developers develop the entire length of that road. If we have the money for that particular project, the money in hand, and we negotiated with the developer to get the road upgraded the way it should be we would not have to do the alignment study for that one.

Wheeler asked if we had the money or had the ability to do the road now what is our legal ability to build these roads outside the city limits. Grassbough stated that you could acquire property outside the city. You have the right to buy things outside the city but I don't think you can use eminent domain outside the city.

Frantzman stated that you need to break things into smaller pieces and prioritize them. Steve and I can come up with a wide variety and creative ways to finance and each one of these projects will have one or more ways to finance, they will not all be the same. These projects are major and the JEDS, TIFF, and things like that in and of themselves will not produce the dollars you need. It will really fall upon the income tax or voted bond issue. Either event will require some consensus building with the public to get the public behind you. If you do not do a voted issue you can get about $20 million right now but it you do a voted issued you can get about $45 million.

Speese asked the committee members to write down the top three problem areas and list the solutions for the next meeting.

Todd stated that we should invite the press to our meeting. People should have an idea of what we are doing - what is going on. Paulus stated that we should have our priorities in place before we invite the press.

ADJOURNMENT

Moved by Weber, seconded by Harte to adjourn at 8:10 p.m.

FUTURE MEETING DATES
August 17, 2000 6:00 p.m.
September 14, 2000 6:00 p.m.

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George Speese, Chairman

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Robyn Moehring, Secretary

MINUTES
THOROUGHFARE TRANSPORTATION TASK FORCE
August 17, 2000 6:00 p.m.
City Hall - Council Chambers

Chairman George Speese called the meeting to order at 6:10 p.m.

Members Present: Donna Todd, Bud Weber (arrived at 6:50 p.m.), Windell Wheeler, Jeff Easterday, Cathy Paulus, Richard Harte, Lea Morrison and George Speese.

Members Absent: Dan Whited and Butch Seidel

Staff Present: Gary Gunderman (Planning Director)

CONSIDERATION OF MOTION TO EXCUSE DAN WHITED

Moved by Harte, seconded by Easterday to excuse committee member Dan Whited. All Ayes. **Motion Approved.**

CONSIDERATION OF JULY 20, 2000 MEETING MINUTES

Moved by Wheeler, seconded by Harte to approve the July 20, 2000 minutes as presented. All Ayes. **Motion Approved.**

CONSIDERATION OF SETTING MEETING DATE FOR OCTOBER

After discussion between committee members, it was decided to set the October meeting for 6:00 p.m., October 26, 2000.

DISCUSSION ON ESTABLISHING PRIORITY OF PROJECTS

Gunderman stated that the County workshop is scheduled for October 24th at Hayes High School and will start at approx. 6:00 p.m. Gunderman suggested that Committee members attend the workshop. The invitees for participation and discussion will be City Council members, township trustees, and County board members. The tentative format will be approximately 30 minutes of viewing the different boards and charts, then there will be a 30-45 minutes presentation from MS Consultants. There will be a discussion period by the invited participants and after that, there will be a general public comment period. This will be the last of the four workshops.

Speese asked Committee Members for their three top priorities. Morrison stated that the first thing was to find money for the interchange at Pennsylvania going across to 42, then go from Alternative 5E to 42 and cut down to 36. This would help the traffic coming in from I-71 who wants to go to Rt. 23N. They could go I-71 into the 36 (5E intersection) and go north, go back west, go across to Rt. 23 then north. If they want to get to 42S then they could come in and go that same path. My

third choice would be Alternative 5W from 23 around to where Section Line Road comes in and go down Section Line Road to 42. These three pieces would relieve traffic through our town. It is possible to do sections of a large proposal (i.e. 5W); it has been done in many places. Paulus asked if there are any environmental factors to get from Pennsylvania Avenue over to 42. Morrison stated that we would have to cross the Olentangy River. Wheeler stated that he thinks that part of the river is not under the Scenic River designation. Speese asked Mr. Gunderman to check into where the scenic river designation begins and ends. Gunderman stated that crossing the river anywhere will be expensive.

Todd asked what does designated truck routes mean? Gunderman stated that trucks must use that route. State routes (i.e. SR 36/37) are truck routes and there is no ability to compromise. Todd stated her main priority is an east/west route - getting people to Columbus. Alternative 3A is the only way that will affect SR 36/37. Also Alternatives 1A and 1B for the southern corridor. Todd stated that she did not think widening Central Avenue would be feasible. Alternative 3A is a way for traffic to get to Rt. 23.

Paulus stated that the two biggest issues are "the point" and out by the hospital. I would like to investigate widening "the point". That would be less expensive than Alternatives 5E and 5W. Todd asked if something like what Paulus suggested could be done quicker. Gunderman stated that to widen the underpass would not be quick. Weber stated that widening "the point" is not going to help. We need to take the traffic away from "the point".

Harte asked if the railroad is going to abandon the loop where Robinson's Flower Shop is. Gunderman stated that it is possible. Harte stated that if that could be negotiated, couldn't that land be taken and build the connector to make William Street and Central Avenue one-way and you would then have a wide area to bring those two together and still give a better turn for the trucks to come up William Street and make the conversion onto Lake Street, do you think that would work? Wheeler stated that he couldn't see that. You would have to take the railroad down to the street grade. Speese stated that if we did that we could almost use the railroad right-of-way and take it out to Alternative 5E. If you widen the underpass then more trucks will come through. Paulus stated that she would like to see Alternatives 5E and 5W, 2 and 1B (if the County would do a connect to Owen Farley Road & 42).

Weber stated that his choices are Alternatives 13 and 7, which are two alternatives that can be done quickly and Alternative 3B, which is a long-term solution to 36/37.

Harte stated that Alternative 7 should be a priority. Alternative 6 should also be a priority because the biggest problem is Central Avenue and Alternatives 6 & 7 will provide an alternate route to Rt. 23 and take the pressure off Central Avenue. Harte stated that the airport re-routing and in conjunction with doing that do Alternative 1A down to Alternative 2 (to Bunty Station) to put a termination point on the Sawmill project. Speese stated that we should take the opportunity to design our end of the Sawmill Parkway so that it benefits us.

Easterday stated that he is not thinking too seriously on the outerbelt routes. We need to focus on helping the residents of Delaware. Alternatives 6 & 7 providing that connector and providing a similar connector on the south end which is the Airport Road and Alternative 1A over to Sawmill

Parkway. Easterday stated that he liked Alternative 1B except that it went through the Stratford Ecological Center. Alternative 4, if we had someway to take that connector down to 36, then I would say lets look at that. Alternatives 3A and 3B connecting to 36 is the only way to ease congestion at "the point" with some type of connector.

Wheeler stated that Alternatives 5E and 5W doe not really help if we do them in sections. I look forward to some internal changes that we can do. Alternatives 6 & 7, I see those as developer driven and developer built with the city maybe putting some money into them. Alternative 3A is a possibility to get truck traffic from 36 over to 42 easier without going through town. However, it would mean that the Route 23/42 interchange would have to be reconfigured. Sawmill Parkway is more usable for residential traffic and not for truck traffic. Alternative 3A is a way to get trucks around from 37 to Rt. 42. The number one project is Pennsylvania and Rt. 23. Wheeler stated that most of the roadways we are looking at are in the County. Easterday asked if the County plan has any type of SR 36 to Rt. 23 south connector. Paulus stated no.

Speese stated that his first three choices is Alternatives 5E, 5W and 1B. Alternative 5E is likely to be a commercial and industrial area, which would be city, funded. Alternative 5W could possibly be developer funded. We need to find a way to get trucks from the Industrial Park to I-71. Speese stated that his alternative plan includes Alternatives 6 & 7. He does not want to make Pennsylvania Avenue a truck route.

Easterday asked if there is a way that we can control or limit the number of new homes that are placed in the developing area. Speese stated that the plan he is proposing would reduce density. The price of the homes would be high enough so the lots would have to be large and that in itself would reduce the density. Weber stated that you couldn't use traffic as a controlling factor for housing density. It is not our responsibility. Our responsibility is to get the roads. Gunderman stated that Dublin did alter their city's land use plan to lower density based on their inability to manage traffic.

Harte asked Weber, since he has studied some of the plans, how do we get to something that we can communicate to the public? Weber stated that he, Gary, and George have developed an Recommendation for Action. There is a piece that we will need to put together for our comprehensive plan for the city, in which we basically compile all the data we have into a report. The other piece is an action plan. We are really creating two documents, a piece that we will recommend to go into the comprehensive plan and that means that the city will follow those recommendations and the action plan. The action plan includes a thoroughfare plan priority project piece which will include short term projects, easy ones within the city that we can do with our own capital funds (i.e. Alternative 13) (one to three years), mid-term projects (four to seven years) and long term projects (over eight years). The other recommendation is to create a thoroughfare commission, which would make sure that projects move along. The scope of this commission would be to give recommendations on all roadway issues, location, and designation of all new roads, and enlarging of existing roadways. There is also a community education piece of the process, which would sell the project over a reasonable period to the community. This can be done by one or more persons or by a public relations person or firm. Harte asked about the funding recommendation, should we get into that? Weber stated that he believes that comes under the comprehensive plan. Gunderman stated that it could be in the action plan and not in the comprehensive plan. Weber stated that we need to have our recommendations for action to city council by late fall this year and the priority process

needs to be finalized soon. Gunderman stated that one strategy in terms of prioritizing that you might pursue are those projects that you think can be done with city/county money as one grouping and then a different priority would be given to big projects where you expect state money where the local participation was understood but not specified.

Harte stated that he would like the committee to come up with a priority list before we leave here tonight. We need to get a consensus on something like what are self funded projects, and what are the projects that there is no way we can even think about unless we get federal money. Alternative 5W and 5E, if the federal government is not involved then it is not going to happen. Speese stated that it might happen if we say that that area is going to be an industrial zone and the city/county is going to put enough money in to build the infrastructure needed. That could be one of those tax incentive deals. Easterday stated that he thinks of Alternatives 6 & 7 as being self-funded. Paulus stated that she knows that the committee needs to come to a consensus but what about the impact of the County and their plan. Gunderman stated that the County is probably not thinking the way the city is thinking about an action plan. The County is doing just the plan document. They have never had a countywide transportation plan. They will probably get projects identified but will probably not attach money. Speese stated that we are more than willing to work with the County anyway we can. Weber stated that he would like staff to give us the finance breakdown on these priority projects. Paulus and Harte stated that they would develop a list of short, mid and long terms projects. Wheeler stated that list should then be subdivided by financial and subdivided even more by when projects can be started. Gunderman stated that when you get your action plan, the action plan should say that you recommend to city council that they start a preliminary engineering on this road next year, and on this road the following year, etc. and that they consider a financing mechanism for specific projects.

ADJOURNMENT

Moved by Speese, seconded by Morrison to adjourn at 8:30 p.m. All Ayes. **Motion Approved.**

FUTURE MEETING DATES

September 14, 2000	6:00 p.m.
October 26, 2000	6:00 p.m.

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George Speese, Chairman

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Robyn Moehring, Secretary

MINUTES
THOROUGHFARE TRANSPORTATION TASK FORCE
September 14, 2000 6:00 p.m.
City Hall - Council Chambers

ROLL CALL: Chairman George Speese called the meeting to order at 6:30 p.m.
Members Present: Richard Harte, Donna Todd, Bud Weber, Windell Wheeler (arrived at 7:15 p.m.), Cathy Paulus, Dan Whited, Clyde Seidle and George Speese.
Members Absent: Lea Morrison and Jeff Easterday.
Staff Present: Gary Gunderman (Planning Director) and Bill Ferrigno (City Engineer).

CONSIDERATION OF MOTION TO EXCUSE JEFF EASTERDAY

Moved by Weber, seconded by Whited to excuse committee member Jeff Easterday. All Ayes. **Motion Approved.**

CONSIDERATION OF AUGUST 17, 2000 MEETING MINUTES

Moved by Weber, seconded by Paulus to approve the August 17, 2000 minutes. All Ayes. **Motion Approved.**

CONSIDERATION OF SETTING MEETING DATE FOR NOVEMBER

After discussion between committee members, it was decided to set the November meeting for 6:00 p.m., November 16, 2000. Gunderman reminded members that the County will be holding a workshop at JVS South (previously set for Delaware Hayes High School) on October 24th, 6:00-9:00 p.m. which will include Delaware Twp, Berlin Twp., Brown Twp., and City of Delaware.

DISCUSSION ON ESTABLISHING PRIORITY OF PROJECTS

Gunderman explained the process of the matrix process that Mr. Seidle developed. The matrix is useful if you are ranking all the projects in total for all the reasons involved. Essentially, you rank every single project head-to-head, one-on-one against every other project. (Gunderman demonstrated how the ranking process worked via computer). Seidle stated that you do not do it individually but as a committee. For example, you would ask how many people here think the connector between 42 and Route 23 (1A) is more important than 1B? You would ask for people to raise their hand and you count the votes and input it into the matrix. You do not debate the merits and you do not discuss it - you just keep moving on and you let the results determine the outcome. Gunderman stated that at the last meeting committee members, each selected three projects but an overall thought process we did not agree upon. Weber asked that other than our own personal issues and wants do we have any things like, even though you say keep cost out of it, costs being a factor, greater goods being a factor and how many of those do we look at? Speese stated that a lot of that is available but unfortunately, not with the packet you just received. Weber asked how do we apply those. Gunderman stated that it would be helpful to discuss seeing how you want to apply these. I think it would be helpful to see if you really want to keep the large outerbelt type projects on the plan and if you keep them on the plan do you want to put them into the matrix. Seidle stated that you should not worry about those things initially because what this process will help you do, is weed out those projects that have very little value so why go through all those other analysis. Once you get into which ones are viable, then you can begin to analyze the physical constraints, what are the time constraints then that goes into another analysis to show the implementation of our priorities. You put together an implementation plan, which takes into account feasibility, good to the public, bang

for the dollar and economic constraints. Harte stated that we do not have enough money to do any recommendation unless it costs less than $500,000. Speese stated that there are various ways to finance these depending on where it goes (developer, industrial park, etc.). Paulus stated that she was concerned because we have not held a public meeting. Do we make a priority list and then go out to the public? Speese answered that we will be scheduling public hearings soon.

Speese shared with the committee a rough outline that he put together. He stated that he sees a report focusing on three "P's" - the Problem, the Process, and the Proposal. The Problem contained two categories - 1) the issues themselves and 2) the areas. As far as issues, in some places in town we have too many trucks and other places we have too few. We need trucks. We ought to see trucks as a sign that we are prosperous. How will they get to and from I-71? If we do not want trucks in our downtown, where do we want them and how do we get them there? What areas are there? The "Point" is a problem. What are our choices? Do we widen the bridge at the "Point" so we can get more trucks through? We also have to get industrial park traffic to I-71 and we have to deal with that somehow. Through traffic other than trucks is also a problem but it is not just our problem and for both of those we have a legitimate right to go to State and Federal and ask for help. The Process is what we already have been through. You take the material from MORPC, and the consultants and say these are the projections they are giving us. That should be part of our report. Next, what is our proposal? There are two pieces: 1) what are we going to do about our plan for the future? Lets put in the roads we want and things we need to do and make that territory know as reserved and the other piece is that we want to start here and build this and with the matrix it will help us to say which ones we will start with. Speese showed committee members a new alternative (Alternative No. 36, which came out the committees consensus that they liked Alternative 6 & 7) This alternative would continue Alternative 6 & 7 and connected at Panhandle on over to Horseshoe Road crossing the roadway and railroad track with one bridge and connected that to Rt. 42 and 521 then later taking it over to connect to 36/37. Weber asked that other than the in town traffic from our industrial park, are you saying that the majority of the truck traffic we get is coming from the north trying to go to 36/37 to go south and that the biggest number of trucks are coming from the north to go south rather than the south to go north? Speese stated no that the connection at I-71, Rt. 23, 36/37 vice versa generates the largest volume. Some of those are north/south and some are coming the other way. The advantage to this alternative is that it already crosses the Olentangy River and there is not much in the way of development (land). Weber stated that with this alternative you would have to ask ODOT for a cloverleaf interchange. Speese stated that ODOT has a new version of a cloverleaf (the one at Sawmill Road), which has real merit. Gunderman stated that there probably is a good case to made for the extension from Panhandle down to Rt. 36 and if you model it, that segment without the outerbelt would get a lot of traffic. Alternative 6 & 7, Gunderman stated he was not sure about. Harte stated that with Alternative 6 & 7 and between Alternatives 13 and 4, I see railroad tracks and when we run up against a railroad track, we are going to build either an overpass or underpass. Gunderman stated that is probably true. Harte asked what if there is enough money to get this started and you add the overpass in five or ten years? Speese stated that the governor has started a new program where they are giving out bridges but they are not good for new pathways but are being reserved for existing, which might qualify here. We might want to look at getting in line for a bridge.

Harte asked Speese how would his proposed new alternative help relieve the pressure at the "Point"? Speese stated that it would solve the problem of trucks and other things trying to move from the "Point" to Rt. 23 northbound and vice versa. Paulus asked if a study can be requested from

MINUTES
THOROUGHFARE TRANSPORTATION TASK FORCE
November 2, 2000 6:00 p.m.
City Hall - Council Chambers

ROLL CALL: Chairman Speese called the meeting to order at 6:10 p.m.
Members Present: Donna Todd, Bud Weber, Windell Wheeler, Cathy Paulus, Dan Whited, Lea Morrison, Jeff Easterday, Chris Bauserman and George Speese.
Members Absent: Richard Harte
Staff Present: Gary Gunderman (Planning Director) and Bill Ferrigno (City Engineer).

CONSIDERATION OF SEPTEMBER 14, 2000 MEETING MINUTES: Moved by Wheeler, seconded by Weber to approve the September 14, 2000 meeting minutes as presented. All Ayes. Motion Approved.

CONSIDERATION OF SETTING MEETING DATE FOR DECEMBER - After discussion between committee members, it was decided to set the December meeting for 6:00 p.m., December 7, 2000. Also a public hearing will be held on November 16th (time and place to be determined).

PRESENTATION BY MS CONSULTANTS OF RECOMMENDATIONS FOR TRANSPORTATION PLAN - Gary Gunderman introduced Jim Bixby and Valerie Croasmun from MS Consultants. Mr. Bixby stated that the format for the presentation this evening will be a Power Point slide show. We will outline the strategy in trying to develop the Thoroughfare Plan for the city and county. Ms. Croasmun will discuss the individual elements that have been suggested by this task force and by the citizens that have been tested for the benefit of their inclusion in the overall traffic model for the City of Delaware. At the conclusion of this evenings meeting we should have a good consensus from this group relative to the roadway elements that will go into the computer model to do the next round of alternative testing. We have currently identified about 35 different alternatives individually and have taken one of those by itself and inserted it into the traffic forecasting model along with the existing roadway network. In some cases the particular alternative attracted very little traffic and some others showed good promise and helped relieve congestion. Those are the types of elements we hope to keep in the model and to do the next level of forecasting with. The next level essentially is to take these individual elements that we have looked at and put them together in the model at the same time so that we can see in combinations how well they distribute the traffic. The ideal is to have a twenty (20) year plan for the city and the county where major roadways are largely the same roadways - blended together. Our hope is that after this evening we will be able to get closure on what the network should look at. We are just looking at the network element, not whether it is two or four lanes, etc. Part of the work still left to do is the analysis of whether it is better to widen an existing street from two lane to four lanes or is it better to create a new street that is two lanes wide in a new place. Mr. Bixby showed the task force the County Thoroughfare Plan map and a copy of the City of Delaware Preliminary Thoroughfare Plan. The County is moving along very fast and their part of the thoroughfare plan will go to Regional Planning Commission and to the County Commissioners this year. The ideal is to get both the City and County plans done within the next 60-90 days.

Valerie Croasmun, MS Consultants reviewed the city alternatives with some of the county ones intermingled to show how they would work together.

Alternative 1A and 1B - East-West connector road between SR42 and US23 and goes to South Section Line Road. This alternative is suggested for further study because it provides an east west connection between US23 and South Section Line Road and between SR42. It would be a major roadway which would serve some of the industrial areas in the southwest corner of the city. It would also take some of the truck traffic off of Bunty Station Road for the other local roads. It was shown in the model to reduce traffic on Hull and Hawthorn roads.

Alternative 2 (also County Alternative E) - This is an extension of Sawmill Parkway from Home Road to SR 42 and with a connector road ultimately to South Section Line Road. This alternative was suggested for further study because it shows to load a lot of traffic on it. It will help to reduce traffic volumes on US 23 and Rt. 315.

Alternative 3A - Connector road from the intersection of Armstrong Road and Pollock Road following east along Curve Road connecting 36/37 between Glenn & Sweeney. This alternative was suggested not for further study because it has less merit than Alternative 3B or another alternative in the area. This alternative does not directly connect to US23.

Alternative 3B - Connector road east from Alternative 1B at US23 to connect with US 36 and SR37 between Glenn and Sweeney Road. This alternative has been suggested for further study although there are some other alternatives that have been brought up. There is a lot of concern about putting something in this area because there are railroads, geographical concerns, location of the river to US23 and we are looking at something to connect traffic between US 36 and US 23. An alternative to 3A or 3B is to connect to an existing road (Glenn Road) at 36/37 and come down and extend possibly to Cheshire Road. Cheshire Road on the county map goes across the reservoir and in the county there is an option of extending it east further between Sunbury and Galena to make a connection between 36/37 with a possible interchange.

Alternative 4 in combination with Alternative 13 - Alternative 4 is an extension of Pennsylvania Avenue east from its existing location (at US23) over to SR42 and Horseshoe Road. Alternative 13 is the completion of that interchange.

Alternative 5W - NW bypass route extending west from the intersection of South Section Line and SR203/SR37 intersection with US23 midway between Hills Miller and Coover Road. Alternative 5W is labeled for further study because there are county alternatives in the county network that would address similar issues that Alternative 5W would address. Hills Millers shows being congested just west of US23 to the point that it will require some improvement (widening). Alternative 5W shows to help relieve that traffic volume so that Hills Miller Road would not need that improvement. County Alternative Y (extension of Mink Street to SR42/County Home Road and G (extension of South Section Lined Road) both reduce traffic volumes in this area but also provide for more regional contiguity.

Alternative 5E - NE bypass route which connects Alternative 5W at US 23 with US36 and SR37 at Alternative 3A/3B just west of the railroad tracks. This alternative was shown to pick up the trips in the model network. It had between 24-28,000 vehicles per day. This alternative helps reduce trips on Lake Street and other residential streets and is suggested for further review. There is also some options to this alternative like a grid network and if done like this there would be a connection between 36/37 north

from Glenn Road and extend up to an extension up by Panhandle Road or even extend up to County Alternative Y which is the Rt521 connection that went clear across the county.

Alternative 6 and 7 - providing an east/west route in the northwest area of the city to connect at the river crossing at Panhandle Road. Alternative 7 is an extension of the committed connector road between Houk Road and Troy Road.

Alternative 8 - This alternative is suggested for further study. This is an extension of River Oak Drive west from Stratford aligning with Cottswold Drive at US23. With this alternative in the network there is a possibility it will reduce the traffic volumes at the Rt. 315/Stratford Road/US 23 intersection.

Alternative 9A - Extension of Lexington Blvd south to US36.

Alternative 9B - Extension of Curtis Street north to SR37. The purpose of Alternative 9A or B is to provide an alternate connection between 36/37 west of the city and possibility elevate traffic on the Houk Road connection which is right now the only connection on the west side. Alternative 9A did reduce volume on Houk Road and also reduced some of the volumes on Troy Road south of Pennsylvania Avenue. It has been suggested that Alternative 9A be looked at for further review than Alternative 9B.

Alternative 10 and Alternative 11- were shown as providing a connection between Curtis Road and Firestone Drive extending across to Houk Rd. connector. It is recommended that Alternative 10 not be studied further because it did not have much merit as some of the other alternatives. Alternative 11 instead of having it as an alternative it was put in as E + C network decision. It is something to look at further.

Alternative 12 - Extension of Hull Drive east from Stratford Road to Pollock crossing the Olentangy River. It is suggested not for further review. There is a lot of difficulties with trying to obtain a river crossing.

Alternative 14 - Connect road from intersection of Armstrong and Curve Road to the intersection of SR 521 and US 36/37. This alternative has been suggested for not further review. This alternative does not provide an additional connection to Rt. 23.

Alternative 15 - US 36 and SR37 as one way pair between the point at Bowtown Road to Lake Street. It has been suggested not for further study. This alternative should be studied further as a traffic safety study in more detail.

Ms. Croasmun stated that the thoroughfare plan is unable to totally address truck percentages on the street; however, if you divert or provide alternative routes for local trips and through trips then there will be other routes for local traffic to use. You can't always divert truck traffic from the state routes which go through the city.

Functional Classification of Streets - Ms. Croasmun stated that function and classification of streets are very important and one of the fundamental parts of a thoroughfare plan. They provide a design standard that you go by when you build roads or purchase right-of-way. There are three types of roadway

networks: (1) local road which services the residential units or industrial units and has direct access, direct driveway access and relatively low volume roadway; (2) collector roads which serve to collect the traffic from the residential low volume roads and move them onto the arterials which are the main through roads; and (3) arterial highways which carry high volumes of traffic through areas with very little minimal access points. Arterial and collector are further divided to major arterial and minor arterial. The major arterial highways which have been suggested for the city area are US23 corridor, North Section Line and South Section Line connection, US 36, US 42 and the connector roadway (Alternative Y), Alternatives 5E, 5W, 3A, 3B, 1A and 2 connector. The minor arterial roadways are items such as Troy Road, South Sandusky Street, London Road, Liberty Road and SR37. The collector roadways would be roadways such as Pennsylvania Avenue, Horseshoe Road and Panhandle Road.

Questions from Audience - Mr. Jeff Dickinson asked if it is a goal to ultimately have an outerbelt all the way around Delaware? Gunderman responded that is not the goal but one of the goals that lead to those type of proposals was a concern about the volume of traffic going through the center of town, particularly truck traffic. We hoped that an outerbelt type of concept would help alleviate that. Ms. Croasmun stated that the model results showed that when you place any of these alternatives in the model they may reduce the volumes between the point and US23 or on 36/37 between the alternative and US23 but the traffic in the city area still exists. The model did show a reduction in trips. Alternative 5E which connects US36 to US23 showed the greatest demand.
Speese stated that when he began this process his major goal was to find a way to permit through traffic particularly truck traffic to move east to west without having to go through the downtown.

Dirk Orr, resident in Stratford Woods stated that there are a lot of people here tonight that are residents of Stratford Woods. We are concerned about the 3B connector between Rt. 23 and Liberty Road because that goes right along our backyards. We are here to find out if there is a possibility for an alternative to that connector.

Jeff Stacy, Stratford Woods resident stated that he is concerned with Alterative 3B. We need to maintain the Stratford Ecological Center for our children.

Matt Cougill, Stratford Woods resident asked why can't vehicles use Home Road instead of going through my backyard? Speese responded that there are plans at the county level to use Home Road and the engineers have said it is possible to put a roadway through the northern edge of the ecological center without doing great harm to the preserve. Mr. Cougill stated that is totally wrong. It will disrupt the wild life.

Mr. Jim Harpster stated that he farms at the Stratford Ecological Center and if the city feels that building this road will not destroy the Center then they should come out and visit the Center.

Mr. Dickinson gave the task force members a letter inviting all members to come out during a task force meeting to the Center. Mr. Dickinson stated that the Ecological Center would be happy to host the meeting and show the resources of the Center. There are a lot of obstacles at the Center which I don't think you are aware of like a state nature preserve, wetland area and the Center is seen as a community resource.

Charlie Hampton, resident of Stratford Woods asked why we are pulling more traffic to a residential area

by extending the Sawmill Parkway so far north. Do we have to bring the parkway so far north? Can't we bring it further south and divert over towards the industrial area? Valerie Croasmun stated that if you place the connection further south you may not be assisting the Bunty Station traffic but that is something that would have to be placed in the model to see how it performs. Gunderman asked Croasmun if it does not cross over to Rt. 23 is it a worthwhile connection? Croasmun stated that it would be worthwhile for the north-south connection up through to 42. Speese stated that the problem with Sawmill Parkway is that it is going to exist and its going to end somewhere in Delaware County and be a major alternative to Rt. 23. Once you get south of Stratford Road the problem is how does the traffic that is on Sawmill Parkway that wants to get over to Rt. 23 accomplish that. You can only accomplish that by crossing a scenic river which is extremely difficult. We tried to design a plan where we cross a scenic river as few times as possible.

Croasmun stated that we are trying to make some type of closure on what alternatives the task force wants to keep in their plan, where they want to proceed from here so we can get a final model network. This whole plan is not done yet, it is all draft. We are looking at trying to find out which of these alternatives we want to carry forward to look at together in combination. Some of them may or may not have merit, some may fall out and all of these alternatives will ultimately be placed in when there is money to do them, when development shows that there is a need for them and then they will be further design and review. Brian Palmer asked what kind of time table is the task force looking at to make their recommendation, to implement it and where would the implementation start. Speese responded that this task force will make recommendation to the City Council about which routes to start with and how to finance them. The kind of dollars we will need will be way beyond the capacity of the City to pay for and the citizens will get a chance to vote on that.

Shelle Dohn who works at the Stratford Ecological Center stated that she called MS Consultants on March 2nd to make them aware early in the process that there is a wetland at the Center. Ms. Dohn stated that people who live on Bunty Station Road knew when they bought their homes that that road was a major truck route - why can't that road be widen to handle truck traffic?. Mayor Tom Thompson stated that the worst thing we can do is nothing. If we don't start moving some traffic it is not going to get any better, it will just get worst unless we come up with some alternative to move the traffic. There needs to be a south-west connector and if you take it too far south they will not use it. Paulus stated that she appreciates the citizens concern but would like to know where the most concern is - for the homes or for the ecological center? Mr. Dickinson stated both. Paulus asked Mr. Speese if there was any possibility of this task force looking at different alternatives - like going a little bit further south. Ms. Croasmun stated that we are just looking at connections - we are not trying to figure out exactly where the road is going right now. This is just a draft. We are taking all the suggestions and all the suggestive alternatives and proceeding to combine them with the county alternatives into a final model run. After the final model run we still have outputs to go through. We have to go through all the outputs, see what is going on, adjust them and see if any of these alternatives still have merit when they are combined together with each other. After we get through the final model run there will be some five year increment runs. Paulus again asked if the task force could look at another alternative that is in the Stratford Woods area (from Liberty to US 23). Bixby stated that we are not looking at alignment specific. The alignment could be in the neighborhood, in the ecological center, it could be south of everything or north of everything. What we are testing is if it makes sense to have a connector that goes from US 23 to Section Line Road. If this alternative does not test well then that will be the end of that alternative. If it does test well then the next step could be an additional procurement to try to find a

place to put that road. Gunderman stated that a portion of the work of this task force is trying to deal with the issue of how the city is going to be able to proceed in the future and get roads actually built. This will be a very long process. It could be in the next five or ten years. Speese thanked all of the Stratford Woods citizens for coming and expressing their thoughts.

Discussion on Grid System - Bixby stated that the benefit of a grid system is that most of the highway network is a grid system to start with and those tend to fit in better. The grid system has a lot of merit and flexibility and easier to put together. Bixby stated that there are some issues with the truck traffic - what's legal and what's practical. The through trucks are suppose to be on the state route. Trucks try to use the shortest in time routes. Paulus suggested that if we want to find out more about truck traffic then we should contact ODOT to see if they have any data. Mr. Lawler of MORPC stated that MORPC is talking to ODOT about available data. Speese stated that if we are to get any relief at the point we have only two options: 1) widen it and make those streets one way and 2) create a thoroughfare expressway that attracts enough truck traffic and through traffic so they will use that route rather than William and Central. Gunderman stated that in terms of what goes into the model, I would like to see Alternative 5E continue to show on roughly the alignment that the county had originally because this connection across the county will be a good benefit to the city. It will provide a north way out instead of always using Rt. 36.

Discussion on Public Hearing: Gunderman asked task force members what they would like to do concerning the public hearing. We have been presented tonight with a number of options that have been suggested to be deleted. Should we spend time at the public hearing presenting them? Weber stated that we should show the public what we saw this evening. Gunderman stated that MS Consultants will not be at the public hearing. Speese stated that he would prefer showing all the options and open it up for comment. We could use display boards and station task force members at the displays to answer questions. We should use a work shop format like the County used, with a presentation and a chance for people to make comments and using questions cards so that we have more control. Gunderman stated that he will work on the format for the public hearing.

ADJOURNMENT - Members agreed to adjourn at 9:10 p.m.

FUTURE MEETING DATES: November 16, 2000 (Public Hearing)
December 7, 2000 @6:00 p.m.

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George Speese, Chairman

_____
Robyn Moehring, Secretary

MINUTES
TRANSPORTATION THOROUGHFARE TASK FORCE
December 7, 2000
City Hall - Council Chambers

ROLL CALL: Chairman George Speese called the meeting to order at 6:00 p.m.
Members Present: Dan Whited, Lea Morrison, Richard Harte, Bud Weber, Donna Todd, Windell Wheeler (arrived at 6:15 p.m.), Jeff Easterday (arrived at 6:17 p.m.) and George Speese.
Member Absent: Cathy Paulus
Staff Present: Gary Gunderman (Planning Director) and Bill Ferrigno (City Engineer).

Motion: Whited/Morrison moved to excuse Cathy Paulus. (All Ayes) MEMBER EXCUSED.

CONSIDERATION OF MINUTES
Motion: Weber/Whited moved to approve the November 2, 2000 Minutes, as presented. (All Ayes) MINUTES APPROVED.

CONSIDERATION OF NEXT MEETING DATE
After discussion between committee members, it was decided to set the January meeting for 6:00 p.m., January 18, 2000.

Harte asked that a list of all greenspace and wetlands be provided for the next meeting.

DISCUSSION WITH MS CONSULTANTS OF RECOMMENDATIONS FOR TRANSPORTATION PLAN AND DISCUSSION ON ESTABLISHING RECOMMENDATIONS FOR THE TRANSPORTATION NETWORK

Gunderman stated that MS Consultants (Jim Bixby and Valerie Croasmun) are here this evening to get the assumptions clarified in terms of which roads to potentially show in their model runs and which ones can be eliminated. They are here to answer questions.

Morrison stated that the Task Force received a letter from Councilman Godsil congratulating the Task Force on their efforts. In his letter, Godsil also states "This has set precedence for the City Council, Planning Commission, and any future city ...". Morrison responded that this does not set precedence because she participated in extensive public meetings in 1982.

Speese stated that we have a lot of visitors this evening and he would like to set some ground rules for this evening. He said this meeting would be devoted almost exclusively to questions from the Task Force to the consultants so that the road network can be finalized.

Alternative 1A & 1B: Croasmun stated that these alternatives are recommended for further consideration. Gunderman stated that on Alternative 1A, this is a segment that has been in the plan previously. Alternative 1B is where we have had a lot of comments. Gunderman asked Croasmun if it would be practical to model with 1B in and 1B out. Croasmun stated that it would be possible and it probably would be worth doing. Gunderman stated that we cannot run the model with and without every single problem spot in the system but this is one which we could. Weber asked how would they run it and Gunderman replied that they will run the model with both options in the model and will run it with only 1A in the model. Wheeler stated that he would not be in favor of dropping out 1B because the modeling program is just looking at a point-to-point movement and not the exact location.

Harte stated that it is obvious that there is a lot of opposition to 1B and the lay of the land down there the options that we have are basically somewhere between the Stratford light and the Wal-Mart. Speese stated that the options are between Belle Avenue and the Stratford bridge, if you are trying to avoid crossing a scenic river. Harte commented that as crowded as Rt. 23 is why do we

need to have a connector to dump more traffic onto Rt. 23. Alternative 2 is going to happen so lets plan it to have a parallel parkway as opposed to tie these together at the cost of green space. Speese stated that most of us would like to have the information about what that would do and we may come to the same conclusion. Weber stated that he would like to see what the modeling would do. Harte stated that he would like to have one scenario, lets model it, and see what happens.
Motion: Weber/Wheeler moved to leave in Alternative 1B. (6 in favor, 2 opposed - Harte and Easterday). MOTION PASSED.

Alternative 2 from County Proposal - automatically in.

Alternative 3A & 3B: Croasmun stated that Alternative 3B or a grid network is recommended for further consideration. The grid network made sense in the SE area because of the way traffic lines go and how development is. Gunderman stated that you are saying as compared to some of the other outerbelts this one tends to collect traffic in this area more than some of the others that have more through traffic. Bixby stated that the County's network is more in a grid format as well and if some of the city's alternatives that are out at the edge of the city are kept more at the grid format it will fit better with some of the things the county is trying to accomplish. Gunderman stated that the consultant has recommended that 3A be deleted. Croasmun commented that 3A does not provide an extra access point on Rt. 23 that is needed in this area and it drops more traffic onto Sandusky Street. After committee discussion, it was agreed to drop 3A from the model. Gunderman stated that the next question is either Alternative 3B (curve) or a change to a grid. Weber stated that it makes no difference if it is a grid form or a curve form - our objective is Rt. 23 over to 36. Gunderman commented that it would make enough difference in terms of the impact to the model on some of the other side streets. Bixby stated that the grid pattern connects down to Cheshire Road, which is an important element in the County's network. Gunderman stated that there would be a more indirect connection to Berlin Station and Braumiller with the curve road than with the grid. Easterday stated that the curve version would provide an access point for trucks from the industrial area to Rt. 36. Todd asked if 3B goes through Stratford. Gunderman stated that it would probably be north of Carriage Towne car dealership. Todd stated that our biggest concern is the east-west traffic. I think we should take the alternate (grid)
Motion: Easterday/Morrison to favor a grid instead of Alternative 3B in the model. (7 in favor, 1 opposed - Weber) MOTION PASSED.

Alternatives 4 & 13: Gunderman stated that Alternative 4 is the segment between the potential interchange at Pennsylvania coming across to end of Lake Street. Alternatives 4 and 13 tend to go together. Croasmun stated that both of these alternatives are recommended for further study. Todd asked what is the benefit of Alternative 13 and Croasmun responded that Alternative 13 provides the additional movement at the interchange at Pennsylvania and an extension over to Rt. 42. It reduces some of the volume up north and gives an additional east/west route up on the north end of the city. Todd asked what is the benefit of Alternative 4 and Croasmun responded that it provides a north/west route between Routes 23 and 42 on the north side. Speese stated that if we do Alternatives 13 and 4 we will not do anything else because the money involved in doing that will make it impossible for us to go anywhere else and that will become our truck route. Wheeler stated that we would not allow truck traffic going across Pennsylvania Avenue.
Motion: Weber/Harte for the adoption of Alternatives 4 and 13 into the model. (6 in favor, 2 opposed - Speese and Morrison) MOTION PASSED.

Alternative 5E: Gunderman stated that this alternative is more prominent than a lot of others in the County's discussion. Gunderman asked Croasmun if MS Consultants has a sense of what alternatives are proceeding through the county process and Croasmun responded that Alternative Y is proceeding

through the county. The county agrees that there is a need for a connection between Routes 23 and 36/37. Weber stated that we need to decide where the connection is on Rt. 36 and driving it either on a grid or on the curve as it is proposed up to Rt. 23. Bixby stated that the east-west component along Alternative Y is one that the county has strong endorsement of and incorporating that into a roadway with good continuity across the county. The issue is how we use that in combination of a north-south element. The county has no difficulty with the grid element and the connector is probably more useful if it is west of the railroad. Our sense for modeling purposes is, and given the fact that we have already endorsed the 3B grid element to probably keep going in the model with the grid element north-south of the "Y". Weber stated that what we are looking at is to either approve or disapprove the leg between Rt. 23 and 36. Ferrigno stated that you need to decide whether to do the curve linear or rectal linear that is laid out or both. Speese stated that he is concerned that the curve linear will not help us at the point because it is too far away. Todd asked if the grid would be better than the curve and Bixby responded that the grid serves the Delaware City community residents the best while the curve serves truckers. Weber stated when you say that the curve serves other than the local citizens, it really depends on where the exits and entrances are put on the curve. Bixby stated that is correct. Gunderman stated that this cross county road in the county system goes clear over to what is now a bridge over I-71 and the County is proposing to make that an interchange. If there was an interchange out there the significance of this road cross-county would change quite a bit, there would be enough city traffic going out, and coming in that way, I would be more inclined to the grid pattern. Harte stated that the grid pattern financing would be more driven by developers and the curve would be more driven by county and state money. Speese stated that our master plan calls for that area to be an industrial park. Gunderman stated that it is more likely that we would get one section of the road, and then another section of the road, etc. by development but the odds of us getting a continuous connection roadway system through developers is slim. Weber asked if this is the one where we want to look at two options. Ferrigno asked Mr. Bixby how much difference there was in carrying capacity between the grid and the curve. Bixby stated that the grid elements are not in the model and the curve was modeled as 5 lanes, high capacity, and high-speed highway. The intersections were at grade with intersecting streets. **Motion:** Wheeler/Weber moved to approve curve linear route from Alternative 5E around Route 23 to Route 36 to include the section from Panhandle to Route 42 into the model. (All Ayes) MOTION PASSED.

Alternative to 5W: Croasmun stated that this is Alternative G that the County has and Alternative Y.

Motion: Weber/Harte moved to go with County Alternative Y and G. (All Ayes) MOTION PASSED.

Alternatives 6 & 7: Croasmun stated that these alternatives have been suggested for further study. It provides the route connecting E + C network roads from Houk Road extension up to Hills-Miller Road and an E + C piece from Troy Road to the Houk Road extension.

Motion: Weber/Harte moved to approve Alternatives 6 & 7. (All Ayes) MOTION PASSED.

Alternative 8: Croasmun stated that this is suggested for further study. This connects from Cottswold to Stratford. It provides an additional location for access to Route 23. Gunderman stated that this runs along a power line easement on the south side of the shopping center.

Motion: Weber/Whited moved to adopt Alternative 8 into the model. (All Ayes) MOTION PASSED.

Alternatives 9A & 9B: Croasmun stated that we have suggested Alternative 9A for further review and Alternative 9B is not suggested for further review. Ferrigno stated that the majority of that alignment is vacant (9A).

Motion: Weber/Easterday moved to model Alternative 9A and not 9B. (All Ayes) MOTION PASSED.

Alternatives 10 & 11: Croasmun stated that these alternatives are not suggested further study.
Motion: Harte/Wheeler moved to drop Alternatives 10 and 11 from the model. (All Ayes) MOTION PASSED.

Alternative 12: Croasmun stated that this alternative is not suggested for further review because it would be another additional river crossing.
Motion: Whited/Easterday moved to drop Alternative 12 from the model. (All Ayes) MOTION PASSED.

Alternative 14: Croasmun stated that this alternative is not suggested for further review because it has some problems with alignment, getting over wetlands and over the river.
Motion: Weber/Whited moved to drop Alternative 14. (All Ayes) MOTION PASSED.

Alternative 15: Croasmun stated that this is the one-way pair on Route 36 and Route 37 over to Lake Street or some other location. She said MS is not suggesting that this totally be discarded but are suggesting that it be dropped from the model. Bixby stated that the model will not give a valid answer as to whether one-way will make sense or not so MS recommends that it not be in the model and model it as two-way streets.
Motion: Weber/Easterday moved to drop Alternative 15 from model. (All Ayes) MOTION PASSED.

Gunderman stated that we should have a written report back from the consultants by January 18 advising of any radical, important or dysfunctional things that would come from the model. He said we would then be in a position to entertain a discussion about making a recommendation on the network and other reports we may want to do and we do need to review it sometime for not only the recommendations about the networks, but also the rest of the items the Task Force is going to be talking about.

PUBLIC COMMENT

Jeff Dickinson stated that he enjoyed watching the process and saw Alternative 3B get thrown out in the model and was wondering how that impacts Alternative 1B that was approved.

Mark Gogots, 360 Basswood Street, was wondering if there was going to be a session between the task force and any residents of the city to ask questions. Speese stated that we have already had two public hearings and our meetings are open to the public. Gunderman stated that some of those questions you have we could schedule a meeting and I could explain them to you. Mr. Gogots asked if the model being generated, is that being generated off of ideal everyday conditions or are you doing a seasonal mean average? Bixby responded that the model predicts average daily traffic conditions 20 years in the future so it is not the worst day in the year - it is a typical traffic-handling day.

Shelle Meier, Stratford Ecological Center, the public meeting on November 16, there was a lot of comment about Stratford Center and a letter was read from the Chief of the Regional Natural Area that he would not allow a road to be put though the Stratford Center. There was also a lot of talk that the southern portion of the outerbelt is too close to the City.

Mark Schluetz, NW District Historic Committee Chairman gave Chairman Speese a letter from the Committee that will also be submitted to the newspaper. Mr. Schultz stated that the NW Committee has a number of concerns about increasing traffic on Pennsylvania Avenue and Central. We are worried about the erosion of our community. We have several schools in the area and we are worried about truck traffic and hazardous materials. If you increase traffic, we will no longer be

a pedestrian community. The pedestrian traffic should be considered in the modeling.

Dan Christie, 351 Hawthorn Blvd., thanked the transportation group for volunteering their time. These lines are abstractions but some of them are very clear. How many of you have been out to the ecological center? It is quite different to think of it as an abstraction. I think it is important to have a concrete image of what is happening.

Elaine Reese, 154 Ash Street, asked committee members if any of the lines affect the homes they live in? Whited stated that he lives in Stratford Woods, Easterday stated that the home he grew up in is on Bowtown Road and there is a line through or close to it, Wheeler stated that he lived on Berlin Station Road and the road would go through it, and Todd stated that her sister lives on Hudson Road.

Karen Valentine, 197 W. Fountain Avenue, stated that there is a contradiction that on one hand we are saying that there is going to be twice as many houses and you will still be bringing all the traffic into what will be the center of town.

ADJOURNMENT

Motion: Weber/Wheeler moved to adjourn the meeting at 8:23 p.m. (All ayes) MEETING ADJOURNED.

NEXT MEETING DATE: January 18, 2000 @ 6:00 p.m.

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George Speese, Chairman

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Robyn Moehring, Secretary

MINUTES
THOROUGHFARE TRANSPORTATION TASK FORCE
March 14, 2001
City Hall - Council Chambers

ROLL CALL: Chairman Speese called the meeting to order at 6:10 p.m.
Members Present: Bud Weber, Donna Todd, Jeff Easterday, Chris Bauserman and George Speese.
Members Absent: Dan Whited, Lea Morrison, Richard Harte, Windell Wheeler, and Cathy Paulus
Staff Present: Gary Gunderman (Planning Director)

APPROVAL OF FEBRUARY 22, 2001 MINUTES: Moved by Weber, seconded by Todd to approve the February 22, 2001 minutes as presented. (All Ayes) **Motion Approved**.

PRESENTATION BY MS CONSULTANTS ON RESULTS FROM MODELING PROCESS: Jim Bixby, MS Consultants, gave a quick recap of what has happened in the last couple of months on the Thoroughfare Plan focusing primarily on the city elements. We have created the combined model with all the different alternatives that were found to be favorable and have re-run it. Valerie Crossman will walk you through the city quadrant-by-quadrant as to what came out of the analysis. MS Consultants met with the Transportation Task Force on December 7, 2000 and at that time there was approximately 15-20 different alternatives that were in the City's network. We discussed each of those individually and made decisions on which ones we wanted to keep in the model. The County's elements were merged with the City's elements and that is what went back to MORPC to run through the computer modeling. The next step in the process is to plan for future roadways, which is a multi-step process.

Step 1: Where we are now - a thoroughfare plan which is a conceptual document for use as a planning tool. The thoroughfare plan identifies connectors/corridors between roadways that merit further study to improve existing transportation system.

Step 2: A corridor study. The corridor study gets into the study of possible alignments, design of those and environmental analysis. The study also indicates preliminary project costs. This is another major public involvement program.

Step 3: Final Design and Construction Plan - actually design a construction plan which is alignment specific and gets into the real detailed design on how a street will operate. In this step you would go to a contractor, solicit a bid and build the street. There is public involvement during this step.

To get from Step 1 to Step 3 it takes approximately ten years. Mr. Bixby showed the Task Force a map of the integrated network (city and county).

Valerie Crossman, MS Consultants, stated that overall when we put all the alternatives in the model the routes that were chosen to proceed with in the combined model worked how we wanted them to. They met the goals of the city and county as set forward for their thoroughfare plan. For the City - reducing congestion of the downtown streets and providing alternative routes for development around the city. For the County - trying to find additional routes to the freeway, continuance contiguity in their road network and relieving congestion in the southern part of the County. The City's results redistributed the traffic so that there was reduction on the majority of streets (with the

exception of the downtown area and Central Avenue/William Street). In particular, the "Point" area between US 23 and the "Point" was reduced substantially by all of these alternatives in the network. Bauserman asked if it is a reduction in today's traffic volume or future 2020 traffic? Ms. Crossman responded that these are combined alternative placements in the 2020 network and we have taken all the alternatives in the model and compared them to what would happen in 2020 without any of these alternatives. Bauserman asked that reduction does not mean reducing what would be better than it is today. It could be more traffic than what we see today but less than we would if we did not do any of these alternatives? Ms. Crossman stated that was correct. A lot of the streets you will see a reduction in traffic such that you might not need some of the improvements you were considering such as road widening.

NE Quadrant - (Alternatives 4, 5, 13 and Y) - Has a number of alternatives that were included in the model network mainly looking at taking traffic around the City area - the extension of Glenn Road north on Alternative 5 up to the connection that goes cross county from Mink Street on the west to Rt. 521 on the east. There is also another portion of Alternative 5 that connects east across Panhandle Bridge and connects to Alternative 6 & 7 on the west side that goes over to Section Line Road on the north side of the City and there is the Pennsylvania Avenue extension. All these work together in the model in 20 years to reduce traffic on Lake Street, which connects as the Rt. 42 portion that goes through the City. It reduces volume at the "Point". There is also reduction on 36/37 east of the alternative.

NW Quadrant - (Alternatives 6, 7, 9, G and Y) - This quadrant of the City is the most rapidly developing portion of the City. There is today, development filling in on these roads, that there is going to a great demand to get to and from the City and down south into Franklin County. Alternatives 6 & 7 option here that extends from Section Line Road over to Panhandle Road and continues east on Alternative 5, the Alternative Y and the Section Line alternative all serve to help reduce traffic and divert trips over and around the central City area. The North Section Line connection showed quite a bit of use especially in the south area.

SW Quadrant - (Alternatives 1A (2), 1B, 8, 9, E/2 and F) - Future plans show an expansion of the industrial center around the airport area. When all alternatives are placed in the network in combination you will see a general reduction of traffic in the City area with the exception of Sandusky Street between William Street and Curtis Street. With Alternative 1B in the model, it affects some of the volumes at the Rt. 315/Stratford Road intersection.

SE Quadrant - (Alternatives 1A/2, E2, F, 1B, 8, 3 and K) - This area which will develop last with more of a commercial and residential mix, this whole area lacks north/south and east/west contiguity in the roadway today and with any additions to the road network in the future. There is a need for Alternative 3 (connects north to Alternative 5).

Ms. Crossman stated that there are some various options for Alternative 1B in the model. The options are: Option A - Alternative 1B connecting from Rt. 42 over to US 23. Option B - portion of Alternative 1B be eliminated. Option C - Alternative 1B stopping at Liberty Road. Option D - extending across US 23 and connecting to Braumiller Road. This option would be making a direct connection from Rt. 42 over to the Alternative 3 route, which showed a demand for trips going north

and south up to Rt. 36. It connects at US 23 and goes over to Braumiller Road. When reviewed, there was no difference between Option B and C. Option A with the 1B to Rt. 23 takes traffic off Bunty Station and does help Rt. 315. Easterday asked how much of a difference is there between Options A and B? Ms. Crossman responded that Option A increases traffic on Stratford Road by 13%, US 23 stays the same, Rt. 315 there is no significant change and Pollock Road there is a 52% increase just north of Rt. 23. With Option B, Stratford Road increases 19%, Rt. 315 increases 17% and Pollock Road increases 23%. Option D, there is an increase on Stratford Road of 14%, Pollock Road would decrease 37%, there is a decrease on Rt. 315 of 11% and decrease of 19% on US 23. Speese stated that Option D does provide a east/west connection. The alternatives in the SE Quadrant would be Alternatives 1B, Rt. 42 extension, 14(Rt. 521 down to Pollock Road), 3A, 3B, Alternative 3 up to Alternative 5 north. This region has a lot of concerns, which include the terrain, scenic river crossing, railroads, historic sites, ecological center, power line easements, other structures and roadways such as Rt. 315 and US 23. We would recommend that we study this area further because we need other connections in this area, which would include Cheshire Road to the south boundary, the west boundary being Rt. 42, north boundary of Hawthorn at Alternative 7 east over the Alternative 3. Gunderman stated that the Executive Director of MORPC has indicated that he might be able to find some additional funds to help with this study.

Ms. Crossman stated that all the alternatives that we have placed in the network did as we intended and the results showed that they achieved the goals, except for the Manning Parkway, which we would recommend being deleted from the network. This evening we are trying to get some closure on the alternatives and proceed forward however we recommend some additional study if the task force is agreeable. Weber stated that he believes additional study is needed. We do need the connector somewhere on the south side from Rt. 42 to Sawmill Parkway across east to Alternative 3.

MOTION: Moved by Weber, seconded by Easterday to approve additional modeling. (All Ayes) Motion Approved.

Easterday asked how far south would the modeling extend? Gunderman stated to Cheshire Road.

PUBLIC COMMENT: Paul Etheridge, 3083 Liberty Road, asked how the interchange at Cheshire and I-71 impact funding the road. If this is something that the State really wants - how does that impact city and county money? Bauserman stated that any of the interchanges that we would proposed to be constructed would be heavily funded at the local level. The State is not going to step in and say we (ODOT) need an interchange here - it will be us wanting the State saying that we need your permission to build an interchange here. They may participate in some level. Mr. Bob Lawler (MORPC) stated that for new interchanges they want the local entity to put in 50%. Weber asked what was the cost of the Polaris interchange? Lawler replied $20 million.

Ms. Shelle Dohn, 7710 Riverside Drive, asked if zoning comes before roads or does roads come before zoning? Gunderman replied that it is not set in stone how that works. There is some zoning in place now. In most township areas, there is zoning in place that allows some housing to be built. If an area gets annexed, they will have to petition to get a significantly denser zoning district and sometimes at that point in the process we begin to deal with the roads. Ms. Dohn stated that it would

help the planning process if zoning were in place, especially in the southern area. Bauserman stated that the process we are going through now is not to encourage or be a growth incentive or economic development tool. We are just trying to think ahead as to what will be needed based on the growth we see coming. Ms. Dohn stated that if you have high-density zoning in that southern section the need for roads will be greater. Bauserman stated that most jurisdictions, whether townships or municipalities, have a master plan and some idea of what kind of buildings they want in certain areas. In general they follow those closely in terms of zoning. Those are some of the first information that we collected to plug into our modeling - the projected land uses.

Jeff Dickinson, 3083 Liberty Road, stated that something does need to be done. There have been studies done that do suggest that the priorities of Delaware County citizens do have green space as very high on the list.

FUTURE OF TASK FORCE: Speese stated that he would like the task force to talk about continuity - if some members of the task force would be willing to stay on and provide some guidance for the future. Weber stated that there is a need to be determined by City government as to what kind of a role they want us to play. We need to hear from the people who are in charge as to what they want us to do - what our role and responsibility is. Bauserman stated that it might be helpful to discuss the future of the task force in the context of implementation of the plan - we do not want it to sit on the shelf. After the plan is adopted, this group needs to have at least one more meeting to map out the strategy for implementation and put it before Council so that this does not die.

CONSIDERATION OF SETTING MEETING FOR APRIL: Gunderman stated that since we are going to remodel and do not know the time frame for that modeling does the task force want to schedule a meeting for April? After discussion, it was decided to wait until the task force receives a date from MS Consultants on the amount of time needed for the additional modeling.

ADJOURNMENT: Moved by Weber, seconded by Easterday to adjourn the meeting at 8:30 p.m.

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George Speese, Chairman

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Robyn Moehring, Secretary

MINUTES
THOROUGHFARE TRANSPORTATION TASK FORCE
April 19, 2001
City Hall - Council Chambers

ROLL CALL: Chairman Speese called the meeting to order at 6:04 p.m.
Members Present: Bud Weber, Donna Todd, Jeff Easterday, Butch Seidle, Dan Whited, Lea Morrison, Windell Wheeler, Cathy Paulus, Richard Harte and George Speese.
Staff Present: Gary Gunderman (Planning Director), Jim Jennings (Associate Planner) and Tom Homan (City Manager)

Mr. Tom Homan, City Manager, stated that he wanted to address the Task Force's February 22, 2001 meeting in which the Task Force had a discussion regarding recommendations that the City put forward to MORPC as part of their transportation improvement program. There was some surprise by some of the members about one of the projects (Project No. 3 - US23/42 to SR36/37 Southeast Connector) that was submitted because that specific project had not been talked about. The context in which this project occurred was that in early January we were talking about the US23/42 project and there was a lot of discussion about whether the City lost any opportunity when we did that project to take traffic out to the east. That is as originally conceived as a grade separated interchange with the opportunity to someday go east. We submitted that project as a "placeholder" to address a concern that the City had that we did not want to lose that opportunity. We were not trying to undermine this Task Force and we recognize the importance of the work that the Task Force has been doing for the City. Weber stated that the Task Force's concerns were one of relationship - we would have appreciated a "heads-up". Homan stated that it was an oversight and we will make sure that the lines of communication are kept open.

Gunderman stated that at the last meeting we were considering some of the options and a suggestion was made that we might want to consider an option of a different alignment that did not go through the Stratford Ecological Center location (Alternatives 1A and 1B) and we suggested that if we were going to consider an substantially different location that was not in that corridor it would be important to have the other potential locations modeled. That modeling has been done over the last month and MS Consultants is here to present the additional modeling work. Also the extension of US23/42 going east - that was an item that we have talked about previously but we never got around as to what the task force thought about it.

Valerie Crossman, MS Consultants, stated that we have done some additional modeling work in the southern portion of the City (Crossman showed a map of the combined model network). There are a number of issues down in the southern portion. Each of the alternatives have corridors associated with them. The particular southern corridor has a number of issues such as terrain, scenic river crossings, railroad crossing, historic site, ecological center, power easements, etc. We have created another alternative - the 1A/1B connection which was located north of the Rt. 315/US23 intersection. At the last meeting we went over a lot of options on the 1A/1B connection mainly to deal with where the end point was. Option A was 1B that ended at US 23. Option B with no 1B connection. Option C - ending the 1B at Liberty Road. Option D - 1B extending east to Braumiller Road providing a direct connection across US 23. We are showing a need for some type of connection between US42

to service the industrial park and help alleviate traffic on Bunty Station. The best option was to connect across US 23 which is Option D. We came up with Alternative 1B Study Corridor which is US42 on the west, Cheshire on the south, Glenn Road/Alternative 3 on the east and Hawthorn Blvd. (extended) on the north. The Sawmill Parkway extension has been moved to the west because of some input that was received from MORPC about some different issues. The connection does not make any difference in the model. It still connects to US42 and then over to Section Line.

Alternative F in the model network did not attract a lot of trips. It was placed in the network to connect Owen Faley Road with Steitz Road and provide an additional connector route on the southern portion of the city from the southern portion of the county.

The main difference between the 1A and 1B connector and the Cheshire extension is their location. One is located north of the intersection and one is located south. The other difference is that down in the southern connection, Cheshire Road goes all the way across the county, connects east and also has potential to connect to Rt. 37. Harte asked if this is in the county's master plan. Seidle stated that the county is supportive of this concept. Gunderman stated that if the Task Force is interested in this particular alternative (new No. 1) then we would want to take this to a new public hearing. This represents something that has never been presented in any of the previous county participation meetings. We would like to schedule that pubic meeting for May 16th. Harte asked if it would be No 1 or the D option? Not both? Crossman stated that we are looking at a corridor. I cannot see you getting two river crossings. These two alternatives are doing the same thing. One is reducing the traffic on Bunty Station Road and is also coming across and allowing people to come up to the Alternative 3 option alleviating the traffic and congestion of the 315 interchange. If you put two alternatives in there doing the same thing - it would not make sense. Weber stated that this really appeals to him. There will be a river crossing and railroad crossing, are there any other significant barriers that you would list? Crossman stated no. Gunderman stated that there might be one other. If you look at the amount of links between the two options, this will go out longer which will require more pavement and a lot more expense. Weber asked if our role is one of saying that we are going to replace what was the 1A/1B with this new number 1? Do we need a motion? Gunderman stated that we need to have a public hearing because it is a big enough change. We need to evaluate against the other alternatives.

Whited asked why doesn't the corridor go down to Bean Oller Road - is there a reason why? Gunderman responded that it would have to be studied again. Bean Oller Road and Bunty Station both have their share of existing houses on it and that is one of the things that people who did not want to go through Stratford Woods should keep in mind when it comes to the public hearing. Wheeler stated that the new number 1, coming across intersecting Braumiller at Cheshire Road, that line goes totally through a new development that is in planning and final development stage right now. Gunderman stated that he would accommodate depending on what assumptions we make about Braumiller. Wheeler stated that he likes the new alignment. Harte asked that as far as the modeling goes, how does this impact and what is the next step? Crossman stated that we have already ran the combined model networks that we had and these were actually additional ones that the Regional Planning Commission provided additional funds for so we can get some results and some added input for you to consider.

Motion: Weber/Whited moved to authorize the public hearing on May 16, 2001 at 6:00 p.m to be

held at JVS South. (All Ayes) **Motion Approved**.

Gunderman asked for additional questions. Speese stated that he is concerned that we will not get much relief on Central Avenue and William Street. Crossman that the "point" does reduce and the downtown area will be filled with just local trips. Seidle stated that if Alt. 1 and Cheshire got upgraded and we get the interchange, you would see a dramatic decrease in truck traffic through that corridor.

FUTURE OF TASK FORCE

Speese asked how do we structure a future committee - does any of the task force members like to volunteer to be part of it? Weber asked how does the City look upon this committee other than the role we are currently serving? Does the City look upon it as an action that would create a commission with certain rules and responsibilities or are they looking at it as an advisory committee that will continue? Wheeler stated that the way he would see it is this committee as a whole is getting close to closure what their original charge was but I think now we need to go to council to keep some of this going. Weber stated that it would be important to know what Council wants. Gunderman stated that Council is looking at this committee to make a recommendation about what the composition would be and what the role should be. That would be part of your report to the City Council. If the Council does not like it, they can modify it or make other suggestions. Wheeler stated that we should formulate an opening for the next group (or same group) to keep this going. We also need to ask Council what the role of the committee will be. Harte asked if more city councilmen could be at the next meeting so there can be some sort of consensus. Speese stated that he would invite the other councilmen to the next meeting. Gunderman stated that in the City Charter there is a defined role for the City Planning Commission that is almost the "primo" non-City Council group. You should carve out a role that does not attempt to overlay their role. You need a role that is completely separate. If you take a role separate from that - you should see yourself as a group that is staffed by the engineering department. When some of these roads are done with public funding you are going to have to conduct substantial studies mostly done by consulting engineering firms that are going to make presentations on alignments, etc. This body can serve a valuable purpose by being the point group for the presentations of some of these studies. Also, in your report you will recommend priorities among these roadways but over time these things will change. It will be a continuing role for this type of task force to say each year to City Council that this is the number one project to look at in the upcoming year. This group could also review the recommendation of the projects that are sent to MORPC to go into the transportation improvement plan. Somebody also needs to keep their eye on funding because we are not going to achieve some great all inclusive funding solution. It will be a case-by-case basis. Seidle stated that this task force should make a final report and leave some issues to the professionals. Weber stated that if we come up with a set of priorities, we have made the presentation to the City, and we have decided that we are going to be part of this advisory group - do we have an advocate in the city who is going to be our "point"person to make sure for example that there is enough money in the city budget to be able to do some of these studies, etc. Gunderman responded that you can recommend how ever many members of City Council on this task force as you think is appropriate but in reality the job is for you all to be the advocate. Paulus stated that there is funding set aside for maintenance of streets - why not a fund for studies? Gunderman stated that if City Council wished, they could allocate in their budgeting process a block of money every year

and you could recommend that they look at your recommendation as to what the budgeted money would be used for. If we do the priorities and take our time in writing the report and we get in done in September, 2001 we might be hitting the timing for the next budget cycle.

Gunderman stated that he is leaving the City of Delaware and will be taking a job at the City of Dublin at the beginning of June.

Motion: Easterday/Morrison moved to thank Mr. Gunderman for all his efforts. (All Ayes) **Motion Approved**.

ADJOURNMENT: Wheeler/Weber moved to adjourn at 8:00 p.m. (All Ayes) **Motion Approved.**

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George Speese, Chairman

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Robyn Moehring, Secretary

MINUTES
THOROUGHFARE TRANSPORTATION TASK FORCE

May 17, 2001
City Hall - Council Chambers

ROLL CALL: Chairman Speese called the meeting to order at 6:00 p.m.
Members Present: Bud Weber, Jeff Easterday, Dan Whited, Windell Wheeler, Cathy Paulus, Richard Harte, and George Speese.
Staff Present: Gary Gunderman (Planning Director) and Jim Jennings (Associate Planner).
Motion to Excuse Donna Todd: Weber/Harte moved to excuse Donna Todd. (All Ayes) **Motion Approved**.

APPROVAL OF MEETING MINUTES: Weber/Wheeler moved to approve April 19, 2001 meeting minutes as presented. (All Ayes) **Motion Approved**.

SETTING MEETING DATE FOR JUNE: After discussion between members it was decided to hold the June meeting on Thursday, June 21 @ 6:00 p.m.

CONSIDERATION BY TASK FORCE OF RECOMMENDATIONS FOR NEW CITY TRANSPORTATION NETWORK MAP: Harte reported that the comments he heard at the public hearing were good but people in the southern end do not want a bunch of trucks going down their streets. Is there anyway to discourage truck traffic?

Valerie Crossman, MS Consultants, stated that Chris Bauserman, County Engineer, said that the only way to get around it is the enforcement of weight limits. You cannot restrict the trucks, they are allowed on the roads. Harte asked what if the Cheshire Road was designed not to be continuous to US 42, specifically so that it would not take trucks and would handle local traffic only? Bob Lawler, MORPC, responded that it would have an effect on all traffic not just truck traffic.

Speese stated that you can only do two things with trucks - ban them (which is out of the question) or expedite the flow. They will not come through the City, if they have another choice. Harte stated that, the harder we make it for the trucks to move through the City, the more likely that they will stay on I-70 and I-71.

Easterday suggested that the City could extend US 42 to 36/37. Crossman commented that it does have some merit. Speese suggested an extension of US 42 east to Glenn Road. Gunderman stated that we can do that road, if you want to put it on the map. That extension from US 23/42 eastward, potentially, could be more useful for the truck traffic.

Wheeler stated that a lot of the truck traffic on US 36 is going straight through town and he does not see any connection that will help that situation. Gunderman suggested that the Task Force needs to get the network adopted and then can move on making the priorities on what studies and projects to pursue. Crossman stated that it would be helpful to get a map agreed upon so that things can be finished up and get to Planning Commission by next month.
Motion: Harte/Easterday moved for the adoption of the Cheshire Road Alternative and reject the Stratford Ecological Alternative and the US 42 Extension Alternative. **Motion Withdrawn**.
Discussion: Whited stated that he did not agree with the second part of the motion. Leaving US 42 in is important. Wheeler asked, if we leave US 42 in, does it create a problem? Crossman responded that there are two options that can go with that. In the Alternative 1 corridor, we also looked at the extension of US 42 and, when you do a corridor study, these things will all be revisited and will be part of it, so you really do not need it on the map because it will be looked at then. Gunderman stated that, if you do not have it on the map, then 5 or 10 years from now, the potential for it to happen will drop significantly.
Motion: Weber/Wheeler moved to accept the map, as presented, including the US 42 Extension and Cheshire Road Extension Alternative. (All Ayes) **Motion Approved**.

Audience Comments

Ron Smith, 4301 Liberty Road, suggested that maybe there should be more routes (corridors) south of Delaware, like there are to the north. Everyone is concerned about truck traffic but there is a huge amount of green space that will be ruined.

Ms. Bishop, Liberty Township resident, stated that the US 42 Extension is preferable over the Cheshire one because doing a shorter route will cost less than doing a longer route and you will have a lot of bridging expenses for Cheshire. The land acquisition will cost a lot of money because the value of land is high ($30-80,000 per acre). The US 42 to US 36 option is better. A direct solution to solve these problems is the US 42 to US 36 by-pass.

Shelle Dohn, 7710 Riverside Drive, stated that it would be nice if everyone had a copy of a map showing green space and ravines. There are also aerials on the County Auditor's web site that shows the wooded areas.

Ken Renshler, 4732 South Section Line Road, stated that we already have a thoroughfare in the south end on Bunty Station Road and Bean Oller Road. His neighbor is a truck driver who states that the quarry truck drivers have a problem getting over to US 23 or going east. If US 42 was finished, then they would go US 42 to the US 23 intersection or they would take US 42 across.

Jerry Goodson 7956 Steitz Road, stated that we need to preserve the rural setting.

FUTURE OF TASK FORCE: Gunderman stated that doing studies is an important item. You can have recommendations of doing a certain study first, doing priorities first, or any other steps that you feel are useful in the total facilitation of this project. The priority of the County Engineer, as he has indicated before, is to do a study to locate Sawmill (top to bottom). If the Task Force sticks with the extended Cheshire alignment, then you may want to do the Cheshire alignment at the same time as the Sawmill study. The Task Force also has a number of other road alignments that need alignment studies.

Weber stated that the City needs to let this Task Force Committee know which ones should be done first. Speese commented that we need to do something in the Airport/Slack and Bunty Station Road area. We should recommend to Council to consider funding the studies and start in this area. Easterday asked when will the county final their plan? Gunderman responded by mid-July.

Speese stated that the other "hot button" is the northeast quadrant. What are we going to do with Pennsylvania Avenue and the link over to US 42? Gunderman agreed that would be an excellent study. Weber asked when will the Task Force Committee receive Staff's recommendations on what is "hot"? Gunderman responded by the next meeting. Speese also asked for a priority for the connector between US 23 and Liberty Road.

Harte asked where are the resources going to come from to write up the Task Force report? Gunderman stated that he has discussed this issue with the City Manager and potentially the resources can be achieved for that.

Paulus stated that she was concerned about the role of this group and suggested that the City consider hiring an intern to do some research on what other municipalities are doing across the country to handle traffic, what types of committees, and what types of functions they serve. Gunderman stated that there are a lot of different models from across the country but, in terms of achieving funding, to oversee projects, and test out the procedures, you are limited to the Ohio models because there is a state statute for this, there is a county rule for this, there is a county engineer (there is not one in most counties across the U.S.), etc. In a practical extent, the examples in Ohio are the most relevant to us.

Weber stated that the need is going to be for making what we approved happen. At the last meeting, we sent some questions back to Council asking them what they wanted out of this and what they want us to do. Gunderman commented that, if this Task Force sees the most pressing issues for transportation to be those major roads on the outside edges, then a group that has a county/township broad-based approach is what you want. If, however, this Task Force sees their primary priority as being a group of projects within the City boundaries then you would go a different direction. Weber asked Gunderman if he thought the City should be telling the Task Force what they want this Committee to

do? Speese stated that he believes that Council is not able to tell the Task Force that.

Harte stated that, if we do a TID (Transportation Improvement District), then we would have the involvement of the City, County, and Township. Wheeler stated that this Task Force's original mandate was to bring a plan back to the City, with funding recommendations. Weber replied that this Task Force could do that.

Speese stated that Council has a lot on its plate and he is worried that it will not get the kind of attention and detailed analysis that it deserves, so we are better off providing some proposals for Council to choose between. Gunderman commented that he would talk to the City Manager and see what options are available to get this report completed. The City is pursuing an option of getting someone in to help prepare the report from MORPC. Gunderman stated that we do not know how big of a role or how much it will cost yet.

Weber requested that City Council discuss what they want from this Task Force Committee. Wheeler asked when would this plan go to City Planning Commission? Gunderman replied that there will be a public hearing on June 27th on the network acted upon tonight.

ADJOURNMENT: Easterday/Weber moved to adjourn at 8:00 p.m. (All Ayes) **Motion Approved.**

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George Speese, Chairman

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Robyn Moehring, Secretary

MINUTES
THOROUGHFARE TRANSPORTATION TASK FORCE

September 27, 2001
City Hall - Council Chambers

ROLL CALL: Chairman Speese called the meeting to order at 6:00 p.m.
Members Present: Jeff Easterday, Cathy Paulus, Donna Todd, Bud Weber, Dan Whited and George Speese.
Staff Present: Jim Jennings (Interim Planning Director).

APPROVAL OF JULY 19, 2001 AND AUGUST 16, 2002 MEETING MINUTES: Paulus/Todd moved to approve the July 19 Minutes. (All Ayes) MINUTES APPROVED.

Paulus/Easterday moved to approve the August 16 Minutes. (All Ayes) MINUTES APPROVED.

Speese reported that the Regional Planning Commission (RPC) is meeting tonight to hopefully approve the network that they and the TTTF has been working on; City Council has put it on hold until they see what the Regional Planning Commission is going to do. Speese said that he has talked to Phil Laurien (RPC Planning Director) and Laurien has some alternatives that he would like to propose but the County Engineer and RPC Director do not agree on some issues; mainly, Alternative 1 and Alternative Y are in jeopardy.

Weber asked why Alternative Y and Speese replied that Laurien talked to the Ohio Department of Natural Resources (ODNR) and their position is that they will not approve any crossing of the river that is north of Panhandle Road or south of Stratford because of what it would do to the Olentangy River. Speese said that County Engineer Chris Bauserman's position is that ODNR has approved bridges over rivers, even scenic rivers, but Bauserman could not get ODNR to admit it publicly. Weber stated that this Task Force has already done its part by making is recommendation to the Planning Commission (which they approved), so it is really not in our hands anymore and Speese replied this is essentially correct but it could be sent back to us from Council.

FINAL LOW-MEDIUM-HIGH PRIORITY GROUPING OF LONG-TERM CITY AND COUNTY PROPOSALS – Speese passed out a priority ranking that he created using the points assigned to each alternative as the ranking method. Speese indicated that Alternative E/2 (top end of Sawmill connecting into US 42) is extremely important; it should be an east-west connection not just a west connection. Speese said that Laurien has suggested that the Stratford Woods decision may be reversed and we could look at a possibility of going through an AEP easement if Alternative 1 is eliminated; Alternative E/2 is our industrial park for the future; Alternative 7 (Troy Road to US 23) is not in the City but it has been indicated that this area will be brought to the City for annexation in the near future.

Speese stated that he has asked City Council to refuse to annex it until we get the roadway issues resolved because, once it is in the City, then we will have to pay for it; the Glenn Road and Cheshire Road options are ranked high because we will have some growth out there and there is some potential of making Glenn Road the eastern perimeter road connection to Route No. 5 on the north and connecting to Cheshire at either the new alignment or old alignment at the southern end.

Speese suggested that it is also possible to come across midway but that route is last on this Committee's list, although it was first on Laurien's list but, as far as the County's options, the one that scored higher than anything in the City (that the Task Force ranked) was the new interchange at I-71 and SR 521. Speese added that his interchange would drastically impact US 42, which would make it ideal to come across there, connecting with Alternatives Y, 5, 7, 6, Section Line Road south and picking up US 42 south of the City, which would be good.

Speese said that the next County option (ranked 4) is Alternative E, which this Task Force ranked No. 1, so it is a combination of City and County; the County Engineer wants to make sure that something significant happens at the top end of Sawmill Parkway; Alternative G is the northern extension of South Section Line Road so there is some continuity going north of the City, which

would help those coming to the City to take US 42 south or come across either Alternatives G or Y or Alternatives 6, 7 and 5.

Weber asked why Staff created its own ranking sheet and Jennings responded that Staff is trying to come up with a final priority ranking and, what we said from the beginning was that, we would first work through a purely technical number-based rating (which is what the Task Force did) and, then, we would apply some common sense; when you look at Item G (extending Section Line north of SR 257), that has a rating of 78, a 50% higher rating than extending US 42 across the Olentangy River to US 36/SR 37, which has a measurably greater value, benefit, and probability of happening. Paulus stated that she would like to hear more about Staff's reasoning behind the proposal and Jennings reported that it was semi-subjective because we were using the human computer and it is a simulation of the traffic volumes that have been in here (i.e., if we do not do Alternative 1, then Bunty Station traffic goes up 500%); while it is important to get a good east-west road for the County, it does not help the City particularly.

Speese commented that he gets a little nervous when he sees the Alternative that this Committee ranked as last is second on Staff's list. Jennings stated that was not meant to be second – it was meant to be among a group of High Priority projects. Whited asked who was "Staff" and Jennings responded - Planning Department and Engineering Department. Paulus commented that she voted Alternative 16 low because of all the obstacles that would be faced (environmental, going over railroads, and adding a bridge).

Speese stated that this Task Force's position is that we want to see the whole network enacted, as proposed; we do not want to have any of the routes removed, even if they do not have any particular significance to us ...for example, from the City of Delaware's prospective, the new Cheshire Road alignment should be labeled as a County alternative and, if you take it out, it does not do any great harm to the City of Delaware, in terms of moving our traffic but it does harm the trucks and cars that were going to use it because they will have to use something else.

Weber stated that he disagrees because it does take traffic west/south and brings it to US 23. Speese stated that the City Engineer is convinced that the route will only be for cars, not for trucks. Jennings commented that the modeling has demonstrated that there is 25,000-30,000 ADT on this route and only 2,500 of those will be trucks. Whited stated that he thought the model has no determination to trucks – ms consultants stated that they could not do that. Jennings corrected himself, saying that ms consultants had said that only 10% of the Alternate 1 traffic would be through traffic and, so no more than 10% could be truck traffic.

Whited stated that the reason Alternative 16 would rank low is that the bridge crossing would make it difficult and costly to build. Easterday commented that the vote was probably split between that option and Alternate 1 because you are not likely to vote for two crossings over the river. Speese stated that his concern with Alternative 16 is that it does not help us with W. William at all because it does not move any traffic on it; also it does not help with West or East Central, except for about 5-6 blocks of East William. Jennings stated that Staff would disagree with that analysis; MORPC provided truck traffic data and it is very clear that truck traffic is very much along US 36/SR 37 and, when it gets to US 23, some of it goes north and south but most of it looks like it keeps going down US 42.

Jennings added that the truck traffic coming up and down US 23 reduces greatly once it gets to US 36/SR 37 and US 42, indicating very significant east/west movements off of US 23, which is an indication that, if US 42 went eastward across the river and connected to US 36/SR 37, there would be a lot of traffic taken off of the downtown area. Speese stated that he does not see how a truck that is headed for Marysville on William Street is going to benefit from going south on US 23. Jennings suggested that the truck will never get to William Street – the truck would be coming from US 36/SR 37 or US 42. Speese stated that, if the truck were going to Marysville, it would not get off of William Street.

Paulus asked Jennings that when he was looking at Alternative 16 was there any obstacles that would be faced in trying to build that alternative? Jennings replied that Staff did recognize the cost of redoing the US 23-US 42 intersection that is just being done now plus punching a bridge across the river and making the railroad crossing but the long-term benefit of not having the traffic going through the downtown far outweighed those costs. Weber stated that he could understand why Staff put Alternative 16 at a high ranking.

Motion: Easterday moved to adjust the Task Force Alternative rankings to include as a high priority item Alternative 16, seconded by Whited. (4 in favor, 2 opposed). MOTION PASSED.

Speese asked, if we have only two chances to cross the Olentangy River, where should they be? Weber asked why only two? Whited stated that the political climate will change in the future and you might be able to have three or no crossings; the Plan that we have developed we have talked about for months and this is the Plan that we want to make sure that the developers and community know that it does what we think is the right thing to do.

Paulus stated that, if we put it in priority order, than we should stay away from the scenic river (Cheshire Road crossing) and go with Alternative 16. Speese stated that ODNR has indicated that, if we put a bridge crossing between Stratford and Panhandle, then they would likely approve it because it is within the City limits. Weber suggested that the question is whether an option is a High, Medium, Or Low Priority, not if we only get one bridge, where do we put it; if Staff and we agree, the option ranked 80 is the highest priority in a High Priority zone and options ranked 75 and 74 should be the High Priority zone plus Options 4 and 13 are already a high priority and are underway.

Weber added that this means that the only discussion item in the High Priority is the one that Staff has recommended – Alternative 16 with a ranking of 50. Todd suggested that the Task Force should discuss why Option G has come from what we considered a High Priority to a Low Priority; this option will help with the truck traffic on SR 203. Paulus said that Option G should be moved up on the list plus No. 8 and 9 should not be a Medium Priority – it should be lower. Easterday stated that No. 9 should be a Higher Priority; we need a connector between US 36 and SR 37. Paulus stated that she foresees that all the traffic will be on US 36, trying to get to US 23.

Jennings stated that the Task Force needs to proceed with the remainder of the straight point rankings and where to put the dividing lines for Medium And Low Priorities. Weber stated that we should follow Staff's recommendations on the High Priority, with the exception that we voted upon. Speese stated that he would like to see Item 5 and 6 in the High Priority. Todd noted that they cannot all be High Priority – there has to be some Medium and Low; we also need to discuss Alternative G because we decided it was a fairly high priority road but it has been put in the low priority. Jennings responded that Staff felt that, considering the amount of traffic and overall benefit to the City, while helpful, is not meaningful. Weber asked Todd if she would like Alternative G to be moved into the Medium Priority and Todd replied that it deserves at least that.

Motion: Weber/Paulus moved that Item G be moved to the Medium Priority listing. (All Ayes) MOTION PASSED.

Motion: Weber/Whited moved that Item 8 be moved to the Lower Priority listing. (All Ayes) MOTION PASSED.

Jennings suggested that, as far as Item 9, we have nothing between Houk and downtown that goes north/south; we need more of our grid established so people have alternative ways to get about, such as if there is a backup on Central Avenue, then they can go down to US 36 and over to US 23.

Motion: Paulus/Todd moved that Item 9 be moved to the Lower Priority listing. (3 in favor, 3 opposed) NO ACTION.

REVIEW DRAFT FINAL REPORT FOR THE TRANSPORTATION PLAN – Jennings asked for any comments or additions to the plan. Paulus asked if the whole document is intended to be turned into a Master Plan? Jennings replied that it is intended so that it can be or so a modified

version could become the Transportation Plan. Paulus said that she would like to talk about Table 15 and 16; we briefly discussed lane additions and if this is to be adopted as our Master Plan, then it deserves a lot more discussion. Jennings agreed but suggested that the Task Force start from the beginning; for instance, a number of the maps that the consultants have in the beginning, where they talk about the traffic volumes has the E+C (existing plus committed) but it shows the committed as solid lines, which is going to confuse people because several have not been built yet; the map does not say existing plus committed – it states 1995 Traffic and, so Staff will be suggesting to the consultants that they redo that so that, although it may be committed, it is going to be dashed so people can recognize it as not having happened, yet; also a lot of the County stuff came first and the City stuff came second, so we will suggest, because this is the City Plan, that we talk about the City first and then the County.

Todd asked and Jennings replied that the Plan come from ms consultants? Weber asked if ms consultants decided what the number of lanes where as part of the modeling? Todd stated that she did not remember it as part of the modeling. Easterday commented that ms consultants went well beyond the scope. Jennings said that this report can be any way that you want it. ms consultants is expected to be at the next meeting to answer your questions. Speese asked Committee members to go through the report and have their questions ready for the next meeting. Whited asked to have the Appendix for the next meeting so that the Committee members can see it.

Paulus stated that, in Chapter 8, Page 3, it talks about the one-way pair and the last sentence states that "... it was therefore recommended and the City is pursuing a separate detailed study of the practicality of the one-way pair as an option." Did we recommend that? Weber stated that we did not recommend that, so the City must have gone ahead and decided to do that. Tim Browning, Public Works Director, stated that the City needed to conduct that study because of the Foley Street issue and to see if one-way was feasible; the results from that study showed no benefits from using the one-way system. Weber stated that study was not a recommendation of this Committee, so it should be noted in the report since this is the Task Force's report. Jennings agreed to have it noted.

NEXT MEETING: October 18, 2001 @ 6:00 p.m.

ADJOURNMENT: Weber/Whited moved to adjourn at 8:00 p.m.

_____

George Speese, Chairman

_____

Robyn Moehring, Secretary

Agenda

Transportation Thoroughfare Task Force

Thursday, November 15, 2001
6:00 p.m.
City Hall Council Chambers

1. Roll Call
2. Consideration of the Minutes for the September 27, 2001Meeting
3. Review Planning Commission and Regional Planning Commission Map amendments
4. Review DRAFT Final Report for the **TRANSPORTATION PLAN**
5. Current City Efforts with Special Assessment Districts and Transportation Improvement Districts
6. Next TTTF Meeting: December 13, 2001– 6 PM
7. Adjournment

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Minutes

Transportation Thoroughfare Task Force

Thursday, November 15, 2001
6:00pm
City Hall Council Chambers

ROLL CALL: Mr. Jennings called the meeting to order at 6:15pm.
MEMBERS PRESENT: Donna Todd; Windell Wheeler; Bud Weber; Jeff Easterday; George Speece; Dan Whited; Chris Bauserman; Lea Morrison; Dick Heart; MS Consultants;(Valerie/Jim) M.O.R.P.C.;(Nancy)
MINUTES FROM SEPTEMBER 27, 2001: Jeff Easterday approved.

MOTION RESULTS OF 11/15/01
MOTION:Easterday/Whited moved to approve Reginal Planning Commisssion Map amendments. (All were in favor) MOTION PASSED

MOTION: Easterday/Morrison moved that Thoroughfare recommended location map be adopted by City Council- Thoroughfare plan, which includes priority listing be adopted- recommend that report be adopted by City Council according to ordinance and become part of comprehensive plan. (All were in favor) MOTION PASSED

MOTION: Easterday/Morrison moved to direct to City Council a resolution of this committee. (All were in favor) MOTION PASSED

BUSINESS: Review Draft/Final Report of Transportation Plan.
Planning Commission and Regional Commission Map amendments
Discussed current City efforts with Special Assessment Districts and Transportation improvement districts

Opening question for meetings' first discussion was: *SPREECE'S concern for Cheshire.*

BAUSERMAN: Eliminate portion alternate 1 to Section line to US 42, not to stop short to Cheshire.
Section line and Rt. 42 carry the lease amount of traffic--in turn does not act as a by-pass in the model so portion was moved. The map passed out is what is passed by Regional and City Council. (This decision to eliminate a portion of Alternate 1 is what it took to pass map)

Many questions were brought up such as: Changing numbers to letters...M.I. Housing development...collect $1000.00 per home site for road. No City money is planned to be spent for that.

JENNINGS: Wants approval for the appropriate changes on map.
EASTERDAY: first motion, for map approval.
WHITED: second the motion.
MOTION PASSED

SPEESE: concern of Sawmill Rd. and Berline Station having high impact traffic if the new distribution center.....

BAUSERMAN: That isn't a Thoroughfare issue that is a distribution issue.

SPEECE: Item four... start with page 1 of Transportation Plan.
VALERIE: This document is something that itemizes everything we've done so that the City can follow where we're coming from.

BAUSERMAN: The motion that was approved by Regional was the adoption, that Alternate 1 and 6 would not be constructed before Alternate 16....Alternate 1 is not a by-pass for the City of Delaware. Alternate 1 carries less than 10% of the traffic. Alternate 16 needs to be built before due to Alternate 1 isn't constructed to even be a by-pass. County Commissioners will take action on this the first week of December.

JENNINGS: Concern on bridge with Alt. 16.
BAUSERMAN: Alt. 16 will be built before Alt. 1
JENNINGS: Is there a penalty if Alt. 1 is built before Alt. 16?
BAUSERMAN: If County would initiate Alt. 1 as a County project, it would give opponets strong ammunition to "shoot" down the Commissioners act.
JENNINGS: Encourages Liberty Twp.ship to approve sub. divisions that don't deserve that corridore.
BAUSERMAN: Liberty Township ~~doesn't have sole ...it~~ has zoning ..but County /Regional approve planning and developments. 16 vs. 1 issue set aside right aways..I would lobby very hard for that , given the opportunity.

Many various discussions...river "side" issues what side is County vs City would this in effect cause 16 to never be built....then domino to 1? Annexed areas should be fine ie. Burling/ Pollock.

D.HARTE: Who pays for what? If City can't pay for 16, could County?
BAUSERMAN: Can't see County budgeting for something clearly inside City.
D.HARTE: The Home Rd. extention...near the Scioto River, Sawmill Prkwy. the underpass/overpass , that is paid for by an Ohio Grant? What's the dynamics for that, a road existing or new to be pd. for inside City limits? Underpass at 36 per say.
BAUSERMAN: 90% of Home Rd. was part of a 250 MIL. GRANT SET ASIDE BY GOVERNMENT TO ELIMINATE HIGH TRAFFIC RR XINGS.....about a year ago they took applications for that. It was a one shot program that I'm aware of. They ranked also by tiers. Suggests to submit application and co-operation are key factors for next grant.
BAUSERMAN: Project for next year Sawmill Prkwy corridor, and keep right ways to US

42. I feel it will be a critical foresight for future to Delaware. We are running out of space. Can't count on Federal funding for building new roads.

Various questions on future planning 20-23 years....42/Sectionline Rd. buying right ways? 18 wheeler traffic vs. 4 wheel. is the design to deter 18 wheelers? Concern of cut through traffic.....Bauserman felt that all rds. are built standard for all traffic, you can't really segregate traffic. Alternate 16 should be more appealing to 18 wheelers but all traffic was considered for all roadways.
Bauserman's final remarks...regrets the deviceivness , but is pleased to be apart of the group now and for the future.

SPEECE: Let's start with document needing any changes or if anyone has questions? Don't see any need/ reasons to read it all through at this point.

All had questioned...about digital compiles of all questions ,to save time. Compile comments on meetings?

JENNINGS: Would highlightings....to save time and then if all agreed to the highlighting it would become part of the report.

VALERIE: Concerned about engineering recommendations, graphs...
JENNINGS: This is a technical report with a comprehensive plan.
WEBER: Who's going to take the portions of this? Is there any reason why this can't be presented?

This particular question brought up the questions of can't we adopt this after the technical changes have been made? Funding also came up...how much....were we promised by the City? Jennings said that there was an understanding of $5000.00. Documentation of map, review of Thoroughfare involvement after the report is accepted, cross sections all are being "thrown" around.

EASTERDAY: Recommended report plan be adopted, looking for City Council to approve.
WEBER: Is this the final report?
JENNINGS: We were really looking to City Council for ...and they were looking to us....a catch 22 if you would...
NANCY: Next meeting decide is this the final thing, do we have the authority to amend?

Does City Council want a follow through or does it want a task force to end with this comprehensive plan? Need to varify intent? What is next level? Give plan to staff and somehow keep it comprehensive.... Very pertinate for the future , such as corridors. Annexation is a very vital key for Delaware with Powell and Columbus coming so close to the river.

TODD: Does anything need to be added, other than a letter of recommendation? Why do we need a group to say what we already said?
JENNINGS: City Council and Staff are responsible for this after it is accepted.

Major concern to keep this focused. How? Is there a need to appoint commission of Thoroughfare to keep thought in motion and not placed on shelf somewhere. This is EXTREMELY important for future, we (Delaware) need to think of land, corridors ect...so we don't get "swallowed" by Columbus. Doesn't want repeat of 1964. Majority felt plan was good and felt secure with what is done. It is a working document, in conformance with Staff usage.

HARTE: Should we have a standing committee or terminate?
WHEELER:Draw to conclusion and get on with the comprehensive plan...write up what we need to say ...on final document decide to stand or terminate?
HARTE: Resolve issue now...I propose a continuing committee of no less than 5 individuals non-electedand no fewer than 2 elected officials on committee to address transportation issues on a as needed basis, determined by chairman on the Task Force.

Several comments were expressed such as Easterday; in favor of disbanning committee: Weber, do report turn it over to planning ...Whited: leave in hands of professionals; Speece, was also in favor of turning it over; Morrison, was also in favor but stressed some form of keeping it in use;Wheeler, disbanning the committee.

EASTERDAY: Move to adopt a resolution to City Council, Thoroughfare recommendation of location map be adopted. Thoroughfare plan which includes priority listing be adopted. Recommendation that report be adopted by City Council according to ordinance become part of a comprhensive plan.
MORRISON: Second the motion.
EASTERDAY: Resolution of this committee directed to City Council.
ALL WERE IN FAVOR

One more meeting December 13, 2001
Next meeting compile a letter of comments on changes.
Sign off on resolution.
Meeting was adjourned 8:08 pm. 11-16-01

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Agenda
Transportation Thoroughfare Task Force

Thursday, December 13, 2001
6:00 p.m.
City Hall Council Chambers

1. Roll Call
2. Consideration of the Minutes for the November 15, 2001Meeting (If available; none provided by the replacement Recording Secretary)
3. Review consolidated comments on the DRAFT Final Report for the **TRANSPORTATION PLAN**
4. Final Member Comments
5. Close of Business



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Appendix 8B

City of Delaware Public Hearing Agenda

And Meeting Minutes

Delaware Thoroughfare Plan City Task Force Public Hearing
Public Comment Session Minutes

Location: **OWU Hamilton William Center**
Date: **November 16, 2000**

Opening Comments – Bud Weber, City of Delaware Transportation Task Force

Comments/Strategies – Gary Gunderman, City of Delaware Planning

Project History and Objectives – Jim Bixby, **ms consultants, inc.**

Presentation of Alternatives – Valerie Croasmun, **ms consultants, inc.**

Moderated Public Comment - Bud Weber, City of Delaware Transportation Task Force

Speaker Name	*Comment:*
Rob Rehm *N. Sandusky St*	Not in favor of Alternative 4 or 13. Feels that any extension of PA avenue will increase traffic downtown and on the residential streets between Central and PA. Is in favor of preserving the ambiance of the community as it is today. In favor of light rail to Columbus. Wants an upgrade of the fairground access on US 23.
Mark Schluetz *Chairman of the NW Exploratory Committee*	Not in favor of Alternative 4 or 13. Feels these alternatives will increase traffic downtown, make travel difficult for peds, cause problems with hazardous material travel through town. Feels any widening project will cause a change from residential to commercial property. Wants to preserve the downtown area. Is in favor of the outerbelt alternatives. Is concerned about hazardous materials through the city and medical response due to gridlock.
Karen Valentine *W. Fountain Avenue*	There are a number of schools in the area between Central and PA Avenue. Concerned for children living in this area if traffic increases due to Alternatives 4 and 13. Wants to preserve the existing atmosphere of the City – old homes and historic district. Is opposed to any upgrade to PA Ave and Liberty St.
Laureen Boyle *Washington St.*	Supports Alternatives 6 and 7 and outerbelt alternates – gets traffic out of downtown streets. Feels that Alternative 4 and 13 will be a danger to area kids because of increased traffic.
Cheryl Rogers *SR 37*	Lives on SR 37 at Millers Country Gardens. Alternative 6 will cut through their family farm and they wouldn't be able to cross from one side to the other with a major road at this location. Realizes that there have been sub divisions built around their farm such as Locust Curve, Lexington Glen and Lantern Chase. They aren't ready to sell their farm at this time. Would rather that the road stop at their farm until they make a decision to sell it.
Rob Stultz *Thistle Drive*	Lives in the Nottingham Development. Wanted to comment on the committed road between Houk Rd and Troy Rd shown on the Plan. Would like to know the size, purpose, and time frame of this project. Feels that Buehler Drive will be a thoroughfare to this road – his road is next to this and he is concerned for the safety of the kids in this area.
Christy Naples *Thistle Drive*	A neighbor of Rob Stultz and has the same concerns as he does.
Chris Dean *Thistle Drive*	Pass – same as Stultz
Rita Au *Hogback Rd – Preservation Parks*	She is with the Preservation Parks District of Delaware County. Alternative 5W and the connection of Section Line Road run through the Gallant Farm Preserve. Recommends that these alternatives are looked at more closely.
Sally Waterhouse *Horseshoe Rd*	Pass – comment slip mentioned Alternative 1B
Herb Lucas *Stratford Woods*	Trees are being mowed down. Need to plan ahead and preserve things so they'll be here in 20 years. Alternative 1 may take some property of residential units, trees and the Eco Center.
Bob Holmes *Stratford Woods*	His house backs up to the Eco Center. The south end of town is residential down to Alternative 1. There's been tremendous development in the south county area. There's a new proposed interchange north of the Polaris mall. Why can't the City move Alternative 1 down to the south County area or upgrade US 42 from London Rd to US 23 to 4 lanes out to an interchange at US 23 & US 42? The US 23 & Panhandle Road alternative is a good idea.

Dan Christy *Hawthorn Rd*	The Eco Center is behind his property. Alternative 1, if it goes through the power line easement will still disturb the Eco Center wildlife.
Jeff Dickinson *Liberty Rd*	Director of Stratford Eco Center. Read a letter solicited from the ODNR by the Eco Center regarding Alternative 1. The letter is from Stuart Lewis, Chief of the Division of Natural Areas & Preserves and states that he cannot issue a permit for the road if it crosses the dedicated preserve.
Barb Martin *Stratford Rd*	Likes Alternative 8. Does not like Alternative 12 because it involves a bridge over the scenic river. She has dedicated 2 acres of her property to the State for a nature preserve. She is concerned for the Eco Center and so, is not for Alternative 1. Likes the Sawmill Parkway Extension and the US 42 interchange with US 23.
Nicki Acker *SR 37*	Favors the outer belt on the northeast side of town, but feels it should be further out – its too close to the planned development, doesn't want it west of the railroad. Is concerned about "losing homes to roads"
Kerry Ragsdale *Thornapple Trail*	Has lived in Stratford Woods just for the last year. Wishes the roads had been planned prior to the new homes being built – will depreciate his property value. Is for preserving open space and older homes.
Eric Junger *Bunty Station Rd*	Is for a complete interchange at US 23/US 42. Is critical of the poor planning by the City and feels they should have had developers set aside land for roads. Favors light rail to Columbus and mass transit. Does not want the Eco Center destroyed.
Chet Snouffer *Panhandle Rd*	Lives in the house directly in front of the Panhandle Road bridge east of US 23. Is opposed to any alternative which will impact Panhandle Rd. Said there are historic properties here. Knows that an east west connector is needed but not if you have to take homes and farms. Does not agree with Alternative 4 and13. There are lots of homes and schools in that area which would be impacted by an increase in traffic. Sees a need for an east west connector on the NE section of the City, but would prefer if the outerbelt were pushed further out east.
Kevin Hennessey *Curve Rd*	Glad to see that the City is being told again that Alternative 3A is not viable. Noted that the City was planning roads and solutions for their traffic problems in the County areas over which they have no jurisdiction. Is opposed to the 'planning' process. The City and County do not have funds to build roads but bring forth road plans which negatively impact homeowner's property values. The public agencies should wait until they have funds available to plan for roads.
Doug Warner *Bunty Station Rd*	Concerned with Alternative 1B and 3B intersection with US 23. Can't afford another intersection and signal on US 23.
Fred Copsey-Pearce *N. Union St*	Has seen lots of changes in the City of Delaware similar to what has happened in Columbus. All the residential areas were wiped out for roads. Is worried that the City of Delaware will be killed by development, called "suburbanization". Feels suburbs are "soulless". "Let's not build and maybe they won't come".
George Speese *Delaware City Council & Task Force Chairman*	Statement of planning for growth of community over the next 20 years. Four options: No Build; widen US 36/SR 37 within the City; one-way pair on US 36 and SR 37 from Liberty St to the Point; build roads around the City.
Pat Wells *Troy Rd*	Lives north of the City and is a Stratford Eco Center volunteer. Must save the Eco Center for the children.

The Council of the City of Delaware, Ohio met in regular session on Monday, August 13, 2001, in the City Council Chambers. The meeting was called to order at 7:00 p.m. and the following members of Council were present: First Ward Jim Moore, Third Ward David Godsil, Fourth Ward George Speese (arrived at 7:05 p.m.), At Large Councilman Joseph DiGenova, Vice-Mayor Windell Wheeler and Mayor Tom Thompson, who presided. The invocation was given by Vice Mayor Wheeler, followed by the pledge to the flag. Mayor Thompson noted that he received notification that Mr. Berwanger would be unable to attend tonight's meeting. Mr. DiGenova made a motion to excuse Mr. Berwanger, seconded by Mr. Godsil and approved by an all aye vote.

ITEM 4: APPROVAL OF MINUTES

On a motion made by Mr. Wheeler, seconded by Mr. DiGenova and a 5-0 vote the minutes of the special Council Work Session of July 17, 2001 and the regular Council meeting of July 23, 2001, were approved.

ITEM 5: CONSENT AGENDA

The Clerk read the items contained in the Consent Agenda.

A. Establish August 27, 2001 at 7:30 p.m. as the date and time for a public hearing and second reading of Ordinance No. 01-93, an ordinance approving the Conditional Use Permit for outdoor mulch display for the BP Gas Station located at 17 E. William Street.

B. Establish August 27, 2001 at 7:45 p.m. as the date and time for a public hearing and second reading of Ordinance No. 01-95, an ordinance approving a Conditional Use Permit for a drive-thru facility associated with the principal use for the construction of a Valvoline Instant Oil Change facility to be located in the Westfield Shopping Center north and west of the S.R. 37 and Houk Road (extended) intersection.

C. Establish August 27, 2001 at 8:00 p.m. as the date and time for a public hearing and second reading of Ordinance No. 01-96, an ordinance amending the Transportation Plan Map for the Comprehensive Plan by adoption of the Delaware City Draft Thoroughfare Plan: 2020 City Road Network Alternatives Map and the City of Delaware Thoroughfare Plan: Functional Classification of Roadways Map as amendments to the current Land Use and Major Facilities Plan Map.

D. Acceptance of the Finance Committee meeting minutes of June 12, 2001.

E. Acceptance of the Planning Commission meeting minutes of April 25, May 2 and May 23, 2001.

F. Acceptance of the Airport Commission meeting minutes of May 17, 2001.

G. Resolution No. 01-56, a resolution authorizing the installation of certain traffic control devices of Western Dreamer Drive at North Houk Road.

H. Resolution No. 01-57, a resolution indicating what services the City of Delaware will provide to 3.364± acres of land, more or less, description and map attached hereto as Exhibit "A" and "B" for annexation known as the Tarczy annexation, by John Hopfinger, agent for the petitioners.

I. Resolution No. 01-58, a resolution accepting public improvements for Carson Farms Subdivision, Section 1, Phase 2.

J. Resolution No. 01-59, a resolution accepting public improvements for the Woods at Locust Curve Subdivision, Section 3, Phase 1.

K. Resolution No. 01-60, a resolution accepting public improvements for Kensington Place Subdivision, Section 4, Phase 2.

Mr. Wheeler moved to accept the Consent Agenda, seconded by Mr. Moore and approved by a 6-0 vote.

ITEM 6: INTRODUCTIONS

Newly Hired/Promoted City Employees

The following newly hired/promoted city employees were introduced: Pete Ruffing, City Prosecutor introduced Mark Corroto, as newly hired Assistant Prosecutor in the Prosecutor's Office.

ITEM 7: RESOLUTION NO. 01-61

A RESOLUTION COMMENDING THE MEMBERS OF THE VINTAGE AUTO CLUB FOR THEIR DEDICATION, PROFESSIONALISM AND HARD WORK ON THE 2001 BLAST FROM THE PAST CRUISE IN.

The Clerk read the resolution for the first time by title. Mayor Thompson read the resolution in full and presented it to the members of the Vintage Auto Club. Mr. Earl Brown, Vintage Auto Club President, thanked City Council for their support and the City of Delaware for all the departments that the Auto Club worked with. Mr. Brown reported that July 27, 2002 has been set aside for the cruise next year and this year it raised over $10,000 for Hospice at Grady.

Motion: Mr. Wheeler moved to adopt Resolution No. 01-61, seconded by Mr. Godsil and approved by a 6-0 vote.

ITEM 8: RESOLUTION NO. 01-62

A RESOLUTION COMMENDING BILL LOWE FOR HIS YEARS OF SERVICE AS DELAWARE COUNTY FAIR MANAGER.

The Clerk read the resolution for the first time by title. Mayor Thompson read the resolution in full and presented it to Bill and Sandy Lowe. Mayor Thompson introduced Robert Reed, new Delaware County Fair Manager.

Motion: Mr. Godsil moved to adopt Resolution No. 01-62, seconded by Mr. DiGenova and approved by a 6-0 vote.

ITEM 9: LETTERS, PETITIONS AND PUBLIC COMMENT

Mr. Moore reported that he received a letter from Golden Watts, resident on South Section Line Road, who expressed his concern regarding the south by-pass for the City.

Mr. Wheeler reported that he received a postcard from one of the participants in the car show thanking Council for the courthouse clock. Mr. Wheeler also received a letter from Don Plank, Attorney for Dominion Homes, regarding questions that Mr. Wheeler had on the intersection of Houk Road and Rt. 37.

Mr. Godsil reported that he received some e-mails from residents of the Third Ward who are concerned about the traffic from the 23/42 interchange. Mr. Godsil stated that he would like to see the enforcement kept up on the speed and stop signs.

Mr. Speese reported that he has received comments from residents in his Ward that Krogers is not going to make good on their commitment to keep the downtown store open and expand it (adding the pharmacy). Mr. Speese requested that staff check into this issue. Mayor Thompson stated that the City had been working with the owner of the building and are working on the improvements. However, as far as the pharmacy, that may be another legal issue. Mr. Speese stated that he still has concerns regarding the West Central issue and have received several calls supporting his concerns.

Mr. DiGenova reported that he has received 15 personal notes and cards during his absence (vacation) regarding an article in the paper about a supplemental. All the individuals were a vote of encouragement and that they would serve on his committee for re-election if he decides to run in the fall. Also received the same letter from Mr. Plank (Dominion Homes). Mr. DiGenova stated that he has received several phones calls regarding the tipcarts and all were positive comments except some would like to see another color for the tipcart other than blue.

Mayor Thompson reported that he had invited the Mayor of Sacotta, Japan to come to Delaware; however, the Mayor cannot come at this time. Received a letter from Mr. John Eckert praising Jackie Sobas on the work she has been doing.

Mr. Homan reported that the City received a letter from Mr. Earl McWherter indicating his interest in serving on the Fire/EMS Services Task Force. Also received an earlier letter from Mr. Greg Mellon regarding his interest.

Mr. Golden Watts, 4550 S. Section Line Road, stated that he is representing the neighborhood and they would like to see some road studies done by a consulting firm as to where the trucks are

originating and where they are going. The publicity on the thoroughfare plan is depreciating the property values. Mayor Thompson stated that the maps establish corridors – not absolute routes. The public hearing will be in two weeks and we will discuss all those issues at that time. Mr. Speese reported that ODOT has announced that by 2023 they expect truck traffic south of Delaware on Rt. 42 to increase by 40% and we have to deal with the truck traffic somehow.

Ms. Dorothy Spain, 374 Hearthstone Drive, reported that there are tall weeds (10ft tall) next to her house (a vacant lot). Ms. Spain stated that she has called Dominion Homes and has spoken to a Carson Farm representative regarding the weeds. Mr. Homan stated that he will have the Engineering Department follow-up on this issue. Mayor Thompson stated that if we do not get this resolved the City should go ahead and mow it and send the bill to Dominion Homes/Carson Farms.

ITEM 10 PRESENTATIONS:

A. Presentation of Plaque in Appreciation for hosting the Summer AWWA Northwest District Meeting. Mayor Thompson presented to Richard Miller, Water Treatment Plant Superintendent and Tom Marshall, Public Utilities Director a plaque that he received for hosting the meeting.

B. Presentation by Bob Lawler, MORPC Assistant Director of Transportation and Annique van Kley, MORP Senior Planner of a Traffic and Growth Management Toolkit for Northern Franklin and Southern Delaware Counties. Mr. Lawler stated that Delaware County and Central Ohio is experiencing growth and over the next 25 years we expect the population to double. One of the things that are concerning the local governments is the ability to cope with that growth from the prospective of providing services and infrastructure. MORPC wants to bring together officials and other interested parties in the southern part of the county and the northern part of Franklin County to come up with a joint response to the growth and how to manage that growth. The main vehicle for this whole dialogue is to meet with everyone, talk to them about what are the biggest issues that they are concerned about and then convene everyone together to discuss these issues and come up with a joint response. Over time we would monitor the growth that is taking place in the area and compare it to the growth that was being planned for. Another part would be to have some consulting assistance to identify the practices in place and used in Central Ohio to help manage the growth. The last part would be to put together the mechanics of carrying out the monitoring system – who would be responsible for it, how to pay for it, etc. MORPC would be providing some technical assistance for this collaboration and include a professional office location. The estimated cost is $120,000 and Westerville and Columbus have both enacted legislation for a contribution of $30,000 each and we are looking for additional funding. Mayor Thompson stated that if the City of Delaware desired to be apart of this and contributed to it financially, would it be in our next budget year? Mr. Lawler stated that this activity would be split over a three-year period. Mr. Godsil asked if this would include the county and townships? Mr. Lawler replied that we are meeting with the townships and county. Mr. Moore asked who came up with the formula of $30,000 as a fair share for the City of Columbus since they have approximately 1 million people? Our share should be about $1,200 not

$30,000. Mr. DiGenova asked if Mr. Lawler has met with Dublin and Worthington yet? Mr. Lawler replied that we have and our Executive Director is going back to talk to them. We do not have any commitment from them yet. Mr. DiGenova stated that we need to be apart of this and he would like to have staff draw up the legislation and have it for us in September after Dublin and Worthington have responded and work out an equation as to our fair share. Mr. Speese stated that he is in full support of this. Mr. Godsil stated that as we go forward making changes to our Comprehensive Plan and looking at our infrastructure, we have never had sit downs with the townships (Berlin, Liberty, Scioto and Delaware). Maybe we should have a summit and a presentation by each body so we can all understand the issues facing each entity. Mayor Thompson agreed that it would be appropriate to get each entity together. Mr. Speese stated that Phil Laurien, Regional Planning should be invited.

ITEM 11: ORDINANCE NO. 01-79 [Third Reading]

AN ORDINANCE AMENDING CHAPTERS 1121, 1123, 1125, 1127, 1128, 1129, 1130, 1131, 1133, 1134, 1135, 1137, 1140, 1141, 1143, 1146, 1147, 1148, 1149, 1150, 1151, 1153, 1155, 1161, 1165, 1166, 1168, 1171, 1173, 1175, 1177, 1179, 1181, 1190 AND 1191 AND APPENDIX OF THE ZONING CODE OF THE CITY OF DELAWARE AND COMPLETE RE-ADOPTION OF THE ZONING CODE OF THE CITY OF DELAWARE, AND MORE PARTICULARLY REVISE THOSE SECTIONS DEALING WITH SIGNAGE, TREE PRESERVATION, AND TO MAKE NUMEROUS MODIFICATIONS TO THE ENTIRE ORDINANCE AS TO ORGANIZATION AND CROSS REFERENCES AND MORE CLEARLY DEFINE VARIOUS WORDS AND TERMS; AND TO REVISE AND UPDATE THE CONDITIONAL USE REGULATIONS.

The Clerk read the ordinance by title for the third time. Mr. Jennings, Interim Planning Director, stated that the missing chapters have been added to the ordinance. Mr. Jennings thanked the Zoning Code Review Committee for their long hours of work in creating this document.

Motion: Mr. Speese moved \to adopt Ordinance No. 01-79, seconded by Mr. Moore and approved by a 6-0 vote.

ITEM 12: ORDINANCE NO. 01-72 [Third Reading]

AN ORDINANCE ACCEPTING THE ANNEXATION OF 0.92± ACRES, MORE OR LESS, DESCRIPTION AND PLAT ARE ATTACHED HERETO AS EXHIBIT "A" AND "B" FOR ANNEXATION KNOWN AS THE WARE ANNEXATION, BY LISA WARE.

The Clerk read the ordinance by title for the third time. Mr. Jennings reported that this item was heard at the July Planning Commission meeting. Once again, the Applicant was not present. The Members felt that the Applicant did not understand that there would be a very large cost to the Applicant to get sewer extended to the property, the stated reason for wanting the annexation. Members were also concerned about the potential adverse impacts on the delivery of Fire, Police,

and EMS services by creating this island of City in the Township along Warrensburg Road. The Applicant has not responded to calls or the certified letter. Staff and the Planning Commission recommend this for denial. Mr. Speese stated that if the Applicant wants to come back in and understands the expense, he would be willing to consider it. Mr. Moore asked if the Applicant wanted to come back in and reapply would it be under the new annexation rules or the old annexation rules? Mr. Homan replied that if the Applicant does it before October 26 it would be the old rules. Mr. Moore asked if the Applicant would have to start all over and go before the County Commissioners again? Mr. Homan replied that it would depend if it were a 100% annexation. If it is just the Applicant's lot then it will be heard differently – expedited process. Mayor Thompson stated that we as the City have extended ourselves, we sent a certified letter and we got no comment from the Applicant so it is appropriate that we act upon this tonight.

Motion: Mr. Godsil moved to adopt Ordinance No. 01-72, seconded by Mr. Speese and denied by a 0-6 vote.

ITEM 13: ORDINANCE NO. 01-90 [First Reading]

AN ORDINANCE AMENDING CHAPTER 191 OF THE TAXATION CODE OF THE CITY OF DELAWARE BY REVISING SECTION 191.06 COLLECTION AT SOURCE AND SECTION 191.02 BOARD OF REVIEW.

The Clerk read the ordinance by title for the first time. Mr. Stelzer, Finance Director, reported that this ordinance is the result of activity at the State level whereas there has been a push for several years from some of the tax preparers to get some uniformity with Ohio municipalities. The result of that was some adopted legislations (HB 477) that mandated some things that municipalities must do with their income tax ordinance to make them more uniform. The Finance Committee has reviewed the request and approved bringing the language changes to City Council. The two proposed changes are minor in scope and are revenue neutral. The one change deals with withholding tax forms. Most businesses have to have their W2's filed with the federal government by February 28 and our tax code states that it has to be turned in by January 31st so we just need to change it from January 31st to "on or before the last day of February." The second change in Section 191.12, that one of the requirements that the State enacted is that we have an Income Tax Board of Review. The Board of Review would hear appeals, penalty charges, etc. The problem we have had in the past is getting three members (none of which can be Council members) appointed to this Board. The change that is proposed is not putting a Review Board in place but to open it up and allow potential Council members to be on the Board. A major problem is trying to get people to serve on the Board so if we cannot get members than maybe we can have the Finance Committee serve the same role. Mr. Stelzer suggested going to a second reading. This will come before Council for a second reading at the August 27, 2001 City Council meeting.

ITEM 14: RESOLUTION NO. 01-91 [First Reading]

AN ORDINANCE SUPPLEMENTING THE 2001 APPROPRIATIONS ORDINANCE TO PROVIDE FOR THE ACQUISITION OF TIPCARTS FOR THE REFUSE DEPARTMENT, AND DECLARING AN EMERGENCY.

The Clerk read the ordinance by title for the first time. Mr. Tim Browning, Public Works Director reported that the implementation of the Tipcart System will improve the overall efficiency of collection and improve the City's ability to address future community growth issues concerning solid waste reduction and disposal. Mr. Browning gave a brief history – the City has been in the business of collecting trash since 1951 at which time trash was separated into burnable and non-burnable material. In 1996, the City chose to continue to provide this service and remain as competitive and efficient as possible. In 1999, the Refuse Department received 2 side load packers. With community growth and future population projections, a 3rd truck was ordered in the spring of 2001 and should be delivered in September of this year. Along with growth, we have also seen our volumes increase. We have seen a 5% increase just in 2001 and some of the new subdivisions are not at the same recycling participation or volume as some of the older subdivisions. Each residential route employee lifts 2000 lbs. per hour. Since we have purchased the side load packers we have experienced an increase in back and shoulder injuries. The pilot tipcart program was started in September 2000 with approximately 640 households. The initial pilot program was to last 3 month but we are approaching 12 months. We held 2 public meetings to outline the program to participating residents and also held a meeting 3 months into the program. A user survey from the pilot program concluded that 66% felt that the toter made their neighborhood cleaner with less litter, 2% felt their neighborhood was dirtier with more litter and 32% felt their neighborhood was unchanged. As far as color of the toter, 67% thought blue was sufficient. 91% felt that the toter was easy to handle and 65% felt it was a good idea. The proposed residential tipcart system is to purchase and distribute approximately 7,600 tipcarts to all residential customers (6 month distribution process) and require that all refuse be placed into the tipcart for collection. As a result of requiring all refuse be in the tipcart, we are proposing expanding the types of recycling materials collected at curbside. We have found markets for magazines, phone books, catalogs and paperboard/chipboard. We are looking at implementing a large item collection system. We are also proposing adding one additional fulltime employee. Financial/Service Impact-it will take approximately $360,000 to implement the system, we will have to modify two existing rear loaders, we would like to purchase one split body packer which will enable us to collect cardboard and yard waste in one trip, and the holiday collection schedule will be modified. The benefits – reduce collection costs per household, reduce costs associated with employee injuries, encourage additional recycling volumes which reduce disposal volumes and provide additional curbside service to the community. Mr. Browning stated that at the next council meeting he would like to review the proposed Rules and Regulations for Solid Waste & Recycling Collection. Mr. DiGenova asked Mr. Browning to discuss the spring and fall collection and the possibility of picking up large items (refrigerators, furniture, etc.). Mr. Browning replied that the spring/fall cleanup would continue with 2 weekends in the spring and 1 weekend in the fall in 2002. In 2003 (based upon 2002 numbers) we would then propose eliminating that service because we would be providing that service at curbside. The bulk item collection – we are still working on it but we would want to collect non-hazardous and items that will not cost us an additional cost to dispose of at the Transfer Station. Our current weight limit is 50lbs but we propose making a limit of 100lbs. Mr. DiGenova commented that the initial cost is coming from the refuse fund with no cost to the citizens. Mr. Browning stated that we also provide an exemption service to those who are not able to take their refuse to the planting strip. All a citizen has to do is call the Refuse Department and we will sign them up. Mr. Stelzer stated that we will be providing citizens with the initial cart but we will be

looking at, down the road, building into our rates a sufficient amount over a 5-6 year period of time where we recoup enough to replace a cart if necessary. This could be a $.70 to $.80 a year increase in the refuse charges. Mayor Thompson stated that he was part of the pilot program and he would endorse the program.

Mr. Ron Bishop, former Cottswold Dr. resident, stated that he likes the program but wished the toter was green in color. If the labor requirements are going down, why are you adding additional personnel? Mr. Browning responded that we plan on taking on bulk collection and our time on the cardboard collection will increase since we will be adding paperboard and presently we have no means to address vacancies on a day-to-day basis unless we take someone from another service crew. Mayor Thompson stated that it is also our growth factor – while we may be able to reduce the number of people on a given truck we are also adding additional routes and miles to travel.

Mr. Bob Hoffman, asked since you are adding a truck and reducing a person has anyone done a cost analysis? Mr. Browning stated that in with our labor/benefit package, if an employee works for us for a little more than 3 years we can buy a truck. That trucks life expectancy is approx. 8-10 years so as a community grows we have to add trucks. If you look at adding a truck with 2 people each time than that is going to add $50,000 to $100,000 per truck. The cost analysis is there to where it is more efficient to run the routes with one individual instead of two and still buy the truck – so we have ran the cost analysis.

This will come before Council for a second reading at the August 27, 2001 City Council meeting.

ITEM 15: ORDINANCE NO. 01-92 [First Reading]

AN ORDINANCE SUPPLEMENTING THE 2001 APPROPRIATIONS ORDINANCE TO PROVIDE FOR COMPLETION OF THE FOUNTAIN AVENUE STORM SEWER PROJECT, AND DECLARING AN EMERGENCY.

The Clerk read the ordinance by title for the first time and the emergency clause in full. Mr. Terry Lively, Deputy Engineer, reported that there was some work that was not performed in the Fountain Avenue project back in 1998. There has been some investigation to try to finish that work up and the supplemental before you is what we think it is going to take to finish the job up. Mr. Homan stated that this project took place in 1997-1998 and it was represented at that time to the residents that this work was going to be performed regarding the rerouting of floor drains and downspouts Mayor Thompson asked if these items were unanticipated or increases in cost? Mr. Lively replied that some of this work was anticipated and soon after the project began we realized that it was more in depth than what we had allowed for in the plans so we elected not to perform these items so to give us some time to look at the situation. Mr. Lively stated that there are two separate tasks remaining – 1) we need to disconnect everyone from the old sewer and get them hooked into the new system and 2) after the first task is completed we will need to fill in the old storm sewer so there is no danger of collapse. Mr. DiGenova asked if we should have that stated in Section 1 of the ordinance that it is for those two items? Mr. Homan stated that can add them in the ordinance – Downspout and floor drain work remaining and Storm sewer

abandonment work remaining. Mr. Wheeler asked if the City has rechecked the old drainage area to see if people have added new tiles into that not knowing that it is going to be closed off? Mr. Lively responded that we have done quite a bit of investigation in the last 6 months – we went house to house but we probably have not found them all so we might have someone complain about a wet basement or wet spot in their yard.

Motion: Mr. DiGenova moved to amend Ordinance No. 01-92 to add in Section 1, under "Fountain Ave. Storm Sewer (410-4102-5525) $55,000" the following – "Downspout and floor drain work remaining" and "Storm sewer abandonment work remaining", seconded by Mr. Speese and approved by a 6-0 vote. Mr. DiGenova moved to suspend the rules requiring three readings of Ordinance No. 01-92, seconded by Mr. Speese and approved by a 6-0 vote. Mr. DiGenova moved to adopt the emergency clause for Ordinance No. 01-92, seconded by Mr. Speese and approved by a 6-0 vote. Mr. DiGenova moved to adopt Ordinance No. 01-92 as amended, seconded by Mr. Speese and approved by a 6-0 vote.

ITEM 16: ORDINANCE NO. 01-93 [First Reading]

AN ORDINANCE APPROVING THE CONDITIONAL USE PERMIT FOR OUTDOOR MULCH DISPLAY FOR THE BP GAS STATION LOCATED AT 17 E. WILLIAM STREET.

The Clerk read the ordinance by title for the first time. Mr. Jennings reported that originally the Applicant had proposed storing the mulch bags behind the Hayes Memorial plus in front of and behind the pump areas. Based upon an informal review with the Historic Preservation Commission plus the Staff Report, the Applicant changed to propose outdoor display in more out of the way areas, namely along the front wall of the building (out of the driving aisle) plus along the rear retaining wall. Mr. Wheeler stated that he opposes this conditional use. It is inappropriate for the downtown area and the area proposed is a walk-thru area. They might want to consider putting it along the back wall only. This will come before Council for a second reading and public hearing at the August 27, 2001 City Council meeting.

ITEM 17: ORDINANCE NO. 01-94 [First Reading]

AN ORDINANCE APPROVING THE PRELIMINARY DEVELOPMENT PLAN FOR A 2,850 SQUARE FOOT, 3 BAY OIL CHANGE OPERATION ON A 0.875± ACRE OUTLOT LOCATED IN THE WESTFIELD SHOPPING CENTER NORTH AND WEST OF THE S.R. 37 AND HOUK ROAD (EXTENDED) INTERSECTION.

The Clerk read the ordinance by title for the first time. Mr. Jennings reported that this is a fairly straightforward development proposal. Other than Staff and the Planning Commission asking that the mounding be at least 3 feet high in the Final Development Plan, the only remaining issues were primarily inventory and notational in nature. This needs to be considered in conjunction with the companion Conditional Use Permit (Ordinance No. 01-95), which has no outstanding issues. Mr. Wheeler stated that this is not right for that area since we have needs to draw customers in the shopping center on a longer term basis than what this business will bring in. Mr. Wheeler stated that if he would be at the next two meetings he would vote no on both of

these issues. Mr. Jennings stated that a conditional use is not something that you can say yes or no to – it is a permitted use with conditions so we have to put reasonable conditions on it. Mr. Moore asked there are several out lots left and when Krogers paid their portion for that intersection improvement – did that relieve the other out lots from being assessed a portion of the improvements of that intersection? Mr. Homan stated that the developer paid for all the out lots. A representative from Valvoline stated that there are some fees added to the cost of the property so we are paying for a portion of the site improvements. Mr. Wheeler stated that in the Planning Commission minutes there was discussion on the actual square footage of the building – do we know what the size will be? A representative from Valvoline responded that the actual square footage is 1,992 and the building will be using the same brick like Krogers.

This will come before Council for a second reading and public hearing at the August 27, 2001 City Council meeting.

ITEM 18: ORDINANCE NO. 01-95 [First Reading]

AN ORDINANCE APPROVING A CONDITIONAL USE PERMIT FOR A DRIVE-THRU FACILITY ASSOCIATED WITH THE PRINCIPAL USE FOR THE CONSTRUCTION OF A VALVOLINE INSTANT OIL CHANGE FACILITY TO BE LOCATED IN THE WESTFIELD SHOPPING CENTER NORTH AND WEST OF THE S.R. 37AND HOUK ROAD (EXTENDED) INTERSECTION.

The Clerk read the ordinance by title for the first time. (See comments under Ordinance No. 01-94) This will come before Council for a second reading and public hearing at the August 27, 2001 City Council meeting.

ITEM 19: ORDINANCE NO. 01-96 [First Reading]

AN ORDINANCE AMENDING THE TRANSPORTATION PLAN MAP FOR THE COMPREHENSIVE PLAN BY ADOPTON OF THE "DELAWARE CITY DRAFT THOROUGHFARE PLAN: 2020 CITY ROAD NETWORK ALTERNATIVES" MAP AND THE "CITY OF DELAWARE THOROUGHFARE PLAN: FUNCATIONAL CLASSIFICATION OF ROADWAYS" MAP AS AMENDMENTS TO THE CURRENT "LAND USE AND MAJOR FACILITIES PLAN" MAP.

The Clerk read the ordinance by title for the first time. Mr. Jennings reported we are talking about the map only and not a plan. This is work that has been done by the Transportation Thoroughfare Task Force, a joint effort by the City of Delaware and the Delaware County Engineer's Office plus Regional Planning Commission to study the City and County road networks. MS Consultants plus the Mid-Ohio Regional Planning Commission were retained to provide expert services in transportation planning and to model the ramifications of various land use scenarios, as well as road connection and improvement combinations. We have asked that the map be changed to show Braumiller Road south going to relocated Cheshire Road. Mr. Speese stated that Route 42 is going to become increasingly congested and a problem for us and it would be appropriate for us to encourage ODOT to make Rt. 42 and Section Line Road an

interchange rather than an intersection. This will come before Council for a second reading and public hearing at the August 27, 2001 City Council meeting.

ITEM 29: CITY MANANGER'S REPORT

Mr. Homan stated that he wanted to commend Jackie Sobas for her efforts with the newsletter. The Infrastructure Task Force has a reorganization meeting on Thursday evening (August 16) and most of the prior members have indicated their interest in continuing to serve. The Finance Committee has changed their meeting to August 30 @ 6p.m. The Capital Budget is due to City Council by Wednesday (August 15) and would like to have a general review of the budget on Saturday, August 18 after the meeting with Senator Harris and Representative Peterson.

ITEM 30: COUNCIL COMMENTS

Mr. Godsil asked if we need a motion to have a meeting with the township and county? Mr. Homan stated that he would like to talk about what we have done in the past so we need to establish how you want the agenda to be and determine who to invite (just the chairman or all of the trustees). Mayor Thompson stated that we could have a general agenda for each Council member to review and then we could set up the meeting. Mr. Godsil commented that it is time for the mid-year review of the City Manager.

Mr. Speese thanked Jackie Sobas for her work on the newsletter. Mr. Speese stated that he is concerned that there is no one from the City Manager's office at the Public Works meeting because under the Charter, Council is not permitted to give department heads direction.

Mr. DiGenova asked about the US 23/Rt 42 update? Mr. Lively stated that they are very close to being on schedule – maybe a little behind but hopefully will be done on schedule.

Mr. Moore reported that the next Airport meeting is September 13th. Mr. Moore stated that he previously asked for some information from the City Manager regarding the number of building permits for the last year and we are experiencing out of control residential growth. The figures that were provided indicate that we have approximately 871 single family homes with building permits issued in the last 18 months, 828 multi family homes (apartments and condos), 3,528 single family homes approved through the final development phase (permit not yet pulled on) and when you add this up you are talking about 5,615 dwelling units that the City has approved. We are not talking about the 371 houses at Cheshire, we are not talking about the 200-300 that will come online because of the Stockdale annexation off of Pollock Road, we are not talking about another 200-300 because of the annexation just north of the Stockdale annexation so these are all in the future and not included in the 5,615 figure. If we look at the ones we have approved so far – 5,615 residents and if each house or apartment produces 3 people (with a five year build out) that will add in the next five years 16,845 people to the population of this City which will take us to 43-44,000 people by the year 2006. Mr. Moore stated that he is concerned because the City does not have the sewage system in place, we do have the water capability, we do not have the police or fire, and we do not have the infrastructure or schools. He recommends that we give these figures to the School Board and the Planning Commission and we discuss these figures and immediately start a redesign of the City's Comprehensive Land Use Plan. We

have to come up with some triggering mechanisms to control the growth (i.e. limit the growth of the City by the sewage system, by drinking water available, by the EPA 2001 Drainage Plan, by the ability of our schools to handle the students). We need to re-focus our efforts into industrial and commercial growth and re-design our land use plan so we may take some of our designated residential areas and convert them to industrial and commercial. Mr. DiGenova stated that regarding the water and storm sewer we are addressing that and the schools – there are several areas that we have no control over because it might be in Olentangy or Buckeye Valley School Districts. Mr. Godsil stated that Mr. Moore's points are valid but we cannot worry so much about boundaries and the forum to discuss those types of concerns would be in discussion with the townships. We need to plan properly and work together.

Mr. Speese commented that we have to work in cooperation with the other political entities.

Mr. Wheeler reported that he received a call regarding weeds in the ditch beside the old Amana Stove Company. We should probably mow it and back charge it to the property owner. Also some residents had their water meters changed out on Curtis Street and they were not satisfied with the work done. Mr. Wheeler will give Ms. Sobas the addresses in question.

Mayor Thompson stated that there are grandstand box seats available during fair week (except Jug Day). There will be a RV/Reception area along the fence and are looking for people to be at the reception area (get with the Mayor or Jackie to volunteer).

ITEM 31: EXECUTIVE SESSION

Mr. Wheeler moved to go into executive session at 9:32 p.m. pursuant to Ohio Revised Code Section 121.22(G)(4) negotiations with public employees, Section 121.22(G)(5) matters to be kept confidential by state statue and acquisition/sale of property, seconded by Mr. Godsil and approved by a 6-0 vote.

_____

Council Clerk Robyn Moehring

_____

Mayor Tom Thompson

The Council of the City of Delaware, Ohio met in regular session on Monday, August 27, 2001, in the City Council Chambers. The meeting was called to order at 7:00 p.m. and the following members of Council were present: First Ward Jim Moore, Second Ward David Berwanger, Third Ward David Godsil (left at 10:35 p.m.), Fourth Ward George Speese, At Large Councilman Joseph DiGenova, and Mayor Tom Thompson, who presided. The invocation was given by At Large Councilman DiGenova, followed by the pledge to the flag. Mayor Thompson noted that he received notification that Mr. Wheeler would be unable to attend tonight's meeting. Mr. DiGenova made a motion to excuse Mr. Wheeler, seconded by Mr. Speese and approved by an all aye vote.

ITEM 4: APPROVAL OF MINUTES

On a motion made by Mr. DiGenova, seconded by Mr. Berwanger and a 6-0 vote the minutes of the regular Council meeting of August 13, 2001, were approved.

ITEM 5: CONSENT AGENDA

The Clerk read the items contained in the Consent Agenda.

A. Receipt and acknowledgment without objection of an application to the Ohio Department of Liquor Control for a new liquor permit for Meyers Stretch, Inc., DBA Backstretch, 14 S. Sandusky Street, Delaware, Ohio 43015. Permit Class: D3A
B. Resolution No. 01-63, a resolution authorizing the installation of certain traffic control devices at the intersection of Houk Road and State Route 36.
C. Resolution No. 01-64, a resolution authorizing not enforcing the parking meters from Spring Street to Park Avenue on South Sandusky Street on September 13, 2001 to assist Ohio Wesleyan University during a special event they are hosting.
D. Establish September 10, 2001 at 7:30 p.m. as the date and time for a public hearing and second reading of Ordinance No. 01-101, an ordinance approving the Conditional Use Permit and corresponding Preliminary Development Plan for the softball field and proposed maintenance storage area located as part of the Hayes High School Complex at 289 Euclid Avenue, and declaring an emergency.
E. Resolution No. 01-65, a resolution appointing a member to the Transportation Infrastructure Task Force.

Mr. Godsil asked if the parking situation with the bowling alley and Hayes High School has been resolved? Mr. Jennings responded that the bowling alley and armory are both satisfied with the situation.

Mr. Speese moved to accept the Consent Agenda, seconded by Mr. Godsil and approved by a 5-0-1 vote (Berwanger abstained).

ITEM 6: INTRODUCTIONS

Newly Hired/Promoted City Employees

The following newly hired/promoted city employees were introduced: Tim Browning, Public Works Director, introduced Kevin Filby, as newly hired Public Works Technician I-Refuse, Keith Blankenship, as newly hired Public Works Technician I-Street; Randy Jackson, as newly hired Public Works PPT Labor I-Refuse. Police Chief Lieske introduced Ben Segaard, as newly hired Police Office and Rita Mendel, as newly promoted Community Relations Officer. Fire Chief Macklin introduced Matt Kasik, Lyle Bolin, Christian Ball and Terrance Marks as newly hired Firefighters.

ITEM 7: RESOLUTION NO. 01-66

A RESOLUTION COMMENDING INDIVIDUALS AND/OR BUSINESSES/ORGANIZATIONS INVOLVED IN THE DELAWARE CITY RECREATION SERVICES SAFETY TOWN PROGRAM.

The Clerk read the resolution for the first time by title. Mayor Thompson read the resolution in full and presented to Chief Lieske, and Officers McQuigg, Mendel and Glazer.

Motion: Mr. Godsil moved to adopt Resolution No. 01-66, seconded by Mr. Speese and approved by a 6-0 vote.

ITEM 8: PRESENTATIONS:

Presentation by Chief Kathy Lieske, regarding Traffic Enforcement Efforts. Chief Lieske reported that in late spring of 2001, the Police Department was asked to develop a comprehensive plan to address the numerous public concerns of added traffic through residential areas brought about by the 23/42 Bypass detour. The Police Department placed added emphasis to traffic enforcement in response to this issue. In late May, we specifically dedicated an officer to concentrate on traffic enforcement in those residential areas that had observed an increase in traffic due to the various construction projects in and around the City of Delaware. Those areas would be primarily: Hawthorne Dr., W. Hull Dr., Cottswold Dr., Belle Avenue, Liberty Road and Stratford Road. We also concentrated on W. Central Avenue, Grandview Avenue and Troy Road because of citizen concerns and road construction at the Westfield Shopping Center.

The one officer assigned to strictly traffic enforcement (Officer Robert Hatcher) from May 24 through August 10 has issued over 180 citations. 129 citations were for speed violations and 51 citations were for other moving violations. Beginning August 19th, the Department will continue to schedule Officer Hatcher to specifically concentrate on traffic enforcement. In addition, there will be scheduled two additional non-conforming shifts to provide concentrated efforts in traffic enforcement. We will experiment with a 6:00 a.m. to 2:00 p.m. officer and an 11:00 a.m. to 7:00 p.m. officer. These two positions were scheduled to hit the commuter times of travel in both the morning and evening hours.

One of the areas that we had heard a great deal of problems was from the residents on Grandview Avenue. At the Parking and Safety Meeting on Monday, two residents from Grandview Avenue were in the audience and they took exception to the report that the average speed on Grandview Avenue is less than 30 mph. Chief Lieske reported that she went out to Grandview Avenue

(from 11:30 a.m. to 12:00 p.m.) in an administrative car (not marked) and clocked 43 vehicles (over half traveling southbound) and out of those 43 vehicles, 7 were over 35 mph. The average speed was just under 30 mph. Later in the day, Officer Mendel went to Grandview Avenue in a marked car (for over ½ hr.) and could not find anyone going over 32 mph. Later in the week Officers Hatcher and Snead used bicycles and they clocked 73 vehicles (over a 1 hr. period) with the slowest being 18 mph and the highest being 40 mph. Average speed was determined to be 25 mph. We are continuing in our efforts and are concentrating on the Rt. 23/42 bypass project and we are listening to citizen concerns.
Mr. Godsil asked about the patrolling around Conger School? Chief Lieske responded that the Police Department could concentrate on that area the first two weeks of school but it would mean taking away from the other schools. We try to have one officer for each school. Mr. Speese commented that patrolling Conger School would be good because of the number of trucks traveling William Street. Mr. DiGenova stated that he has seen a number of people trying to pass on Liberty Road which should be looked at. Mr. DiGenova asked the Chief to report on how the traffic flow will be handled on Brown Jug Day. Chief Lieske stated that the addition of the Rt. 23 gate has greatly reduced the traffic congestion on our city streets. We are in the works of making an informational pamphlet that we will have at our city booth which will show a map of the city and show the areas under construction or closed.

ITEM 12: ORDINANCE NO. 01-93 [Second Reading and Public Hearing]

AN ORDINANCE APPROVING THE CONDITIONAL USE PERMIT FOR OUTDOOR MULCH DISPLAY FOR THE BP GAS STATION LOCATED AT 17 E. WILLIAM STREET, AND DECLARING AN EMERGENCY.

The Clerk read the ordinance by title for the second time and the emergency clause in full. Mr. Jennings, Interim Planning Director, reported that BP is proposing to place a pallet of mulch 4ft. high in front of its building near the front wall, as well as, five pallets along the rear wall. Staff is recommending that the front area be an example type of display of mulch, only 3ft. tall and this area would indicate that the real mulch to be picked up is along the rear wall. Mr. Thompson asked how tall can they stack the mulch along the rear wall? Mr. Jennings replied that code allows 6ft. Mr. DiGenova stated that he is totally against gas stations selling mulch in the City. Mr. Thompson stated we do allow one gas station to sell mulch within the City. As a condition, if the mulch becomes a nuisance or BP stacks it further behind the building to affect the turning radius, then BP must stop selling mulch.

Motion: Mr. Godsil moved to suspend the rules requiring three readings of Ordinance No. 01-93, seconded by Mr. Speese and approved by a 5-1 vote (DiGenova, nay). Mr. Godsil moved to adopt the emergency clause for Ordinance No. 01-93, seconded by Mr. Speese and approved by a 5-1 vote (DiGenova, nay). Mr. Godsil moved to adopt Ordinance No. 01-93, seconded by Mr. Speese and approved by a 2-3-1 vote (Berwanger, Godsil and DiGenova, nay). Ordinance No. 01-93 denied.

ITEM 14: ORDINANCE NO. 01-95 [Second Reading and Public Hearing]

AN ORDINANCE APPROVING A CONDITIONAL USE PERMIT FOR A DRIVE-THRU FACILITY ASSOCIATED WITH THE PRINCIPAL USE FOR THE CONSTRUCTION OF A VALVOLINE INSTAND OIL CHANGE FACILITY TO BE LOCATED IN THE WESTFIELD SHOPPING CENTER NORTH AND WEST OF THE SR 37 AND HOUK ROAD (EXTENDED) INTERSECTION, AND DECLARING AN EMERGENCY.

The Clerk read the ordinance by title for the second time and the emergency clause in full. Mr. Jennings reported that this facility would be located in an outlet nearest to the Krogers store. We have asked the applicant to match the Kroger façade but they are proposing to match the rear brick material of the Krogers store. Staff is recommending approval with the brick matching the front brick of Krogers. Mr. DiGenova asked if the signage meets all conditions? Mr. Jennings responded that the signage will meet the code or go to Board of Zoning Appeals. Mr. Berwanger asked that in the planning review it was discussed that water may be a problem? Mr. Jennings stated that the provision of water to the site could go one of two ways – from the internal Westfield Shopping Center line or a new 24" line going up Houk Road. Mr. David Mack, representative of Valvoline, stated that the water issue has not been resolved. We are looking at either using Krogers main water line or wait for construction of the 24" line. Mr. John Smith, 179 Tar Heel, stated that there is a severe drainage problem that has not been addressed at the Krogers location which needs to be before there is any more development. Mayor Thompson responded that staff will look into the problem.

Motion: Mr. DiGenova moved to amend Ordinance No. 01-95, under Section 2, that signage must be at code and that the brick all the way around the building must match the brick on the front of Krogers, seconded by Mr. Speese and approved by a 6-0 vote. After Council discussion, it was decided to take this ordinance to a third reading at the September 10, 2001 City Council meeting.

ITEM 9: LETTERS, PETITIONS AND PUBLIC COMMENT

Mayor Thompson reported that he received an e-mail regarding the Krogers store on S. Sandusky Street. Krogers efforts are continuing with the property owner and they are moving forward.

Mr. Godsil asked the Chief of Police and City Manager to look into a program that is being used across the United States in which the emergency broadcast system is being used to cut in on radio and TV broadcasts when a child is abducted.

Mr. DiGenova thanked everyone who has written and called him expressing their sadness that he is not running for his fourth term on City Council.

ITEM 15: ORDINANCE NO. 01-96 [Second Reading and Public Reading]

AN ORDINANCE AMENDING THE TRANSPORTATION PLAN MAP FOR THE COMPREHENSIVE PLAN BY ADOPTION OF THE DELAWARE CITY DRAFT THOROUGHFARE PLAN: 2020 CITY ROAD NETWORK ALTERNATIVES MAP

AND THE CITY OF DELAWARE THOROUGHFARE PLAN: FUNCTIONAL CLASSIFICATION OF ROADWAYS MAP AS AMENDMENTS TO THE CURRENT LAND USE AND MAJOR FACILITIES PLAN MAP, AND DECLARING AN EMERGENCY.

The Clerk read the ordinance by title for the second time and the emergency clause in full. Bob Lawler, Mid-Ohio Regional Planning Commission, reported that because of the inter-related issues between the City and the County, they both decided to pursue thoroughfare plans and work together and engaged MS Consultants and Mid-Ohio Regional Planning to provide them with some technical assistance. The population and employment of Delaware County is growing. The City itself is expected to see an increase of 135% of population with approximately 27,000 additional people and an 85% increase of jobs between 1995 and 2020. The area south of Rt. 36 between I-71 and the Scioto River is expected to see an increase of 31,000 rooftops between 1995 and 2020 (52% of County growth). In the County between 1995 and 2020 we expect to see a dramatic increase in the number of trips coming and going and the number of miles driven. Valerie Crossman, MS Consultants stated that thoroughfare plans are the first step in the road planning process. The second step is a corridor study with the third step being the final design and construction. Each step becomes more detailed as far as studying the alignment, what other details cost and considerations included in the corridors. The first step in the process will provide you for existing and future traffic projections, planning level volumes, general locations for roadways, recommendations and upgrades to the existing road network, prioritization of the recommended improvements, functional classifications for roadways and also provides for some supplemental items such as traffic impact study standards, traffic calming and access management guidelines which will serve as tools to be used to help manage the roadways better. The thoroughfare plan will not provide a specific alignment for new roadways, a detailed design for the existing road upgrades and a detailed analysis of intersections and capacities of intersections. These items will be studied in more detail in the corridor study which is Step Two. Step Two reviews all the possible road alignments and designs in more detail and covers such items as river crossings, habitats, historic sites, etc. to help better decide if a corridor is going to fit in with what your desires are in the future and if so where this might fit. Step Three is a detailed design which further nails down where that alignment might be. We have had 36 public meetings to date and numerous news articles.

The Thoroughfare Plan goals for the County are to improve road continuity, provide additional access to the major arterial and freeway system and relieve congestion primarily in the southern portion of the County. The goals for the City are to reduce congestion on downtown streets, address the high truck volumes on major routes through the City and add roadways to support development. Ms. Crossman reviewed the Delaware Thoroughfare Plan map. With the recommended Plan the 2020 networks seems to even out some of the traffic volumes. Example: in 1999 Vehicles Per Day – 1,000 on Slack Road, 3,000 on Liberty near Bean-Oller, 10,000 on US 42 north of S. Section Line. In 2020, without any addition to the network Bean-Oller Road will be 8,000 and S. Section Line will be 20,000.

Audience Comments

Barb Williamson, 725 Cheshire Road, stated that she has heard a lot of people ask about the north outer belt and she has not heard anything wrong with it. Is there anything wrong with it? Mayor Thompson stated that if you look at the Plan, we are looking at all sides of the City and not just the south. Ms. Williamson commented that we all want a solution to the problem but we on Cheshire Road do not want to be the only solution to the problem. We do not want trucks on Cheshire Road.

John Gartland, 920 Bean Oller Road, stated that the southern by-pass was not discussed for two years and was just slipped in a few weeks ago. This path will require a new bridge over the Olentangy River and there has never been a new bridge allowed over the scenic Olentangy River. If you really want to get this path in and a bridge over the Olentangy River, the City will need to annex a large chuck on both sides of the river. Under the old annexation law this would have been very difficult but under the new annexation law it will be impossible. The sooner you remove this path, the sooner you can devote your resources and time to the paths that are viable.

Alan Spencer, 4308 Olentangy River Road, asked about the right-of-way money that is set aside for this alternative which is listed at $1.2 million. That money would only buy two houses – where is the rest of the money going to come from for all the landowners?

Leland Earheart, 491 S. Section Line Road, stated that we our in the corridor study and you are effecting everyone who lives in that area. Change is not necessarily an improvement.

Mark Cameron, 1944 Ford Road, stated that he talked to one of the Regional Planning members and the member stated that these are actually road locations. The location between Bean Oller and Ford Road has been set in the minds of Regional Planning. As far as cost, you are looking at 10 miles of roadway. If you take the other alternate (using existing Rt. 42) it is the most economical way by using the existing infrastructure and you would only be looking at 3 miles of roadway. When the new by-pass runs through and has to intersect Liberty and S. Section Line there will be a large amount of congestion. What is going to be done to slow down the traffic? Mayor Thompson commented that the information and questions that are being raised tonight will go to City Staff and the consultants to be addressed at the next Council meeting.

Dave Sarnowski, 420 Cheshire Road, stated that he agrees with what everyone has said. It would be more economical if it went from Rt. 42 over to 36/37.

Jim Metzler, 70 Cheshire Road, stated that he received a phone call this afternoon that there have been surveyors in his field planning a new section of roadway (new Cheshire Road). Mayor Thompson asked Mr. Metzler to let the Planning Department know the names of the people in question. Mr. Homan stated that the City and our agents are not out doing any type of surveying in connection with these alternatives. If there is any surveying going on in the Cheshire Road area it is probably in connection with the M/I development.

Randy Linden, 510 Cheshire Road, asked if there has been any approval of crossing Olentangy River for the Cheshire part? Mayor Thompson responded that he was not aware of any. Mr. Linden stated that Winter Road had a bridge across it at one time, has it been looked at? All alternatives should be looked at. The 23/42 interchange – is there a north/south entrance onto Rt.

23 from Rt. 42? Mayor Thompson responded yes. Mr. Linden asked if there is east/west to Rt. 42 to Rt. 23? Can you go every direction? Mayor Thompson responded that the difficulty when you are talking about going west with Rt. 42 is that it goes back to Lake Street and around. Mr. Linden stated that if you connect to Rt. 23 and go north of it and then over to Rt. 42 that could be a possible alternative which is a shorter distance.

Gabriella Bertinelli, 4361 Liberty Road, asked if the development planning driving the development or is city planning going to dictate what development is going to happen? Ms. Bertinelli proposed a truck and development related study be done, a home by home survey as to what the people in the area actually what they want, a city to city comparison from across the country, and environmental impact study as to how these corridors would effect the environment.

Roger Steele, 4191 S. Section Line Road, stated that most lots in the area sell for between $90-110,000 and if this by-pass would be built then values would decline. The truck traffic on S. Section Line Road is mainly gravel trucks heading to National Lime Stone and if we would close the stone pit it would help. Mr. Steele proposed starting an I-70 in Madison County, go through Union County, through northern Delaware County and hook into I-71 at the 135-137 mile marker (close to Morrow County line) and you could buy this property at a much less cost.

Rita Brumley, 1316 Bean Oller Road, stated that she is the chair of "Citizens for Responsible Road Development" and they have been studying the issue since April when Alternative 1 was presented. We need to ask ourselves what will these projects influence be on city life and the future.

Kim Cellar, Liberty Township Trustee, stated that he is concerned about Alternative A (County Plan) and Alternative 1 (City Plan) and classifying it as an arterial. We will need a major collector in the area and not the by-pass. How can Delaware plan outside of Delaware? There are a lot of roads planned but not in the City of Delaware area. The City needs to plan wisely.

Jim Newton, 147 N. Washington Street, stated that one of the things that needs to go into planning are the projections that go into it. We need to project if the growth is going to continue. Mr. Newton stated that he would like to hear how the consultants went about producing the projections.

Terry Case, 4485 Olentangy River Road, stated that she moved to Delaware to be on the river. There has been a lot of talk about acquiring property and this talk will eventually decrease the value of her property. Ms. Case asked if anyone has talked to officials from Plain City about connecting Rt. 42? Mayor Thompson stated that Plain City is building a by-pass.

Bill Langclum, Riverside Drive, asked what is the purpose of the by-pass because on the Scioto River, the bridge will not take the traffic – you cannot backup traffic which will happen.

Mark Trucco, 4629 S. Section Line Road, stated that the proposed by-pass would impact his property and he was against it.

Kathy Stork, Griswold Street, stated that she treasures her lot within the City just like the people who have acreage. There are major arteries that go through the center of town and there is already a lot of truck traffic in town. The quality of life in the center of Delaware has changed dramatically because of the traffic situation.

Julie Jones, 1880 Bean Oller Road, stated that she chose to buy land in the country for the quite. She has attended several meetings and the story has changed several times as far as the purpose of the thoroughfare. Originally it was stated that the purpose was to draw local residential traffic and that is not what is currently being proposed. A two or four lane is not going to be drawing local traffic – it will draw truck traffic from I-70 onto Rt. 42 right through our neighborhoods. We need to get our stories straight – this is nothing more than to move truck traffic.

Graeme Boone, Liberty Road, stated that if the green space is preserved then everyone benefits.

Roxanne Newton, 147 N. Washington Street, stated that she does not want to see one neighborhood being sacrificed for another. The NW area is very concerned about the Pennsylvania Avenue interchange.

Margaret Meer, 4204 S. Section Line Road, stated that it was her understanding that the Rt. 42/23 by-pass was to be a dedicated 4 lane road – one that did not have an entrance or an exit. Is that correct? Mayor Thompson responded that he does not know about that. Ms. Meer stated that she was under the impression that there would have to be a bridge over Section Line, Liberty and the railroad track? If not, then you would not have a thoroughfare. Mayor Thompson stated that the City would have to look at that issue which will be addressed at the next meeting. Ms. Meer asked what would be the cost and who will finance that?

Greg Hickman, 4501 Liberty Road, stated that the interest in this Plan only started when the Cheshire extension was put on the Plan and there is also no money set aside to do the second stage of the study. It is not good politics to adopt a plan that is unrealistic.

Mr. Godsil stated that by not planning we will end up with a Morse Road at Bunty Station. If we are serious about green space we better have a plan and work that plan. In the Comprehensive Plan for Liberty Township there is a by-pass for Powell Road (which was never built) and there is a south Delaware by-pass which is north of Bunty Station. We need to bring the Township Trustees, City Council and the community together to put our comprehensive plans in lock step.

Mr. DiGenova stated that Rt. 23/42 was done by cooperation of Regional Planning, the County, City and the State. We would like to hook Rt. 23/42 over to Rt. 36/37 and over to I-71 which will take some planning. The ultimate goal many years ago was a by-pass and the comment about connecting in Plain City is something we should investigate.

Mr. Berwanger stated that he feels for the people on Cheshire Road but that is not entirely in the City and we have so many issues inside the City that we need to address.

Mr. Speese stated that if you look at the alternatives that we have, there are three of them south of town and three north of town. Of the ones south of town, only one goes all the way across.

There are three routes north of town which could go all the way – one above Hillsmiller, one on Pennsylvania and one in between (at Panhandle Road). The County is proposing a new interchange at 521 and I-71 which the City should support but the City will have to deal with the trucks. What they are doing at Plain City will probably make it likely that more trucks will come to Delaware. We have four choices – 1) do nothing, 2) go through, 3) go around and 4) go through and around. Item 4 is the most likely, the most expensive, the most disruptive and least desirable.

This will come before Council for a third reading at the September 10, 2001 City Council meeting.

ITEM 10: ORDINANCE NO. 01-90 [Second Reading]

AN ORDINANCE AMENDING CHAPTER 191 OF THE TAXATION CODE OF THE CITY OF DELAWARE BY REVISING SECTION 191.06 COLLECTION AT SOURCE AND SECTION 191.12 BOARD OF REVIEW.

The Clerk read the ordinance by title for the second time. Mr. Stelzer, Finance Director, reported that this will change our existing income tax ordinance. One of the changes would amend the due date for W-2 filings by businesses to coincide with the IRS deadline of February 28. The other change expands the Income Tax Board of Review to allow for membership by members of City Council.

Motion: Mr. DiGenova moved to suspend the rules requiring three readings of Ordinance No. 01-90, seconded by Mr. Moore and approved by a 6-0 vote. Mr. DiGenova moved to adopt Ordinance No. 01-90 as amended, seconded by Mr. Moore and approved by a 6-0 vote.

ITEM 11: RESOLUTION NO. 01-91 [Second Reading]

AN ORDINANCE SUPPLEMENTING THE 2001 APPROPRIATIONS ORDINANCE TO PROVIDE FOR THE ACQUISITION OF TIPCARTS FOR THE REFUSE DEPARTMENT, AND DECLARING AN EMERGENCY.

The Clerk read the ordinance by title for the second time and the emergency clause in full. Mr. Tim Browning, Public Works Director reported that in 1998 the Public Works Committee reviewed the side load system and in 1999 two trucks were placed online. In 2000, a pilot program was implemented for the tip cart system to 600 households. During that time the system was monitored and a public survey was conducted. The current Refuse Division is actually two services within one division – refuse and recycling and we have 7 large front line vehicles. In the proposed system, we would keep the 7 front line vehicles, rearrange some of the personnel assignments and look at adding an additional person on the recycling end. Refuse service changes would include a monthly bulk collection service, revise holiday schedule (placing collection day back a day), and provide a move-in service. On recycling, we will add four new materials to be collected. On yard waste – revise collection schedule (pickup from April 15-November 30). The standard size will be 96 gallon container and 32 gallon for

discounted customers (seniors – 55 and older, living alone). Implementation will begin in October with two public meetings and the whole process will take 5-6 months.

Ms. Kathy Stork, Griswold Street, commented that the she will not produce 96 gallons of refuse – can a discounted rate be made available for people who would not use the 96 gallon container? Mr. Browning replied that the with the present ordinance – no. Mr. Homan stated that the point that Ms. Stock is making is if there would be consideration given to revise the ordinance which now provides for a discounted program for just the senior citizens. Mr. Stelzer stated that we looked at the 96 gallon container because it fit most residential usage. Mr. Speese stated that we need to have a lot of flexibility in this program especially in his ward due to the narrow street and steep inclines. Mr. Moore reported that he has received a lot of calls concerning the size of the container and most of the condo residents (i.e. Willowbrook) will want a 32 gallon container along with the seniors.

A resident asked how much does the container weigh? Mr. Mark Fauser, Best Equipment, replied that the 32 gallon weighs approximately 25lbs. A 32 gallon container was brought to Council Chambers for review.

Motion: Mr. DiGenova moved to suspend the rules requiring three readings of Ordinance No. 01-91, seconded by Mr. Godsil and approved by a 6-0 vote. Mr. DiGenova moved to adopt the emergency clause for Ordinance No. 01-91, seconded by Mr. Godsil and approved by a 6-0 vote. Mr. DiGenova moved to adopt Ordinance No. 01-91, seconded by Mr. Godsil and approved by a 5-1 vote (Speese, nay).

ITEM 13: ORDINANCE NO. 01-94 [Second Reading]

AN ORDINANCE APPROVING THE PRELIMINARY DEVELOPMENT PLAN FOR A 1,992 SQUARE FOOT, 3 BAY OIL CHANGE OPERATION ON A 0.875± ACRE OUTLOT LOCATED IN THE WESTFIELD SHOPPING CENTER NORTH AND WEST OF THE S.R. 37 AND HOUK ROAD (EXTENDED) INTERSECTION, AND DECLARING AN EMERGENCY.

The Clerk read the ordinance by title for the second time and the emergency clause in full.

This will come before Council for a third reading at the September 10, 2001 City Council meeting.

ITEM 16: ORDINANCE NO. 01-97 [First Reading]

AN ORDINANCE AUTHORIZING THE CITY MANAGER TO APPLY FOR A PRESERVATION PARKS OF DELAWARE COUNTY – COMMUNITY PARK IMPROVEMENTS GRANT, AND DECLARING AN EMERGENCY.

The Clerk read the ordinance by title for the first time and the emergency clause in full. Mr. Randy Smith, Recreation Services Director, reported that this is a grant application for renovation of playground equipment at Eastside Park.

Motion: Mr. Godsil moved to suspend the rules requiring three readings of Ordinance No. 01-97, seconded by Mr. Speese and approved by a 6-0 vote. Mr. Godsil moved to adopt the emergency clause for Ordinance No. 01-97, seconded by Mr. Speese and approved by a 6-0 vote. Mr. Godsil moved to adopt Ordinance No. 01-97, seconded by Mr. Speese and approved by a 6-0 vote.

ITEM 17: ORDINANCE NO. 01-98 [First Reading]

AN ORDINANCE APPROVING THE AMENDED FINAL DEVELOPMENT PLAN TO RELOCATE A MOBILE CLASSROOM AND TO ADD 39 SPACES TO THE PARKING LOT FOR THE DELAWARE BIBLE CHURCH LOCATED AT 45 BELLE AVENUE, AND DECLARING AN EMERGENCY.

The Clerk read the ordinance by title for the first time and the emergency clause in full. Mr. Jennings reported that the Applicant wants to add 39 spaces to the parking lot area and relocate a mobile classroom that is on the Ponderosa site. The classroom is being relocated to be closer to the rest of the school and to be more accessible. The US 42/23 Contractor is giving the Church a good deal on the cost of the parking lot paving in return for being allowed to store its equipment on the Church property.

Motion: Mr. DiGenova moved to suspend the rules requiring three readings of Ordinance No. 01-98, seconded by Mr. Speese and approved by a 6-0 vote. Mr. DiGenova moved to adopt the emergency clause for Ordinance No. 01-98, seconded by Mr. Speese and approved by a 6-0 vote. Mr. DiGenova moved to adopt Ordinance No. 01-98, seconded by Mr. Speese and approved by a 6-0 vote.

ITEM 18: ORDINANCE NO. 01-99 [First Reading]

AN ORDINANCE APPROVING THE FINAL SUBDIVISION PLAT FOR 76 SINGLE FAMILY LOTS ON 19.493 ACRES IN SECTION 5 OF THE KENSINGTON PLACE SUBDIVISION LOCATED AT THE NORTHWEST CORNER SR 521 AND BOWTOWN ROAD, AND DECLARING AN EMERGENCY.

The Clerk read the ordinance by title for the first time and the emergency clause in full. Mr. Jennings reported that since we prepared the packets we have found out that there were some engineering approvals that are needed. Section 5 will connect Brittany Drive from the west and Ashburn Drive from the south and will provide 75 more lots in the Kensington Place Subdivision. Staff is recommending that the ordinance be amended so that it would be subject to final engineering approval.

Motion: Mr. Speese moved to amend Ordinance No. 01-99, under Section 1, add "subject to final engineering approval", seconded by Mr. DiGenova and approved by a 5-0 vote. Mr. Speese moved to suspend the rules requiring three readings of Ordinance No. 01-99, seconded by Mr. Moore and approved by a 5-0 vote. Mr. Speese moved to adopt the emergency clause for

Ordinance No. 01-99, seconded by Mr. Moore and approved by a 5-0 vote. Mr. Speese moved to adopt Ordinance No. 01-99 as amended, seconded by Mr. Moore and approved by a 5-0 vote.

ITEM 19: ORDINANCE NO. 01-100

AN ORDINANCE APPROVING THE FINAL DEVELOPMENT PLAN FOR THE PROPOSED, 10,593 SQUARE FOOT ADDITION FOR COLD STORAGE TO THE NORTH WALL OF THE EXISTING BUILDING HOUSING THE WAREHOUSE AND OFFICES FOR WHITESIDE MANUFACTURING COMPANY (PC 01-050) LOCATED AT 309 HAYES STREET, AND DECLARING AN EMERGENCY.

The Clerk read the ordinance by title for the first time and the emergency clause in full. Mr. Jennings reported that Whiteside Manufacturing Company wants to expand their existing facility by building a 10,593 sq. ft. addition for cold storage to the NE corner of the 37,570 sq. ft. warehouse and offices. The Planning Commission and City Council previously approved this project in 1994 but the addition was never built and the approval of the plan expired. The Applicant is now resubmitting the plans, just as they were approved in the past, with some minor modifications due to Code changes. The BZA approved several variances to authorize the expansion of a non-conforming use or structure; to permit parking to be on a separate paved lot; plus to allow a landscaped buffer yard that is less than 30' wide, with expiration conditions. Planning Commission recommended approval by a 6-0 vote.

Motion: Mr. DiGenova moved to suspend the rules requiring three readings of Ordinance No. 01-100, seconded by Mr. Speese and approved by a 5-0 vote. Mr. DiGenova moved to adopt the emergency clause for Ordinance No. 01-100, seconded by Mr. Speese and approved by a 5-0 vote. Mr. DiGenova moved to adopt Ordinance No. 01-100, seconded by Mr. Speese and approved by a 5-0 vote.

ITEM 20: ORDINANCE NO. 01-101 [First Reading]

AN ORDINANCE APPROVING THE CONDITIONAL USE PERMIT AND CORRESPONDING PRELIMINARY DEVELOPMENT PLAN FOR THE SOFTBALL FIELD AND PROPOSED MAINTENANCE STORAGE AREA LOCATED AS A PART OF THE HAYES HIGH SCHOOL COMPLEX AT 289 EUCLID AVENUE, AND DECLARING AN EMERGENCY.

The Clerk read the ordinance by title for the first time and the emergency clause in full. Mr. Jennings reported that the Applicant proposes to add a maintenance storage area to the end of the existing softball dugout. The proposed dimensions are 12' long by 4'6" wide by 6'9" high. The addition would be built of concrete block, just like the dugout. Parking inadequacies had been a large issue, earlier. The School District has worked with the neighboring bowling alley and armory, both of which indicate that many of the previous problems with unauthorized parking in their parking lots have been solved. A part of this action is the approval of a softball field, as a part of the Hayes High School complex, to correct a possible omission from the original Development Plan for the High School. This will come before Council for a second reading and public hearing at the September 10, 2001 City Council meeting.

ITEM 21: ORDINANCE NO. 01-102 [First Reading]

AN ORDINANCE APPROVING THE FINAL DEVELOPMENT PLAN FOR THE SOFTBALL FIELD AND PROPOSED MAINTENANCE STORAGE AREA LOCATED AS A PART OF THE HAYES HIGH SCHOOL COMPLEX AT 289 EUCLID AVENUE, AND DECLARING AN EMERGENCY.

The Clerk read the ordinance by title for the first time and the emergency clause in full. This will come before Council for a second reading at the September 10, 2001 City Council meeting.

ITEM 22: ORDINANCE NO. 01-103 [First Reading]

AN ORDINANCE APPROVING THE PRELIMINARY SUBDIVISION PLAT FOR CHESHIRE ROAD SUBDIVISION FOR 308 LOTS ON 102.6 ACRES LOCATED AT AND NEAR THE CHESHIRE AND BRAUMILLER ROADS INTERSECTION (57.7 ACRES AND 176 LOTS NORTH OF CHESHIRE AND WEST OF BRAUMILLER PLUS 42.9 ACRES AND 132 LOTS JUST SOUTH OF THE INTERSECTION, AS SUBMITTED BY M/I SCHOTTENSTEIN HOMES, INC. AND DECLARING AN EMERGENCY.

The Clerk read the ordinance by title for the first time and the emergency clause in full. Mr. Jennings reported that staff is recommending that this go to a second reading because we have not finalized the details on the developers agreement. Mr. Speese stated that he was concerned with the new Cheshire Road and the extension of Braumiller Road since that road is very specific about where it is going. It may not be a good idea to extend Braumiller Road. Mr. Speese would like the Thoroughfare Task Force to take a look at this and they have also not seen the new Cheshire Road route. Mayor Thompson asked if Braumiller Road was extended what would be the distance? Mr. Jennings will report back with that information at the next meeting.

Mr. Kim Cellar, Liberty Township Trustee, stated that he would like Council to reconsider the density of 3 houses per acre. As a member of Olentangy Development Committee, Mr. Cellar stated that he was not aware of the developer coming to Olentangy Schools and making any offer for school land. 308 homes at 2.3 kids per home is an elementary school and in Olentangy we require 20 acres for an elementary site. The schools have not been approached as far as land unless Delaware Schools is willing to take this. Mr. DiGenova stated that it has already been discussed and this development is in Olentangy Schools. Mr. Homan stated that Olentangy Schools was on record when this annexation was discussed in saying that they wanted this to remain in the district. However, the philosophy has changed somewhat to the point where if additional residential land is coming into Olentangy then they would prefer that stay in the district in which the city is located. Mr. Cellar commented that is correct because it would be developed per Liberty Township's Comprehensive Plan at 1.5 homes per acre. As a taxpayer, I cannot afford the number of kids that you are sending through this high density development. When this area was approved for annexation the developer was very clear (and even went to the

Olentangy School Superintendent) and asked that if he builds 1/3 commercial, 1/3 multi family and 1/3 single family in this area – would that support the schools? The answer from the Superintendent was that it would. We are now looking at 100% houses. It takes a $440,000 house to be able to afford one child in our schools. Mr. Cellar thanked Council for working together to make Delaware the place that it is.

Mr. Berwanger stated that he will not be approving any part of this plan. If there is anyway that Council can lower the density then we need to. Mr. Steve Kaplinger, M/I Homes, stated that this part is only the single family residential and there will be other future uses coming in. Mr. DiGenova asked Mr. Kaplinger if he has had discussions with Olentangy School District? Mr. Kaplinger replied that he talked to Olentangy School today but another gentleman in his office talked to Mr. Lawery (Olentangy Schools Business Manager) over a year ago and they never asked for a school. Mayor Thompson commented that he hopes before this comes back for another reading that there be more communication between the City, the developer and the school district so that we can resolve some issues. Mayor Thompson stated that he believed there was some kind of understanding between the school district and the developer. Mr. Kaplinger stated not from his side. Mr. Homan suggested that the two school superintendents speak to each other regarding this. Mr. Jennings stated that the developer voluntarily reduced the density quite substantially. The R-3 zoning allows up to 6 units per acre and the developer is at 3 units per acre and this is a lower density then some of our other subdivisions. This item will come before Council for a second reading at the September 10, 2001 City Council meeting.

ITEM 23: ORDINANCE NO. 01-104 [First Reading]

AN ORDINANCE APPROVING THE FINAL SUBDIVISION PLAT FOR 62 LOTS ON 20.93 ACRES IN PHASES 1, 2 AND 3 OF SECTION 1 OF THE SPRINGER WOODS SUBDIVISION LOCATED AT THE WEST BOUNDARY OF TROY FARMS SUBDIVISION ALONG THE NORTH SIDE OF US 36, AND DECLARING AN EMERGENCY.

The Clerk read the ordinance by title for the first time and the emergency clause in full. Mr. Jennings reported that this is the first phase of the Springer Woods Subdivision, which would extend from US 36 north to Warrensburg Road in a relatively long and narrow area. This portion is substantially woods and is zoned R-3. Staff is working closely with the Developer and has only the Tree Replacement Plan and the Developer's Agreement to complete. Staff is recommending that this be taken to a second reading. This item will come before Council for a second reading at the September 10, 2001 City Council meeting.

ITEM 24: ORDINANCE NO. 01-105 [First Reading]

AN ORDINANCE APPROVING THE FINAL DEVELOPMENT AND FINAL SUBDIVISION PLAT FOR THE HOUK ROAD RIGHT-OF-WAY EXTENSION ACROSS THE SOUTHERN PORTION OF THE WILLOWBROOK FARMS PLANNED UNIT DEVELOPMENT PROJECT FROM DIVERSTON WAY TO THE COLOMET PROPERTY, AND DECLARING AN EMERGENCY.

The Clerk read the ordinance by title for the first time and the emergency clause in full. Mr. Jennings reported that the only issues that remain are some details on the Developer's Agreement. Staff is recommending approval subject to execution of this agreement. Mr. Homan stated that the City's participation of this is going to be at the intersection and our Capital Budget reflects the commitment that the City made two years ago for participation at the intersection as well as an additional 4 feet of pavement to Houk Road. The 4 ft. was requested by the City to make that a 40ft. section which was more desirable because the street will be a non-loaded street. There are also some issues regarding the sewer and water and the utility department is working those out with the developer. This is an important connection for the City ultimately out to Pittsburgh Drive and out to Rt. 42 (in Phase II). This will also allow Sunnyview to have another access point out. There is a 600 ft. section at the southern end of Phase II (not scheduled until 2004) that the City would have to complete. Mr. Speese stated that this project looks great. Mr. Berwanger asked how far back does Phase I go? Mr. Jennings replied 3,220 ft. Mr. Berwanger asked about the light industrial zoned by the park? Mr. Homan stated that the light industrial was a transition between the industrial and multi-family.

Motion: Mr. Speese moved to suspend the rules requiring three readings of Ordinance No. 01-105, seconded by Mr. DiGenova and approved by a 5-0 vote. Mr. Speese moved to adopt the emergency clause for Ordinance No. 01-105, seconded by Mr. Moore and approved by a 5-0 vote. Mr. Speese moved to adopt Ordinance No. 01-105, seconded by Mr. DiGenova and approved by a 5-0 vote.

ITEM 25: ORDINANCE NO. 01-106 [First Reading]

AN ORDINANCE APROVING THE FINAL SUBDIVISION PLAT FOR 32 DUPLEXES ON 16 LOTS FOR THE 5.803± ACRES IN THE BRADDINGTON COMMONS SUBDIVISION OF THE WILLOWBROOK FARMS PLANNED UNIT DEVELOPMENT (PC 00-52), LOCATED ON THE SOUTH SIDE OF US 36 (W. WILLIAM STREET) WHERE HOUK ROAD DEAD-ENDS, AND DECLARING AN EMERGENCY.

The Clerk read the ordinance by title for the first time and the emergency clause in full. (See discussion under Ordinance No. 01-105)

Motion: Mr. DiGenova moved to suspend the rules requiring three readings of Ordinance No. 01-106, seconded by Mr. Speese and approved by a 5-0 vote. Mr. DiGenova moved to adopt the emergency clause for Ordinance No. 01-106, seconded by Mr. Speese and approved by a 5-0 vote. Mr. DiGenova moved to adopt Ordinance No. 01-106, seconded by Mr. Speese and approved by a 5-0 vote.

ITEM 26: ORDINANCE NO. 01-107 [First Reading]

AN ORDINANCE APPROVING THE FINAL PLAT AND FINAL DEVELOPMENT PLAN FOR THE EXTENSION OF HOUK ROAD SOUTH FOR 3,220 FEET PLUS FOR 38 LOTS ON 20.173± ACRES IN THE MILLBROOK SUBDIVISION OF THE WILLOWBROOK FARMS PLANNED UNIT DEVELOPMENT PROJECT LOCATED AT THE SOUTH SIDE OF 36 (W. WILLIAM STREET) WHERE HOUK ROAD DEAD-ENDS, AND DECLARING AN EMERGENCY.

The Clerk read the ordinance by title for the first time and the emergency clause in full. (See discussion under Ordinance No. 01-105)

Motion: Mr. DiGenova moved to suspend the rules requiring three readings of Ordinance No. 01-107, seconded by Mr. Speese and approved by a 5-0 vote. Mr. DiGenova moved to adopt the emergency clause for Ordinance No. 01-107, seconded by Mr. Speese and approved by a 5-0 vote. Mr. DiGenova moved to adopt Ordinance No. 01-107, seconded by Mr. Speese and approved by a 5-0 vote.

ITEM 27: ORDINANCE NO. 01-108 [First Reading]

AN ORDINANCE APPROVING THE FINAL PLAT AND FINAL DEVELOPMENT PLAN FOR 46 LOTS ON 11.649± ACRES IN PHASE 2 OF SECTION 1 OF THE MILLBROOK SUBDIVISION OF THE WILLOWBROOK FARMS PLANNED UNIT DEVELOPMENT, AND DECLARING AN EMERGENCY.

The Clerk read the ordinance by title for the first time and the emergency clause in full. (See discussion under Ordinance No. 01-105)

Motion: Mr. Speese moved to suspend the rules requiring three readings of Ordinance No. 01-108, seconded by Mr. DiGenova and approved by a 5-0 vote. Mr. Speese moved to adopt the emergency clause for Ordinance No. 01-108, seconded by Mr. DiGenova and approved by a 5-0 vote. Mr. Speese moved to adopt Ordinance No. 01-108, seconded by Mr. DiGenova and approved by a 5-0 vote.

ITEM 28: ORDINANCE NO. 01-109

AN ORDINANCE APROVING THE FINAL PLAT AND FINAL DEVELOPMENT PLAN FOR 53 LOTS ON 18.126± ACRES IN SECTION 1 OF THE ADALEE PARK SUBDIVISION OF THE WILLOWBROOK FARMS PLANNED UNIT DEVELOPMENT, AND DECLARING AN EMERGENCY.

The Clerk read the ordinance by title for the first time and the emergency clause in full. (See discussion under Ordinance No. 01-105)

Motion: Mr. Moore moved to suspend the rules requiring three readings of Ordinance No. 01-109, seconded by Mr. Speese and approved by a 5-0 vote. Mr. Moore moved to adopt the

emergency clause for Ordinance No. 01-109, seconded by Mr. Speese and approved by a 5-0 vote. Mr. Moore moved to adopt Ordinance No. 01-109, seconded by Mr. Speese and approved by a 5-0 vote.

ITEM 29: ORDINANCE NO. 01-110 [First Reading]

AN ORDINANCE AUTHORIZING THE CITY MANAGER TO SIGN A CONTRACT FOR UNION OF A CITY HEALTH DISTRICT WITH THE GENERAL HEALTH DISTRICT, AND DECLARING AN EMERGENCY.

The Clerk read the ordinance by title for the first time and the emergency clause in full. Mr. Homan reported that this ordinance authorizes us to enter into an agreement with the health district. This is required because Powell has been deemed a city and they have to join the health district which means that we have to rejoin the health district. Mr. Bennington commented that by statute they have to provide for a Board of Health for the City and Powell is going to join the County Board of Health and since we are a member we have to approve that.

Motion: Mr. Speese moved to suspend the rules requiring three readings of Ordinance No. 01-110, seconded by Mr. DiGenova and approved by a 5-0 vote. Mr. Speese moved to adopt the emergency clause for Ordinance No. 01-110, seconded by Mr. DiGenova and approved by a 5-0 vote. Mr. Speese moved to adopt Ordinance No. 01-110, seconded by Mr. DiGenova and approved by a 5-0 vote.

ITEM 30: FINANCE DIRECTOR'S REPORT

Mr. Stelzer, Finance Director, reported that the Finance Committee Meeting is Thursday evening.

ITEM 29: CITY MANANGER'S REPORT

Mr. Homan reported that there is a public hearing Wednesday evening regarding the amended 911 plan. We opened bids (2) for the City Hall Annex and will be moving forward soon. There will be a meeting on Tuesday, August 28 @ 5:30 p.m. at City Hall regarding Greenlawn Avenue water per the request of Township Trustee VanSickle. We have tentatively set up a meeting with the townships in October at the Delaware Township Hall.

ITEM 30: EXECUTIVE SESSION

Mr. Berwanger moved to go into executive session at 12:02 a.m. pursuant to Ohio Revised Code Section 121.22(G)(3) pending or imminent court action, Section 121.22(G)(4) hiring public employee personnel, and Section 121.22(G)(5) matters to be kept confidential by stated statue and will return to open session for Council Comments, seconded by Mr. Speese and approved by a 5-0 vote.

Mr. Moore expressed his concern that the Council Comments will not be recorded after Executive Session due to the fact that the Clerk will not be present.

Motion: Mr. Speese moved to go out of executive session at 12:04 a.m., seconded by Mr. Berwanger and approved by a 5-0 vote.

ITEM 31: COUNCIL COMMENTS

Mr. Moore stated that he will defer his comments to the next Council meeting.

Motion: Mr. Speese moved to go into executive session at 12:06 a.m. pursuant to Ohio Revised Code Section 121.22(G)(3) pending or imminent court action, Section 121.22(G)(4) hiring public employee personnel, and Section 121.22(G)(5) matters to be kept confidential by stated statue, seconded by Mr. Berwanger and approved by a 5-0 vote.

Executive Session ended at 12:30 a.m.

_____

Council Clerk Robyn Moehring

_____

Mayor Tom Thompson

ms consultants, inc.
engineers - architects - planners

Appendix 8C

List of News Articles Regarding the Delaware Thoroughfare Plan

News Articles

10-15-99 **Some Suggest City Outerbelt to Ease Traffic** *Delaware Gazette*

01-25-00 **Task Force Maps Out Possible Roadways** *Delaware Gazette*

07-12-00 **County Officials Look at Handling Projected Growth** *Olentangy Valley News*

07-12-00 **County Officials Look at Handling Projected Growth By 2020** *Suburban News*

10-28-00 **Planners Eye Miles of New Roads** *Delaware Gazette*

11-02-00 **Home Road Back to Original Plan** *This Week News – Olentangy, Powell*

11-03-00 **No Consensus Yet on City Road Needs** *Delaware Gazette*

11-08-00 **Delaware County Makes Traffic Plans** *This Week News - Delaware*

11-14-00 **Ecological Center Staff, Residents Oppose Road** *This Week News – Olentangy, Powell*

11-28-00 **More City Residents Weigh In on Road Plan** *This Week News – Olentangy, Powell*

11-22-00 **NIMBY Attitude won't Solve Traffic Problems** *Delaware Gazette*

11-20-00 **City Has Maps Showing Plans for Roadways** *Delaware Gazette*

01-15-01 **Approach to Traffic Problems Needs to Change** *Delaware Gazette*

01-25-01 **Delaware County Thoroughfare Plan** *Delaware Gazette*

01-15-01 **East-west Road South of City Urged for Study** *Delaware Gazette*

News Announcements

Public Open House Sessions

05-00 to 06-00 **6 Legal Ads in Delaware Gazette**

05-00 to 06-00 **Community Calendar:**
Delaware Gazette
Sunbury News
This Week - Powell

Regional Workshops

09-00 to 10-00 **2 Legal Ads in Delaware Gazette**

09-00 **Community Calendar:**
Sunbury News
Delaware Gazette

10-00 **Community Calendar:**
This Week - Olentangy
This Week - Powell

ms consultants, inc.
engineers - architects - planners

Appendix 8D

Public Open House Typical Invitations, Advertisements and Flyers

PUBLIC MEETING

The Delaware County Engineer announces a public meeting open house regarding the Delaware County Thoroughfare Plan Update to be held from **5:30 PM to 7:30 PM** at **Berkshire Township Hall** on **June 1, 2000** for the citizens of Berkshire Township, Trenton Township, Sunbury and Galena. The purpose of this meeting is to provide information and gain input from the public regarding this project. Call (740) 833-2400 for further information.

ADDRESS DATE

Dear _____,

Delaware County and the City of Delaware, in a combined effort, are updating their Thoroughfare Plans. As part of the Public Involvement Program for the Delaware County Thoroughfare Plan update, a series of meetings are planned during the months of May and June, 2000. The public meeting in your geographical area will be held **on Thursday, June 1, 2000, from 5:30 p.m. to 7:30 p.m**. The meeting will be held at **Berkshire Township Hall, 201 N. Galena Rd, Sunbury, Ohio.**

The purpose of these public meetings are to exchange information and gain a clear understanding of the transportation needs throughout the County to assist in formulating a meaningful Thoroughfare Plan. The public meetings will be held in an open house style format, which will enable interested constituents to attend the meetings as their individual schedules allow. Notice of the meetings will be placed in the Delaware Gazette and a local newspaper, if available. Flyers are enclosed to post in your township hall or other highly visible public areas of your choice. We appreciate your assistance in posting these flyers.

Public involvement is critical to the success of the Delaware Thoroughfare Plan Update. As leaders of your community, we are inviting you to attend and look forward to your presence and input at this meeting. If you have any questions or require further information, please feel free to contact the County Engineer's Office at (740) 833-2400.

Sincerely,

Chris Bauserman
Delaware County Engineer

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DELAWARE THOROUGHFARE PLAN UPDATE

NOTICE OF PUBLIC MEETING

for Berkshire Township, Trenton Township, Sunbury and Galena Residents

OPEN HOUSE

Thursday

JUNE 1, 2000

5:30 - 7:30 PM

Berkshire Township Hall

On the northwest corner of US 36/SR 37 & North Galena Road

The intent of this meeting is to provide information regarding the Delaware Thoroughfare Plan Update Project and gain your input on transportation issues in your region.
The open house format will allow you to stop in and stay as long or as short as your schedule allows.

For further information, please call the Delaware County Engineers Office at (740) 833-2400

PLEASE PLAN ON ATTENDING.

DELAWARE COUNTY THOROUGHFARE PLAN UPDATE QUESTIONNAIRE/COMMENT FORM

Your comments are important to Delaware County. Please answer the questions below and provide any further comments you may have in the space provided.

1. Do you understand what a Thoroughfare Plan is and will provide for Delaware County?

   ☐ Yes ☐ No

2. Do you understand that the alternatives shown on the 2020 Network E+C with Possible Alternatives map are not the final thoroughfare plan and are not shown with a specific alignment?

   ☐ Yes ☐ No

3. Rate the importance you place on establishing a functional regional road network in Delaware County:

   ☐ High ☐ Moderate ☐ Low

4. Have you encountered difficulty in getting from one place to another because of highway problems in your area?

   ☐ Yes ☐ No

5. If you answered "Yes" to question 4, please name the roadway and difficulty encountered in the space below.

   _____
   _____
   _____
   _____

6. Which roads do you consider locally to be the most important and that traffic should be encouraged to use?

   _____
   _____
   _____
   _____

7. Mark the box next to any alternative that you strongly favor with the letter "**F**". Mark the box next to any alternative you strongly disfavor with the letter "**D**".

A ☐	B ☐	C ☐	D ☐	E ☐	F ☐	G ☐	H ☐	J1 ☐
J2 ☐	K1 ☐	K 2 ☐	L ☐	M ☐	N ☐	P ☐	Q1 ☐	Q2 ☐
R ☐	S ☐	T ☐	U ☐	V ☐	W ☐	X ☐	Y ☐	

8. Please expand upon your answer to question 7 in the space below and on the back of this questionnaire, if necessary, along with any comments you may have regarding the Delaware County Thoroughfare Plan Update.

   _____
   _____
   _____
   _____
   _____
   _____

Name/Address (optional): _____
_____
_____

PLEASE LEAVE QUESTIONNAIRES IN THE BOX PROVIDED OR MAIL TO:
Delaware County Engineers Office; 50 Channing Street, Delaware, OH 43015; Attn: Chris Bauserman, P.E., P.S.

Summary of Attendance and Survey Returns

Delaware County Thoroughfare Plan
Public Information Meetings

May 24, 2000 – June 28, 2000

Meeting Number	Township(s)	Addresses Represented	Surveys Returned
1	Brown, Kingston, Porter May 24, 2000	18	9
2	Marlboro, Oxford May 30, 2000	8	5
3	Trenton, Berkshire June 1, 2000	12	3
4	Delaware June 6, 2000	10	9
5	Scioto June 8, 2000	1	2
6	Genoa, Harlem June 13, 2000	11	6
7	Concord June 15, 2000	11	7
8	Berlin June 19, 2000	16	8
9	Troy June 20, 2000	4	3
10	Radnor, Thompson June 22, 2000	13	7
11	Liberty June 26, 2000	39	16
12	Orange June 28, 2000	10	6
Total		153	81

DELAWARE COUNTY THOROUGHFARE PLAN UPDATE QUESTIONNAIRE/COMMENT FORM

SUMMARY of ALL QUESTIONNAIRES

Your comments are important to Delaware County. Please answer the questions below and provide any further comments you may have in the space provided. 81 RESPONSES

1. Do you understand what a Thoroughfare Plan is and will provide for Delaware County?

   74 ☐ Yes 3 ☐ No

2. Do you understand that the alternatives shown on the 2020 Network E+C with Possible Alternatives map are not the final thoroughfare plan and are not shown with a specific alignment?

   73 ☐ Yes 2 ☐ No

3. Rate the importance you place on establishing a functional regional road network in Delaware County:

   65 ☐ High 12 ☐ Moderate 1 ☐ Low

4. Have you encountered difficulty in getting from one place to another because of highway problems in your area?

   60 ☐ Yes 16 ☐ No

5. If you answered "Yes" to question 4, please name the roadway and difficulty encountered in the space below.

   _____
   _____
   _____
   _____

6. Which roads do you consider locally to be the most important and that traffic should be encouraged to use?

   _____
   _____
   _____
   _____

7. Mark the box next to any alternative that you strongly favor with the letter "F". Mark the box next to any alternative you strongly disfavor with the letter "D". FAVOR → X ☐ X ← DISFAVOR

   13 A ☐1 15 B ☐5 18 C ☐2 13 D ☐4 25 E ☐2 16 F ☐1 15 G ☐2 12 H ☐4 16 J1 ☐5
   17 J2 ☐2 7 K1 ☐4 5 K2 ☐5 17 L ☐7 15 M ☐1 9 N ☐4 13 P ☐4 5 Q1 ☐1 4 Q2 ☐1
   10 R ☐2 6 S ☐1 4 T ☐1 11 U ☐3 6 V ☐0 10 W ☐2

8. Please expand upon your answer to question 7 in the space below and on the back of this questionnaire, if necessary, along with any comments you may have regarding the Delaware County Thoroughfare Plan Update.

   _____
   _____
   _____
   _____
   _____
   _____

Name/Address (optional): _____
_____
_____

PLEASE LEAVE QUESTIONNAIRES IN THE BOX PROVIDED OR MAIL TO:
Delaware County Engineers Office; 50 Channing Street, Delaware, OH 43015; Attn: Chris Bauserman, P.E., P.S.

DELAWARE COUNTY THOROUGHFARE PLAN UPDATE

5.24.00 **QUESTIONNAIRE/COMMENT FORM** (1)

BROWN/KINGSTON/PORTER TOWNSHIPS

Your comments are important to Delaware County. Please answer the questions below and provide any further comments you may have in the space provided. 9 RESPONSES

1. Do you understand what a Thoroughfare Plan is and will provide for Delaware County?

   9 ☐ Yes 0 ☐ No

2. Do you understand that the alternatives shown on the 2020 Network E+C with Possible Alternatives map are not the final thoroughfare plan and are not shown with a specific alignment?

   9 ☐ Yes 0 ☐ No

3. Rate the importance you place on establishing a functional regional road network in Delaware County:

   8 ☐ High 1 ☐ Moderate 0 ☐ Low

4. Have you encountered difficulty in getting from one place to another because of highway problems in your area?

   7 ☐ Yes 2 ☐ No

5. If you answered "Yes" to question 4, please name the roadway and difficulty encountered in the space below.

   3 US 36/SR 37 & Galena Road
   2 I-71 & US 36/SR 37
   1 each: Various locations on SR 61, Polaris Parkway, SR 521, etc

6. Which roads do you consider locally to be the most important and that traffic should be encouraged to use?

   3 US 36/SR 37
   2 Wilson Road
   1 ea Galena Rd, SR 521, SR 61, SR 656, I-71, US 23, US 42

7. Mark the box next to any alternative that you strongly favor with the letter "F". Mark the box next to any alternative you strongly disfavor with the letter "D". ☒ FAVOR ☐ X DISFAVOR

A [1]	B [1]	C [1]	D [1]	E [2]	F [1]	G [1]	H [1]	J1 [1]
J2 [1]	K1 [1]	K2 [1]	L [2] 1	M [1]	N [1]	P [2]	Q1 [2]	Q2 [1]
R [1]	S [1]	T [1]	U [1]	V [1]	W [1]			

8. Please expand upon your answer to question 7 in the space below and on the back of this questionnaire, if necessary, along with any comments you may have regarding the Delaware County Thoroughfare Plan Update.

   1 Believes volume forecasts for 2020 are too low
   1 Project L (Old GLMAC Corridor) would relieve US 23
   1 Interest in I-71 interchange at SR 521

Name/Address (optional): 1 w/ Name
8 w/o Name

PLEASE LEAVE QUESTIONNAIRES IN THE BOX PROVIDED OR MAIL TO:
Delaware County Engineers Office; 50 Channing Street, Delaware, OH 43015; Attn: Chris Bauserman, P.E., P.S.

DELAWARE COUNTY THOROUGHFARE PLAN UPDATE

5·30·00 QUESTIONNAIRE/COMMENT FORM (2)

MARLBORO & OXFORD TOWNSHIPS

Your comments are important to Delaware County. Please answer the questions below and provide any further comments you may have in the space provided. 5 RESPONSES

1. Do you understand what a Thoroughfare Plan is and will provide for Delaware County?

   5 ☐ Yes 0 ☐ No

2. Do you understand that the alternatives shown on the 2020 Network E+C with Possible Alternatives map are not the final thoroughfare plan and are not shown with a specific alignment?

   5 ☐ Yes 0 ☐ No

3. Rate the importance you place on establishing a functional regional road network in Delaware County:

   4 ☐ High 1 ☐ Moderate 0 ☐ Low

4. Have you encountered difficulty in getting from one place to another because of highway problems in your area?

   4 ☐ Yes 1 ☐ No

5. If you answered "Yes" to question 4, please name the roadway and difficulty encountered in the space below.

   4 US 23
   2 US 36/SR 37
   1 ea I-71, SR 315, Troy Road

6. Which roads do you consider locally to be the most important and that traffic should be encouraged to use?

   4 US 23
   2 US 36/SR 37
   2 I-71

7. Mark the box next to any alternative that you strongly favor with the letter "F". Mark the box next to any alternative you strongly disfavor with the letter "D". ☒ FAVOR ☐ X DISFAVOR

A ☐	B ☐	C ☐	D ☐	E [1]	F [1]	G ☐ 1	H [1] 1	J1 ☐
J2 ☐	K1 ☐	K2 ☐	L [1]	M ☐	N [1]	P [1]	Q1 ☐ 1	Q2 [1]
R ☐	S ☐	T ☐	U ☐	V ☐	W ☐			

8. Please expand upon your answer to question 7 in the space below and on the back of this questionnaire, if necessary, along with any comments you may have regarding the Delaware County Thoroughfare Plan Update.

   1 Sees traffic problems coming on east side of Delaware
   1 Take steps now to accommodate future widening of Troy Rd.
   1 Make US 23 limited access
   1 Developers should provide right-of-way for widening & build turn lanes

Name/Address (optional): 3 w/ name
2 w/o name

PLEASE LEAVE QUESTIONNAIRES IN THE BOX PROVIDED OR MAIL TO:
Delaware County Engineers Office; 50 Channing Street, Delaware, OH 43015; Attn: Chris Bauserman, P.E., P.S.

DELAWARE COUNTY THOROUGHFARE PLAN UPDATE

6-1-00 QUESTIONNAIRE/COMMENT FORM (3)

TRENTON & BERKSHIRE TOWNSHIPS

Your comments are important to Delaware County. Please answer the questions below and provide any further comments you may have in the space provided. 3 RESPONSES

1. Do you understand what a Thoroughfare Plan is and will provide for Delaware County?
   3 ☐ Yes 0 ☐ No
2. Do you understand that the alternatives shown on the 2020 Network E+C with Possible Alternatives map are not the final thoroughfare plan and are not shown with a specific alignment?
   3 ☐ Yes 0 ☐ No
3. Rate the importance you place on establishing a functional regional road network in Delaware County:
   2 ☐ High 1 ☐ Moderate 0 ☐ Low
4. Have you encountered difficulty in getting from one place to another because of highway problems in your area?
   3 ☐ Yes 0 ☐ No
5. If you answered "Yes" to question 4, please name the roadway and difficulty encountered in the space below.
   1 SR 3
   1 Vans Valley Road
   1 US 36/SR 37
6. Which roads do you consider locally to be the most important and that traffic should be encouraged to use?
   1 SR 3
   1 SR 61
7. Mark the box next to any alternative that you strongly favor with the letter "F". Mark the box next to any alternative you strongly disfavor with the letter "D". ☒ FAVOR ☐ X DISFAVOR

A ☐	B ☐	C ☐	D ☐	E ☐	F ☐	G ☐	H ☐	J1 ☐
J2 ☒ 1	K1 ☐	K2 ☐	L ☐	M ☐	N ☐ 1	P ☐	Q1 ☐	Q2 ☐
R ☐	S ☐	T ☐	U ☐	V ☐	W ☐			

8. Please expand upon your answer to question 7 in the space below and on the back of this questionnaire, if necessary, along with any comments you may have regarding the Delaware County Thoroughfare Plan Update.
   1 No need for Project N east of SR 3
   1 Concern w/ SR 37 & Vans Valley intersection
   1 Concern w/ SR 605 & Fancher intersection

Name/Address (optional): 1 w/ name
2 w/o name

PLEASE LEAVE QUESTIONNAIRES IN THE BOX PROVIDED OR MAIL TO:
Delaware County Engineers Office; 50 Channing Street, Delaware, OH 43015; Attn: Chris Bauserman, P.E., P.S.

DELAWARE COUNTY THOROUGHFARE PLAN UPDATE

6-6-00 QUESTIONNAIRE/COMMENT FORM ④

DELAWARE TOWNSHIP

Your comments are important to Delaware County. Please answer the questions below and provide any further comments you may have in the space provided. 9 RESPONSES

1. Do you understand what a Thoroughfare Plan is and will provide for Delaware County?

   7 ☐ Yes 1 ☐ No

2. Do you understand that the alternatives shown on the 2020 Network E+C with Possible Alternatives map are not the final thoroughfare plan and are not shown with a specific alignment?

   9 ☐ Yes ☐ No

3. Rate the importance you place on establishing a functional regional road network in Delaware County:

   8 ☐ High 1 ☐ Moderate ☐ Low

4. Have you encountered difficulty in getting from one place to another because of highway problems in your area?

   6 ☐ Yes 3 ☐ No

5. If you answered "Yes" to question 4, please name the roadway and difficulty encountered in the space below.

   2 City of Delaware in general
   2 US 36/SR 37 in general
   1 ea Troy, Galena @ US 36/SR 37, US 36/SR 37 @ I-71, SR 315
   US 23 Ramp to William St, US 23 south of Delaware

6. Which roads do you consider locally to be the most important and that traffic should be encouraged to use?

   4 Central Avenue (SR 37)
   4 William Street (US 36)
   3 US 23
   2 ea US 36/SR 37, US 42

7. Mark the box next to any alternative that you strongly favor with the letter "F". Mark the box next to any alternative you strongly disfavor with the letter "D". ☒ FAVOR ☐X DISFAVOR

A ☐	B [2]	C [3]	D ☐2	E [2]2	F ☐	G [2]	H ☐	J1 [1]3
J2 [4]	K1 [1]1	K2 ☐2	L [3]1	M [1]	N [2]	P [1]	Q1 ☐	Q2 ☐
R [3]	S [1]	T ☐	U [3]1	V [1]	W [1]			

8. Please expand upon your answer to question 7 in the space below and on the back of this questionnaire, if necessary, along with any comments you may have regarding the Delaware County Thoroughfare Plan Update.

   1 Projects H & L open north-central County to development which is bad
   1 Favor for City Plan Projects 5-E, 5-W, 13, 15, 1-B, 3-B, 2; Disfavor 4
   1 Need to address speeding problems before building new projects
   1 Need to start projects now and establish funding plan
   1 Favors transit alternative to construction of N-S elements of Project L
   1 Favors Bunty Station Road as an East-West Connector

Name/Address (optional): 6 w/ name
3 w/o name

PLEASE LEAVE QUESTIONNAIRES IN THE BOX PROVIDED OR MAIL TO:
Delaware County Engineers Office; 50 Channing Street, Delaware, OH 43015; Attn: Chris Bauserman, P.E., P.S.

DELAWARE COUNTY THOROUGHFARE PLAN UPDATE

6-8-00 QUESTIONNAIRE/COMMENT FORM ⑤

SCIOTO TOWNSHIP

Your comments are important to Delaware County. Please answer the questions below and provide any further comments you may have in the space provided. 2 RESPONSES

1. Do you understand what a Thoroughfare Plan is and will provide for Delaware County?

   2 ☐ Yes 0 ☐ No

2. Do you understand that the alternatives shown on the 2020 Network E+C with Possible Alternatives map are not the final thoroughfare plan and are not shown with a specific alignment?

   2 ☐ Yes 0 ☐ No

3. Rate the importance you place on establishing a functional regional road network in Delaware County:

   2 ☐ High 0 ☐ Moderate 0 ☐ Low

4. Have you encountered difficulty in getting from one place to another because of highway problems in your area?

   2 ☐ Yes 0 ☐ No

5. If you answered "Yes" to question 4, please name the roadway and difficulty encountered in the space below.

   1 each at several locations including Central Avenue (SR 37), the US 36/SR 37 split (the Point), general east-west flow in Delaware, SR 257 & US 42, etc.

6. Which roads do you consider locally to be the most important and that traffic should be encouraged to use?

   1 Delaware Outerbelt
   1 ea (North-South): Liberty, Section Line, US 23
   1 ea (East-West): US 42, Home Road, US 36

7. Mark the box next to any alternative that you strongly favor with the letter "F". Mark the box next to any alternative you strongly disfavor with the letter "D". ☒ FAVOR ☐ X DISFAVOR

A ☐	B [1]	C [2]	D [1]	E [2]	F [1]	G [1]	H [1]1	J1 [2]
J2 [1]	K1 ☐	K2 ☐	L [1]1	M [1]	N ☐	P [1]	Q1 ☐	Q2 ☐
R [1]	S [1]	T ☐	U [1]	V ☐	W [1]			

8. Please expand upon your answer to question 7 in the space below and on the back of this questionnaire, if necessary, along with any comments you may have regarding the Delaware County Thoroughfare Plan Update.

   1 Preserve Scenic River Corridor roads as greenways w/o widening
   1 Improve traffic flow in the US 23 corridor
   1 Route major roadways around Delaware rather than through it
   1 Provide pedestrian walkways and bikeways in all new developments

Name/Address (optional): 1 w/ name
1 w/o name

PLEASE LEAVE QUESTIONNAIRES IN THE BOX PROVIDED OR MAIL TO:
Delaware County Engineers Office; 50 Channing Street, Delaware, OH 43015; Attn: Chris Bauserman, P.E., P.S.

DELAWARE COUNTY THOROUGHFARE PLAN UPDATE

6-13-00 QUESTIONNAIRE/COMMENT FORM ⑥

GENOA & HARLEM TOWNSHIPS

Your comments are important to Delaware County. Please answer the questions below and provide any further comments you may have in the space provided. 6 RESPONSES

1. Do you understand what a Thoroughfare Plan is and will provide for Delaware County?

   6 ☐ Yes 0 ☐ No

2. Do you understand that the alternatives shown on the 2020 Network E+C with Possible Alternatives map are not the final thoroughfare plan and are not shown with a specific alignment?

   6 ☐ Yes 0 ☐ No

3. Rate the importance you place on establishing a functional regional road network in Delaware County:

   5 ☐ High 1 ☐ Moderate 0 ☐ Low

4. Have you encountered difficulty in getting from one place to another because of highway problems in your area?

   2 ☐ Yes 3 ☐ No

5. If you answered "Yes" to question 4, please name the roadway and difficulty encountered in the space below.

   2 SR 3
   1 US 23 (Columbus to Delaware)
   1 SR 315 & SR 750 Intersection

6. Which roads do you consider locally to be the most important and that traffic should be encouraged to use?

   3 SR 3
   2 ea Maxtown, Big Walnut, Fancher, SR 605
   1 ea Polaris, US 23, I-71, [illegible], Center Village, Smothers, Worthington, Sunbury

7. Mark the box next to any alternative that you strongly favor with the letter "F". Mark the box next to any alternative you strongly disfavor with the letter "D". ☒ FAVOR ☐X DISFAVOR

A ☐	B ☐	C [2]	D ☐	E [1]	F [1]	G [1]	H [1]	J1 [1]1
J2 [1]	K1 ☐	K2 ☐	L ☐1	M [1]	N [2]	P [1]	Q1 ☐	Q2 ☐
R ☐1	S ☐	T [1]	U [1]1	V [1]	W [1]			

8. Please expand upon your answer to question 7 in the space below and on the back of this questionnaire, if necessary, along with any comments you may have regarding the Delaware County Thoroughfare Plan Update.

   1 Construct roads parallel to US 23, SR 315; widen US 36/SR 37 w. of Sunbury
   1 Favors new I-71 interchanges @ Big Walnut, Cheshire rather than Proj R [illegible] S
   1 Need to update current Thoroughfare Plan
   1 Concern about traffic increase in Center Village

Name/Address (optional): 2 w/ name
4 w/o name

PLEASE LEAVE QUESTIONNAIRES IN THE BOX PROVIDED OR MAIL TO:
Delaware County Engineers Office; 50 Channing Street, Delaware, OH 43015; Attn: Chris Bauserman, P.E., P.S.

DELAWARE COUNTY THOROUGHFARE PLAN UPDATE

6-15-00 QUESTIONNAIRE/COMMENT FORM ⑦

CONCORD TOWNSHIP

Your comments are important to Delaware County. Please answer the questions below and provide any further comments you may have in the space provided. 7 RESPONSES

1. Do you understand what a Thoroughfare Plan is and will provide for Delaware County?

   7 ☐ Yes 0 ☐ No

2. Do you understand that the alternatives shown on the 2020 Network E+C with Possible Alternatives map are not the final thoroughfare plan and are not shown with a specific alignment?

   6 ☐ Yes 0 ☐ No

3. Rate the importance you place on establishing a functional regional road network in Delaware County:

   6 ☐ High 1 ☐ Moderate 0 ☐ Low

4. Have you encountered difficulty in getting from one place to another because of highway problems in your area?

   4 ☐ Yes 2 ☐ No

5. If you answered "Yes" to question 4, please name the roadway and difficulty encountered in the space below.

   2 SR 745 & Glick Road
   1 ea SR 745 & 42, SR 257 & US 42, SR 315 & SR 750, Village of Powell in general

6. Which roads do you consider locally to be the most important and that traffic should be encouraged to use?

   1 ea Home Road, Glick Road, SR 257, Delaware Outerbelt, Powell "Bypass", Sawmill Parkway, US 42, US 36, SR 37

7. Mark the box next to any alternative that you strongly favor with the letter "F". Mark the box next to any alternative you strongly disfavor with the letter "D". ☒ FAVOR ☐ X DISFAVOR

A [1]	B [2]4	C [1]	D [1]	E [1]	F [2]	G ☐	H ☐1	J1 [1]
J2 [1]	K1 ☐	K2 ☐	L ☐	M ☐	N ☐	P ☐	Q1 ☐	Q2 ☐
R ☐	S ☐	T ☐	U ☐	V ☐	W ☐			

8. Please expand upon your answer to question 7 in the space below and on the back of this questionnaire, if necessary, along with any comments you may have regarding the Delaware County Thoroughfare Plan Update.

   3 Believe aligning Powell with Glick at the Zoo will induce too much traffic in Shawnee Hills
   1 Endorses Outerbelts and Bypasses of small towns
   1 Concerns over lack of connecting roads in Township, esp east-west facilities
   1 Believes Project H would divert unwanted traffic to Scioto Corridor

Name/Address (optional): 6 w/name
1 w/o name

PLEASE LEAVE QUESTIONNAIRES IN THE BOX PROVIDED OR MAIL TO:
Delaware County Engineers Office; 50 Channing Street, Delaware, OH 43015; Attn: Chris Bauserman, P.E., P.S.

DELAWARE COUNTY THOROUGHFARE PLAN UPDATE

6-19-00 QUESTIONNAIRE/COMMENT FORM ⑧

BERLIN TOWNSHIP

Your comments are important to Delaware County. Please answer the questions below and provide any further comments you may have in the space provided. 8 RESPONSES

1. Do you understand what a Thoroughfare Plan is and will provide for Delaware County?

   7 ☐ Yes 1 ☐ No

2. Do you understand that the alternatives shown on the 2020 Network E+C with Possible Alternatives map are not the final thoroughfare plan and are not shown with a specific alignment?

   7 ☐ Yes 1 ☐ No

3. Rate the importance you place on establishing a functional regional road network in Delaware County:

   6 ☐ High 2 ☐ Moderate 0 ☐ Low

4. Have you encountered difficulty in getting from one place to another because of highway problems in your area?

   7 ☐ Yes 1 ☐ No

5. If you answered "Yes" to question 4, please name the roadway and difficulty encountered in the space below.

   3 US 23
   3 US 36/SR 37 @ I-71
   2 US 36/SR 37 Splint (The Point) in Delaware
   1 ea Polaris Pkwy, Powell Rd, I-71, SR 315, US 23 Exit to Williams, South Old State between Powell and Polaris

6. Which roads do you consider locally to be the most important and that traffic should be encouraged to use?

   4 US 36/SR 37
   2 US 23
   1 ea Africa Road, Old State Road, I-71, SR 750

7. Mark the box next to any alternative that you strongly favor with the letter "F". Mark the box next to any alternative you strongly disfavor with the letter "D". ☒ FAVOR ☐X DISFAVOR

   A [1]1 B [1]1 C [2] D [1] E [2] F [2] G [1]1 H [2] J1 [2]
   J2 [2] K1 [2]2 K2 [1]2 L [3]2 M [4]1 N [2]2 P [2]2 Q1 [1] Q2 [1]
   R [2] S [2] T [1] U [2] V [1] W [2]

8. Please expand upon your answer to question 7 in the space below and on the back of this questionnaire, if necessary, along with any comments you may have regarding the Delaware County Thoroughfare Plan Update.

   1 Appreciates opportunity to review alternatives and learn about Plan
   2 Dislikes City Project 3-B
   1 Keep Project K close to railroad
   1 Build I-71 Interchange at SR 521
   1 Projects N & P would result in unwanted development in SE area of Township

Name/Address (optional): 6 w/ name
2 w/o name

PLEASE LEAVE QUESTIONNAIRES IN THE BOX PROVIDED OR MAIL TO:
Delaware County Engineers Office; 50 Channing Street, Delaware, OH 43015; Attn: Chris Bauserman, P.E., P.S.

DELAWARE COUNTY THOROUGHFARE PLAN UPDATE

6·20·00 QUESTIONNAIRE/COMMENT FORM (9)

TROY TOWNSHIP

Your comments are important to Delaware County. Please answer the questions below and provide any further comments you may have in the space provided. 3 RESPONSES

1. Do you understand what a Thoroughfare Plan is and will provide for Delaware County?

   3 ☐ Yes 0 ☐ No

2. Do you understand that the alternatives shown on the 2020 Network E+C with Possible Alternatives map are not the final thoroughfare plan and are not shown with a specific alignment?

   3 ☐ Yes 0 ☐ No

3. Rate the importance you place on establishing a functional regional road network in Delaware County:

   3 ☐ High 0 ☐ Moderate 0 ☐ Low

4. Have you encountered difficulty in getting from one place to another because of highway problems in your area?

   2 ☐ Yes 1 ☐ No

5. If you answered "Yes" to question 4, please name the roadway and difficulty encountered in the space below.

   1 US 23
   1 Streets in east side of Delaware
   1 Overhead railroad crossing [redacted] (US 36/SR 37 Split ?)

6. Which roads do you consider locally to be the most important and that traffic should be encouraged to use?

   1 Radnor
   1 Horseshoe
   1 Hills-Miller
   1 Kelly - McMaster

7. Mark the box next to any alternative that you strongly favor with the letter "F". Mark the box next to any alternative you strongly disfavor with the letter "D". ☒ FAVOR ☐ X DISFAVOR

A ☐	B ☐	C ☐	D ☐	E [1]	F [1]	G [2]	H [2]	J1 ☐
J2 ☐	K1 ☐	K2 ☐	L [1]	M ☐	N ☐	P ☐	Q1 ☐	Q2 ☐
R ☐	S ☐	T ☐	U ☐	V ☐	W ☐			

8. Please expand upon your answer to question 7 in the space below and on the back of this questionnaire, if necessary, along with any comments you may have regarding the Delaware County Thoroughfare Plan Update.

   1 Believes Project L is needed, but not in Troy Township

Name/Address (optional): 1 w/ name
2 w/o name

PLEASE LEAVE QUESTIONNAIRES IN THE BOX PROVIDED OR MAIL TO:
Delaware County Engineers Office; 50 Channing Street, Delaware, OH 43015; Attn: Chris Bauserman, P.E., P.S.

DELAWARE COUNTY THOROUGHFARE PLAN UPDATE

6-22-00 QUESTIONNAIRE/COMMENT FORM (10)

RADNOR & THOMPSON TOWNSHIPS

Your comments are important to Delaware County. Please answer the questions below and provide any further comments you may have in the space provided. 7 RESPONSES

1. Do you understand what a Thoroughfare Plan is and will provide for Delaware County?

   7 ☐ Yes 0 ☐ No

2. Do you understand that the alternatives shown on the 2020 Network E+C with Possible Alternatives map are not the final thoroughfare plan and are not shown with a specific alignment?

   7 ☐ Yes 0 ☐ No

3. Rate the importance you place on establishing a functional regional road network in Delaware County:

   4 ☐ High 3 ☐ Moderate 0 ☐ Low

4. Have you encountered difficulty in getting from one place to another because of highway problems in your area?

   5 ☐ Yes 2 ☐ No

5. If you answered "Yes" to question 4, please name the roadway and difficulty encountered in the space below.

   1 each: Section Line Road, SR 37 West of Delaware, Houk & SR 37, Houk & USR 36, US 23 & Radnor Rd, US 23 & Hills-Miller Rd, Downtown Delaware

6. Which roads do you consider locally to be the most important and that traffic should be encouraged to use?

   3 US 23
   2 Section Line Road
   1 ea SR 37, US 36, I-71, Houk Road, SR 203, Delaware "Outerbelt", "I-73" east of Delaware

7. Mark the box next to any alternative that you strongly favor with the letter "F". Mark the box next to any alternative you strongly disfavor with the letter "D". ☒ FAVOR ☐ X DISFAVOR

A ☐	B ☐	C [1]	D [1]	E [2]	F [1]	G [3]	H [2]	J1 ☐
J2 ☐	K1 ☐	K2 ☐	L [3]	M ☐	N ☐	P ☐	Q1 ☐	Q2 ☐
R ☐	S ☐	T ☐	U ☐	V ☐	W ☐			

8. Please expand upon your answer to question 7 in the space below and on the back of this questionnaire, if necessary, along with any comments you may have regarding the Delaware County Thoroughfare Plan Update.

   1 Wants flashers at all railroad crossings, esp. Thomas Rd
   1 Appreciates current thoroughfare planning effort
   1 Encourages R/W acquisition now before development occurs
   1 Strong support for Projects G and L

Name/Address (optional): 3 w/names
4 w/o names

PLEASE LEAVE QUESTIONNAIRES IN THE BOX PROVIDED OR MAIL TO:
Delaware County Engineers Office; 50 Channing Street, Delaware, OH 43015; Attn: Chris Bauserman, P.E., P.S.

DELAWARE COUNTY THOROUGHFARE PLAN UPDATE

6-26-00 QUESTIONNAIRE/COMMENT FORM (11)

LIBERTY TOWNSHIP

Your comments are important to Delaware County. Please answer the questions below and provide any further comments you may have in the space provided. 16 RESPONSES

1. Do you understand what a Thoroughfare Plan is and will provide for Delaware County?

   12 ☐ Yes 1 ☐ No

2. Do you understand that the alternatives shown on the 2020 Network E+C with Possible Alternatives map are not the final thoroughfare plan and are not shown with a specific alignment?

   10 ☐ Yes 1 ☐ No

3. Rate the importance you place on establishing a functional regional road network in Delaware County:

   12 ☐ High 1 ☐ Moderate 0 ☐ Low

4. Have you encountered difficulty in getting from one place to another because of highway problems in your area?

   13 ☐ Yes 0 ☐ No

5. If you answered "Yes" to question 4, please name the roadway and difficulty encountered in the space below.

   4 SR 750 & SR 315 Intersection
   3 SR 750 within Powell Village limits
   2 Carriage Road
   1 ea: SR 750 & Liberty, Village of Powell, Home Rd, Orange Rd.

6. Which roads do you consider locally to be the most important and that traffic should be encouraged to use?

   12 SR 750 (Powell Road)
   11 Home Road
   8 Sawmill Parkway
   5 US 23

7. Mark the box next to any alternative that you strongly favor with the letter "F". Mark the box next to any alternative you strongly disfavor with the letter "D". ☒ FAVOR ☐ X DISFAVOR

   A [9] B [7] C [5]2 D [8]1 E [9] F [5]1 G [4] H [2]1 J1 [7]1
   J2 [4]2 K1 [1]1 K2 [1]1 L [2]1 M [5] N [1]1 P [4]2 Q1 [2] Q2 [1]1
   R [3] S [1]1 T [1]1 U [3]1 V [2] W [4]1

8. Please expand upon your answer to question 7 in the space below and on the back of this questionnaire, if necessary, along with any comments you may have regarding the Delaware County Thoroughfare Plan Update.

   1 ea: Provide speed control on Carriage, close Carriage @ Wren
   1 ea: Widen SR 750 to four lanes, provide more east-west connectors, add turn lanes @ SR 750 & SR 315, connect Seldom Seen to SR 315, connect Bennett Pkwy to Presidential Pkwy, widen existing roads rather than build new ones.

Name/Address (optional): 7 w/ name
9 w/o name

PLEASE LEAVE QUESTIONNAIRES IN THE BOX PROVIDED OR MAIL TO:
Delaware County Engineers Office; 50 Channing Street, Delaware, OH 43015; Attn: Chris Bauserman, P.E., P.S.

DELAWARE COUNTY THOROUGHFARE PLAN UPDATE

6-28-00 QUESTIONNAIRE/COMMENT FORM (12)

ORANGE TOWNSHIP

Your comments are important to Delaware County. Please answer the questions below and provide any further comments you may have in the space provided. 6 RESPONSES

1. Do you understand what a Thoroughfare Plan is and will provide for Delaware County?

   6 ☐ Yes 0 ☐ No

2. Do you understand that the alternatives shown on the 2020 Network E+C with Possible Alternatives map are not the final thoroughfare plan and are not shown with a specific alignment?

   6 ☐ Yes 0 ☐ No

3. Rate the importance you place on establishing a functional regional road network in Delaware County:

   5 ☐ High 0 ☐ Moderate 1 ☐ Low

4. Have you encountered difficulty in getting from one place to another because of highway problems in your area?

   5 ☐ Yes 1 ☐ No

5. If you answered "Yes" to question 4, please name the roadway and difficulty encountered in the space below.

   3 Orange Rd Bridge over Olentangy River
   2 US 23 & Orange intersection
   2 SR 750 & SR 315 intersection
   1 ea: US 23, Africa Rd, SR 750 between US 23 and SR 257

6. Which roads do you consider locally to be the most important and that traffic should be encouraged to use?

   3 US 23
   3 SR 750
   2 I-71
   1 ea: I-270, Home Rd, Orange Rd

7. Mark the box next to any alternative that you strongly favor with the letter "F". Mark the box next to any alternative you strongly disfavor with the letter "D". ☒ FAVOR ☐ X DISFAVOR

A [1]	B [1]	C [1]	D ☐1	E [2]	F [1]	G ☐	H ☐	J1 [1]
J2 [2]	K1 [2]	K2 [2]	L [1]	M [2]	N ☐	P [1]	Q1 ☐	Q2 ☐
R ☐1	S ☐	T ☐	U ☐	V ☐	W ☐1			

8. Please expand upon your answer to question 7 in the space below and on the back of this questionnaire, if necessary, along with any comments you may have regarding the Delaware County Thoroughfare Plan Update.

   2 Widen Orange Road bridge over Olentangy
   1 Upgrade E-W Connectors to proposed I-71 Interchange at Big Walnut
   1 Get traffic from northern townships on I-71 as far north as possible
   1 No need to widen Winter and/or bridge the Olentangy

Name/Address (optional): 2 w/ name
4 w/o name

PLEASE LEAVE QUESTIONNAIRES IN THE BOX PROVIDED OR MAIL TO:
Delaware County Engineers Office; 50 Channing Street, Delaware, OH 43015; Attn: Chris Bauserman, P.E., P.S.



ms consultants, inc.
engineers - architects - planners

Appendix 8E

ODNR, ODOT, City of Columbus, Columbus Zoo, Metro Parks

Open House Session Meeting Minutes and Attendance List

Delaware Thoroughfare Plan 10-281.210
Columbus Zoo, Columbus Metro Parks, and ODNR
Meeting Minutes

Date: **June 12, 2000 @ 2 PM**
Location: **Columbus Zoo Business Office**
Attendees: **See attached sign-in sheet**

The following comments were made during the informational meeting with the Columbus Zoo, Columbus Metro Parks, and the ODNR regarding the Delaware Thoroughfare Plan Update.

ODNR leases the Delaware State Park land from the Corp of Engineers and operates the facilities in the park through the Division of Parks or the Division of Wildlife. Relocation of a park access would be an ODNR issue with Corp of Engineers approval.

Delaware State Park and the Alum Creek Park are the only areas with ODNR involvement in Delaware County.

The Corp of Engineers operates the Alum Creek Dam area without ODNR involvement.

The ODNR does not have any particular expansion efforts or intensified use planned at Alum Creek Park or at Delaware State Park at this time.

ODNR would see the possible interchange at I-71 & Big Walnut as an asset if it helped local traffic.

The ColumbusZoo presented the SR 750 relocation plan with reverse curve design at the east end of the future zoo property and connection of SR 750 to SR 257/Riverside Drive opposite Glick Road. The Zoo entrance would be via SR 750 on the east end of the property. The Zoo is soliciting general support for their expansion/relocation plan. They are interested in the model test run results for the Powell Road relocation alternative. A copy of the Zoo plan was provided.

Columbus Metro Parks has given some consideration to relocating their Highbanks Park access from US 23 to Powell Road. Initially they considered alignment with Owenfield Drive but also considered relocation near the residential property in the center of the park's Powell Road frontage. They are continuing to investigate the best location for an access without causing major impacts to the park or incurring a major expense, i.e.: crossing ravines. A single access is preferable to Metro Parks for the operation of Highbanks Park.

Metro Parks has an interest in a pedestrian/bicycle access between Highbanks Park and the Zoo.

Metro Parks requested information on the projected traffic volumes on US 23 and Powell Road in the vicinity of the Highbanks Park.

The Home Road Bridge will be closed during reconstruction, probably occurring about 2002.

Stu Lewis is the ODNR contact person for policy on new crossing scenic rivers.

Metro Parks just sold/exchanged the piece of property on the east side of US 23 which they owned. They have no plans for future expansion their facilities in Delaware County.

The Zoo requested notification of the upcoming public hearings and workshops.

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DELAWARE COUNTY THOROUGHFARE PLAN UPDATE
with
DELAWARE COUNTY,
COLUMBUS ZOO, COLUMBUS METRO PARKS
ODNR, and ms consultants, inc.
June 12, 2000

Attendance List

Name	Agency	Phone
Robert Lawler	MORPC	614-233-4160
Erika Witzke	MORPC	614.233.4149
Jeff Cummings	MS consultants	614-898-7100
Jim Bixby	" "	614: 898 - 7100
Valerie Crossman	ms consultants	614-898-7100
Terri Kepke	Columbus Zoo	614.645.3461
Steve Brown	METRO PARKS	614 895 6230
Bill Buescher	" "	614 895-6229
Dave Bittner	ODNR	614-265-6419
[illegible]	Zoo	614 645-3425
Jerry Bowin	Zoo	614 645-3494
Chris Bauserman	Delaware Co. Engineer	740-833-2400
Clyde Seidle	DCEO	" " "

Delaware Thoroughfare Plan 10-281.210
ODOT District 6 and City of Columbus
Meeting Minutes

Date: **June 8, 2000 @ 2 PM**
Location: **ms consultants offices, main conference room**
Attendees: **See attached sign-in sheet**

The following comments were made during the informational meeting with ODOT District 6 and the City of Columbus regarding the Delaware Thoroughfare Plan Update.

The additional interchanges included in the Delaware County alternative network were discussed with Tom Lyden of ODOT District 6. T. Lyden said that the SR 521 location looked reasonable for an interchange with I-71. ODOT is generally neutral to and not unfavorable toward interchange additions, but would not be the lead on any interchange project.

I-71 north of US 36/SR 37 will not be reviewed for a lane addition again for another 10 years. A recent review showed it was not needed at this time.

There is a possibility for widening US 36/SR 37 from I-71 to Sunbury, but no definite plan at this time.

There is a possibility for widening US 42 to US 33 in Union County. This would be a four lane facility.

Lane additions for US 23 will be considered based on the results of the Access Management Plan.

ODOT owns a lot of right of way on SR 3 and is trying to buy the 'reserve land' at this time along this route. Reserve land means that the property owner has an agreement in his deed not to build on a specified portion of land along the roadway. Although it may be 15 years or more until expansion of SR 3 is considered, acquiring this property will allow ODOT to maintain widening as an option.

A consultant is presently conducting a safety study of the intersection of US 36 & Section Line Road for ODOT.

The US 37 & SR 203 intersection is targeted for a safety study but a scope of service has not yet been set.

The City of Columbus will not endorse the Polaris Interchange project. The TRAC application was submitted by the Polaris Business Association.

Sancus Boulevard widening project from Polaris Parkway to Lazelle Road is going to construction soon.

There are currently no plans to improve South Old State Road.

T. Lyden mentioned that an additional alternative to consider for the County network would be the extension of the old I-73 corridor shown as Alternative L east from US 23 to connect with SR 521 and interchange with I-71.

According to ODOT, the I-73 corridor is not a priority at the District or State level. The I-73 project died because of lack of public support.

There is a plan in place for Blendon Township and Plain Township in the northeast area of Franklin County. New Albany and the City of Columbus have an annexation agreement and have devised a master plan. The plan shows the northeast area of Franklin County as primarily rural. Specific roadways have been designated as the major corridors. Roads such as Red Banks and Green Cook are designated as rural roads in Plain Township and they would like to see these remain as low volume routes. SR 605 will be a major north south roadway along with Hamilton Road. Hamilton Road will interchange with SR 161 and will be densely traveled in the future. They have established a 60 foot right of way for rural roads. The roads designated minor arterial highway and shown in green on the master plan have 250 foot set back requirements per the Rocky Fork/Black Lick Accord. A recent plan submitted for a dense development on 350 acres of land between Central College and Walnut was denied, but the City of Columbus anticipates the developer will return with an alternative plan in the near future.

C. Bauserman asked the City about the possibility of realigning Green Cook Road and Bevelheimer to provide an additional north south route between Delaware County and the US 62 & SR 161 interchange in Franklin County. The City will look into this and get back to ms and Delaware County with an answer.

Improvements to Powell Road in the area of the Zoo are approximately 3 to 5 years until completed.

Home Road could extend west to US 42 in Union County if realigned with Harriott Road. However, this intersection lies in Union County and the realignment effort would have to be initiated by the Union County Engineer.

Improvements are planned for the SR 3 & Old 3C intersection in Genoa Township. MORPC to verify if these improvements are included in the model.

The signal at SR 257 & US 42 is now on flash. Lane improvements are planned but not yet in place.

SR 750 from SR 315 to US 23 will be widened to 3 lanes. This project is included in MORPC's E+C network for 2020.

DELAWARE COUNTY THOROUGHFARE PLAN UPDATE

June 8, 2000

Sign-In Sheet

Name	Agency/Phone
Valerie Crossman	ms consultants 898-7100
TED BEIDLER	CITY OF COLUMBUS - E&C 645-7697
Nancy Reger	MORPC 233-4154
Robert P Barone JR	ms Consultants 898-7100
JON PAWLEY	City of Columbus 645-8062
JOHN HOOVE	City of Columbus - Planning 645-0663
THOMAS LYDEN	ODOT D-6 800-372-7714 (420)
Chris Bauserman	Delaware Co. Engineer 740-833-2400
Erika Witzke	MORPC 233.4149



ms consultants, inc.
engineers - architects - planners

Appendix 8F

Regional Workshops Summary of Comments

10-281.210

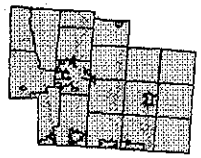
Delaware County Thoroughfare Plan
Regional Workshop # 2
Public Comment Session Minutes
Location: Delaware JVS South
Date: October 18, 2000

Speaker Name	***Comment:***
Beth Sanford	Lives in the Park Shore Development. Alternative J2 connects close to her backyard and is a concern. Big Walnut & I-71 Interchange – feels there will be commercial developments with this alternative and more trucks and traffic on Lewis Center where there now exists lots of bike and pedestrian traffic. What will happen to the roadways in this area– will they be widened? There are condos now going through the zoning process and they are setting aside land for this interchange
Cathy Fitzcharles	Lives in Park Shores. Does not want the J1 or J2 alternative because the area needs the existing beautiful area and certain quality of life even with efficient roads.
Joe Shaffer	His comments were addressed by the first speaker
Bonnie Goodson	Pass
Kay Berry	Quality of life needs to be maintained – density and impact of area growth is a concern. SR 750 & Home Road – can't see how these roads will take the impact off of Carriage Road when there are 2 new schools and a YMCA being built in the area. You need to address what will happen to Carriage Road if Orange Road is aligned with it because more traffic will use it. We need more east/west roads in the south County area.
Lynn Hill	Lives on W. Orange Road. Is an electrical engineer and a planner. He is concerned that if the major arterials are not improved to carry traffic, the traffic spills over onto the side roads. Orange Road is a scenic road – its an old area, a narrow road with large trees. Orange Road should not be left as a major collector due to the lack of expansion of SR 750 and other major area roads. He does not believe it was intended for the traffic to go onto side roads in the previous plans.
Mike Netarian	Lives in the Park Shore Development. Came to the meeting regarding the J2 alternative but also wants to address the IR 71 & Big Walnut interchange. He realizes that the interchange would serve the recreation traffic going to and from the reservoir, but would like to improvements on other area roads rather than add new interchanges. An interchange will cause truck traffic and other traffic to use the area roads. He moved here because of the quiet area and does not want to see it ruined.
Doug Halstetler	Moved to Park Shores in 1980. It looks as if traffic will be pushed toward Big Walnut. There is not a strong zoning plan so every time you add an interchange you're going to add more people and more development. Local control is taken away by putting in an interchange, which will most likely be under federal control. How do you stop trucks from using Big Walnut? He feels that we're giving in to developers by putting in the Big Walnut interchange.
Mike Ridgeway	He has given Chris Bauserman, the Delaware County Engineer, 278 signatures on a petition against Alternative J2 inc case it comes about. In regards to the interchange at Big Walnut, control is the best we can do about progress. He feels Cheshire is a better site for an interchange with the least path of resistance to the environment. If you go north of I71 & Big Walnut, the boaters and others won't mind traveling up to Cheshire and using the bridge to cross the lake. Those living in the are won't mind traveling north to get on/off I 71.

10-281.210

Delaware County Thoroughfare Plan
Regional Workshop # 3
Public Comment Session Minutes
Location: Delaware JVS South
Date: October 24, 2000

Speaker Name	***Comment:***
George Speese *City of Delaware*	He likes the plan but is concerned with growth and wants to make sure roads are planned to address the growth. He would like through routes with little or no traffic signals. He wants to make sure US 36/SR 37 between Delaware & Sunbury doesn't become further congested and would like to see the City alternatives move forward --not as it was previously when it was planned but not acted upon.
David Godsil *Delaware Township*	He likes the joint plan between the City and County. He would like to see this go forward with the City and County continuing to work together.
Merlin Sheets *Brown Township*	The township is thinking more about access on roads and how it affects traffic. He also sees the need to continue working together.
Tom Homan *Delaware City Manager*	It's important that the City and County work together so they can evaluate the trade offs and make decisions based on what's good for the majority.
Joe DiGenova *Delaware Township*	He was involved in the 1988 Southern Delaware Thoroughfare Plan. He wants to think forward. Preparing the plan is an expenditure of funds, but he feels the expenditure is warranted and that a plan is needed due to the growth that's occurred and is going to occur. The western side of the city in particular is going to be congested. Cooperation is important.
Windell Wheeler *City of Delaware*	The next step is to make sure that different entities don't block the future roads. We need to reserve paths and corridors so there is no building in these areas.
Miles Hardesty	He understands what the plan means and hopes the City and County will be on the same page. He would like to see the cooperation continue. He would like to see the plan prioritization --- the immediate problems should be solved today. Also, Section Line Rd should be looked at because it needs improvement –it may not be of total help in the southwest county area. There may be a need for another alternative on the west side of the river to help carry traffic. The needs of the people who live in the area should be considered.
Don Sherman	New interchanges being constructed use traffic signals at the ramp intersections and should use cloverleaf interchanges so movements are free flow. There is a need to buy enough property to plan for an interchange configuration that will work. Developments are now occurring in areas around interchanges that require additional property for improvement.
Tom Allen	He is a rail advocate. He has looked at cities that have light rail and commuter rail – they change traffic patterns in the cities. Where is the recognition that rail will change traffic patterns?
Clyde Bosnell	He is the President of Stratford Ecological Center located between Liberty Road and US 23. The Eco Center is 95 acres dedicated to a State Nature Preserve. He wants to be sure that the trustees, council, and others are familiar with the Eco Center, which is also an educational center for students. More than 2000 students per year visit the Center. A question was asked of Mr. Bosnell regarding whether the road alignment for Alternative 1 could run parallel to the power line easement with out overly disrupting the Eco Center. He replied that it would be on the very north side of the center but may disturb a wetland area.



DELAWARE COUNTY
REGIONAL PLANNING COMMISSION
50 Channing Street, Delaware, Ohio, 43015 Phone 740 -833-2260 Fax 740-833-2259

Philip C. Laurien, AICP, Executive Director

MINUTES
Thursday, November 30, 2000 at 7:00 PM
Delaware Joint Vocational School Auditorium
1610 St. Rt. 521, Delaware, Ohio 43015

I. ADMINISTRATIVE BUSINESS

- Call to order
- Roll Call
- Approval of October 26, 2000 RPC Minutes
- Executive Committee Minutes of November 22, 2000
- Statement of Policy
- **MS Consultants presentation: Status of the Draft Thoroughfare Plan**

II. VARIANCES

III. ZONING MAP/TEXT AMENDMENTS

58-00 ZON Brenda Cohn – Trenton Twp. - .893 acres from CB to FR
59-00 ZON Ann Edwards – Trenton Twp. – 76.9 acres from CB to FR
60-00 ZON Steve & Kelly Baden – Trenton Twp. – 3.1685 acres from FR to RR
61-00 ZON Charles Day,Bradley Walker – Berlin Twp. – 8.221 acres from C to PID
62-00 ZON **W/D** Clyde Rammelsberg,Elsic Antrim–Genoa Twp.–214.10 acres from RR to PD-1
63-00 ZON Ohio Dept. of Natural Resources – Ind'l Minerals Permit application
64-00 ZON Richard Mott – Troy Twp. – 1.69 acres from FR-1 to HSD

IV. SUBDIVISION PROJECTS

		Twp.	Lots/Acres
Preliminary			
11-00	The Oaks at Highland Lakes, Ph.'s 1-6	Genoa	214 lots / 192.05 acres
46-00	Rusk Subd. #2	Orange	03 lots / 06.68 acres
45-00	AIDATroy		03 lots / 10.28 acres
Preliminary/Final *(none)*			
Final			
42-00	Roesland No. 7	Berlin	03 lots / 08.76 acres
15-00 T	Highland Lakes North, Section 7	Genoa	19 lots / 09.70 acres
05-00.2T	Highland Hills at the Lakes, Section 2	Gen/Ora	50 lots / 22.06 acres
26-00.2	Orange Point Commerce Park, Section 2	Orange	01 lots / 08.80 acres
19-99.1	Olde State Farms, Section 1	Orange	56 lots / 35.34 acres

T=TABLED

V. EXTENSIONS *(none)*

VI. OTHER BUSINESS

- **Consideration for approval of Bose Acoustic Wave Portable Sound System: $1438.85**

VII. POLICY / EDUCATION DISCUSSION

I. ADMINISTRATIVE BUSINESS

■Call to Order
Chairwoman Foust called the meeting to order at 7:05 p.m.

■ Roll Call
Representatives present: Don Poland, John Schmidt, Robert Hedrick, Jim Ward, Debbie Martin, Loretta Firis, Chad Antle, Chris Bauserman, Leslie Warthman, Cy Schmidt, Bill Shively, Holly Foust, Dick Gladman, Bill Thurston, Marvin Miller, Hansel Waugh, Robert Wood, and Kevin Moran. Arrived after roll call: Gary Spanner (R). *Staff present:* Phil Laurien, Paul Deel, Mike Bissett, Jiyeong Lee, Da-Wei Liou and Stephanie Matlack.

■ Approval of the October 26, 2000 RPC Minutes
Mr. Gladman made a motion to approve the minutes of the October RPC meeting, seconded by Mr. Moran. VOTE: Unanimously For, 0 Opposed. Motion carried.

■ November 22, 2000 Executive Committee Minutes

1. **Call to order**
Chairwoman Foust called the meeting to order at 8:30 a.m. Present: Holly Foust, Dick Gladman, Loretta Firis and Larry Starling. Jim Ward was absent. Staff present: Phil Laurien, Jiyeong Lee and Stephanie Matlack.

2. **Approval of Executive Committee Minutes**
   a. **October 18, 2000 – *Mr. Gladman made a motion to approve the minutes of the last meeting, seconded by Mr. Starling. VOTE: Unanimously For, 0 Opposed. Motion carried.***

3. **Old Business**

   a. **Office Space** – Mr. Laurien stated that Mr. Fowler of the County Building Department expressed his need for the space the DCRPC currently uses for storage and a small conference room. Mr. Laurien explained that if there was adequate space elsewhere to store the files, it wouldn't be a problem to move. One option was the basement of the County Engineer, which after inspection was not a viable solution due to the possibility of water damage to the files. Further discussion will be conducted on this matter.

b. **Term Life Insurance-** At the request of the Exec. Comm. at the October meeting, Mr. Laurien presented the Committee with several quotes with restrictions on potential insured's with past cancer patients. The Committee agreed to fund term life insurance coverage with Fortis Ins., even though Mr. Laurien will not be covered due to recent cancer treatment.

c. **Subdivision Regulations** - Chairwoman Foust asked if we received any comments from Attorney Brosius yet. Mr. Laurien stated that we have not received comments from Attorney Brosius or from the Prosecutors office. He stated that there were additional amendments since sending the copies for review to both offices. Chairwoman Foust suggested bringing them to the next Exec. Comm. meeting.

When discussing invoices from Attorney Brosius' office, Mr. Laurien stated that he would like to receive itemized bills. ***Miss Firis made a motion to require itemized invoices from Attorney Brosius before payment will be authorized. Mr. Gladman seconded the motion. VOTE: Unanimously For, 0 Opposed. Motion carried.***

4. **New Business**
   a. **Financial / Activity Reports for October 2000**

The Financial report for October was presented:

Ending balance as of 9/30/00 **$527,491.26**

Receipts	**October**	**YTD**
General Fees (NPA)	$ 6,700.00	$ 25,345.00
Inspec. Fees (Transfer)	$ 200.00	$ 1,400.00
Fees A (Site Review)	$	$ 2,800.00
Membership Fees	$	$122,277.00
Planning Surcharge (Twp. Assist.)	$ 4,307.24	$ 26,987.45
Charges for Services A (Prel. Appl.)	$ 1,000.00	$ 79,649.95
Charges for Services B (Final Appl.)	$ 9,770.00	$107,551.60
Charges for Services C (Ext. Fees)	$	$ 1,050.00
Charges for Services D (Table Fees)	$ 800.00	$ 2,400.00
Charges for Services E (Appeal/Var)	$ 300.00	$ 2,400.00
General Sales	$ 721.34	$ 5,833.86
Health Dept. Fees	$ 440.00	$ 16,380.00
Soil & Water Fees	$ 200.00	$ 3,875.00
Other Reimbursements	$	$ 156.00
Other Reimbursements A	$	$ 150.00
Other Reimbursements B	$	$ 50.00
Inter-fund Revenues	$	$ 0
TOTAL	**$24,438.58**	**$398,306.52**
Balance after receipts		**$567,161.56**
Expenditures	**$27,710.38**	
End of October balance		**$539,451.18**

Mr. Starling made a motion to approve the Financial reports, seconded by Mr. Gladman. VOTE: Unanimously For, 0 Opposed. Motion carried.

b. **Projections to year-end** – Mr. Laurien presented an approximate revenue / expenditure report for the year end 2000. Approximate revenue $451,279, approximate expenditure $441,552, leaving a positive balance of approximately $9,727 (not including the cash carry forward).

c. **November RPC Preliminary Agenda** – 6 rezonings, 3 preliminary, and 5 finals (2 of which have requested a 30 day tabling). The three Trenton Twp. applications are being requested to eliminate spot zonings. The request from The Ohio Dept. of Natural Resources is due to the request from National Lime and Stone who wish to add 685 acres to their quarry mine. Their request must be in conformance with the Comprehensive Plan (Frank Elmer plan). Mr. Laurien stated that he is waiting for a copy of the quarry plan.

d. **Contracts –**
   1.) **Concord, Trenton and Kingston Twp.**'s - Mr. Laurien has met with all three and all would like to contract with the RPC to do their comprehensive plans. Mr. Laurien has signed a contract with Kingston Twp., which won't begin until 2001 (when the Berkshire plan is completed).
   2.) **Berkshire Twp.** - plan has been reviewed by their sub committee and Mr. Laurien is in the process of making those

revisions. 2 copies of the plan will be given to the Zoning Commission. Once, the Zoning Commission reviews the plan, DCRPC will print copies for library use and make CD's available to those on the sub committee.

3.) **Village of Shawnee Hills** – met last week with 200-300 residents to discuss development issues regarding the sewer system

e. **Sound System (portable)** – At the request of Chairwoman Foust, Mr. Laurien presented information on a portable sound system for RPC meetings. After review of the portable lecterns and speaker systems, the BOSE system was the best quality. The BOSE Acoustic Wave system for $1438.00 would include the sound system (radio/cd), travel case and two microphones.

Mr. Gladman made a motion to recommend purchase approval of the Bose Acoustic Wave system to the Regional Planning Commission, seconded by Miss Firis. VOTE: Unanimously For, 0 Opposed. Motion carried.

f. **Server and GIS computer** – Mr. Lee presented the Committee with quotes from Dell for a server and a computer for the GIS Technician (Da-Wei Liou). Mr. Lee explained that he met with Clint Matlack (Co. Engineer System Administrator) and Steve Lewis (Director of Data Center) and Jerry Walraven (Data Center Network Administrator), all agreed that the Dell Poweredge 4400 would serve the needs of the DCRPC's web site. They agreed to allow the DCRPC to use the County's T-1 line and house the server in our office instead of at Mid Ohio Net. The DCRPC would pay the Data Center $250/month (same cost if we were to house the server at Mid Ohio Net) so that they can upgrade the bandwidth.

Mr. Lee also presented the Committee with a Dell quote on a new system for Mr. Liou. This new system would include more memory and processing speed. The quote includes a new monitor, which will replace the Admin. Assistant's. That monitor is approximately 8 years old and on several occasions has blacked out.

Mr. Gladman made a motion to approve the purchase of the server and the GIS computer. Mr. Starling seconded the motion. VOTE: Unanimously For, 0 Opposed. Motion carried.

(The above purchases have been previously approved by the DCRPC. They haven't been purchase yet due to the office space situation.)

g. **Subscriptions**

(1.) **Planning Commissioners Journal** – Mr. Laurien suggested that the DCRPC pay for additional subscription of the Planning Commissioners Journal for the dues paying members. The cost of the annual subscription is $18.00 and $9.00 each additional subscription. Chairwoman Foust suggested bringing copies of the most recent Journal to the RPC meeting next week and having the Commission see if they would be interested in receiving it.

h. **Bonuses** – Mr. Laurien stated that in the past year, bonuses were discussed at the November meeting, but would like to postpone discussion until the Dec. 20th meeting. At that meeting the Committee will be presented with an accounting of overtime hours worked.

5. **Other Business** *(none)*

6. **Personnel** *(none)*

7. **Adjourn**

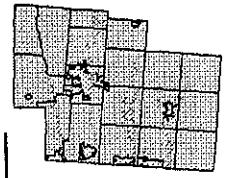
Mr. Gladman made a motion to adjourn the meeting. Mr. Starling seconded the motion. VOTE: Unanimously For, 0 Opposed. Motion carried.

Meeting adjourned at 10:00 a.m.

The next Executive Committee meeting will be Wednesday, December 20, 2000 at 8:30 a.m.in the 2nd Floor conference room at 50 Channing Street, Delaware, Ohio, 43015

■ **MS Consultants presentation: Status of the Draft Thoroughfare Plan**
Mr. Jim Bixby and Ms. Valerie Croasmun of MS Consultants were present to discuss the proposed draft Thoroughfare Plan (See attachments on pages 22 and 23.)

■ **Statement of Policy**
As is the adopted policy of the Regional Planning Commission, all applicants will be granted 10 minutes to make their formal presentation. The audience will then be granted up to 10 minutes to speak, at which time the chair will allow questions



DELAWARE COUNTY
REGIONAL PLANNING COMMISSION
50 Channing Street, Delaware, Ohio, 43015 Phone 740-833-2260 Fax 740-833-2259

Philip C. Laurien, AICP, Executive Director

MINUTES
Thursday, March 29, 2001 at 7:00 PM
Delaware Joint Vocational School Auditorium
1610 St. Rt. 521, Delaware, Ohio 43015

I. ADMINISTRATIVE BUSINESS

- Call to order
- Roll Call
- Approval of February 22, 2001 RPC Minutes
- Executive Committee Minutes of March 21, 2001
- Statement of Policy
- MS Consultants - presentation of the Thoroughfare Plan (no action)

II. VARIANCES

36-00.V Coleman Subd. – Liberty Twp. – variance from 10% slope on Common Access Driveway

III. ZONING MAP/TEXT AMENDMENTS

13-01 ZON W/D Robert Taek Ro – Orange Twp. – 85.55 acres from FR-1 to SFPRD
04-01 ZON Klaus Gossing – Berk. Twp. – 5.927 acres from FR-1 and A-1 to PCD
14-01 ZON Continental Acquisitions – Genoa Twp. – 14.798 acres – PD-2 – amendment to development plan
15-01 ZON S. Robert Davis – Berlin Twp. – 3.67 acres – PCD – amendment to development plan

IV. SUBDIVISION PROJECTS

		Township	Lots/Acres
Preliminary			
08-01	Hidden Meadows @ Alum Creek	Berlin	11 lots / 25.83 acres
29-98.4.7/8	Scioto Reserve, Sec. 4, Phases 7 & 8	Concord	79 lots / 24.84 acres
07-01.2	The Pines No. 2	Delaware	03 lots / 11.06 acres
27-00	Rattlesnake Ridge	Trenton	04 lots / 21.19 acres
Preliminary/Final	*(none)*		
Final			
40-99	"The Park" at Greif	Berlin / Lib.01 lot /149.71 acres	
26-94.2	T Cheshire Cove, Sec. 2	Berlin	37 lots / 23.99 acres
50-99	Scioto Highlands, No. 3	Concord	18 lots / 36.55 acres
29-98.2.4	Scioto Reserve, Sec. 2, Phase 4	Concord	46 lots / 15.20 acres
29-98.4.4	Scioto Reserve, Sec. 4, Phase 4	Concord	43 lots / 14.46 acres
55-96.5A	Tartan Fields Phase 5A	Concord	05 lots / 01.29 acres
26-99.2	The Woods of Dornoch, Section 2	Delaware	09 lots / 03.06 acres
35-97.4	T Highland Lakes East, Sec. 11, Ph. 4	Genoa	24 lots / 11.33 acres
35-97.5	T Highland Lakes East, Sec. 11, Ph. 5	Genoa	21 lots / 07.99 acres
38-99	T Slane Ridge	Genoa	17 lots / 09.80 acres
39-00	T Wedgewood Commerce Center, Sec. 3, Pt. A	Liberty	09 lots / 27.59 acres

T=TABLED

V. EXTENSIONS

06-00 O'Shaughnessy Reserve, Phase 1 – Concord Twp. - requests 6 month extension
09-00 Burndt Pond Farms – Scioto Twp. – requests 3 month extension
34-00 The Gates at Hoover – Genoa Twp. – requests 6 month extension
22-00 Cambridge – Genoa Twp. – requests a 30 table extension

VI. OTHER BUSINESS

- **Executive Committee member vote**

VII. POLICY / EDUCATION DISCUSSION

****

I. ADMINISTRATIVE BUSINESS

- **Call to Order**

Chairwoman Foust called the meeting to order at 7:00 p.m.

- **Roll Call**

Representatives present: Don Poland, John Schmidt, Fred Fowler, Commissioner Jim Ward, Steve Burke, Chad Antle, Chris Bauserman, Tom Hopper, Leslie Warthman, Holly Foust, Dick Gladman, Bill Thurston, Hansel Waugh, Bev Alltop, Jeannett Curren, Bonnie Newland, and Kevin Moran. Arrived after roll call: Gary Spanner. Staff present: Philip Laurien, Mike Bissett, Paul Deel, Jiyeong Lee, Da-Wei Liou, Joe Clase and Stephanie Matlack.

- **Approval of the February 22, 2001 RPC Minutes**

Commissioner Jim Ward made a motion to approve the minutes of the February RPC meeting, seconded by Mr. Gladman. VOTE: Unanimously For, 0 Opposed. Motion carried.

- **March 21, 2001 Executive Committee Minutes**

1. Call to order

Chairwoman Foust called the meeting to order at 8:30 a.m. *Present:* Holly Foust, Dick Gladman and Commissioner Jim Ward. *Staff present*: Phil Laurien and Stephanie Matlack.

2. Approval of Executive Committee Minutes

a. **February 14, 2001** – Mr. Gladman made a motion to approve the minutes

of the last meeting. Chairwoman Foust seconded the motion. VOTE: 2 For, 0 Opposed, 1 Abstained (Commissioner Ward). Motion carried.

3. Old Business *(none)*

4. New Business

a. Financial / Activity Reports for February 2000 –

The Financial report for January was presented:

Ending balance as of 01/31/01 **$526,227.33**

Receipts	**February**	**YTD**
General Fees (NPA)	$ 330.00	$ 2,805.00
Inspec. Fees (Transfer)	$ 120.00	$ 520.00
Fees A (Site Review)	$ 200.00	$ 600.00
Membership Fees	$77,122.00	$112,761.00
Planning Surcharge (Twp. Assist.)	$	$ 3,358.00
Charges for Services A (Prel. Appl.)	$18,500.00	$ 30,050.00
Charges for Services B (Final Appl.)	$	$ 4,050.00
Charges for Services C (Ext. Fees)	$ 2,400.00	$ 2,700.00
Charges for Services D (Table Fees)	$ 600.00	$ 1,000.00
Charges for Services E (Appeal/Var)	$ 300.00	$ 900.00
General Sales	$ 449.00	$ 1,337.50
Health Dept. Fees	$	$ 1,370.00
Soil & Water Fees	$ 425.00	$ 925.00
Other Reimbursements	$	$
Other Reimbursements A	$	$
Other Reimbursements B	$	$
Canceled Warrants	$	$
Inter-fund Revenues	$	$
TOTAL	**$100,446.00**	**$ 162,376.50**

Balance after receipts **$630,571.66**

Expenditures **$43,463.07**

End of February balance **$587,108.59**

Mr. Gladman made a motion to approve the Financial reports, seconded by Commissioner Ward. VOTE: Unanimously For, 0 Opposed. Motion carried.

b. March RPC Preliminary Agenda – The Preliminary agenda includes 1 variance, 4 rezonings, 4 Preliminary applications, 12 Final applications and 3 extensions. Mr. Gladman informed the Committee that he is expecting a letter to withdraw from Mr. Ro (case #13-01 ZON). Mr. Laurien stated that The Pines No. 2 is a 3-lot CAD on Berlin Station Road just north of Braumiller Road. He stated that due to the reduced road frontage to the south, this should not be developed as a CAD but as a loop road. Also, The "Park" at Greif is on the agenda as a final. The preliminary plan showed a land application system but the OEPA would not give a permit to install due to the poor soils. They have changed the plan to show it being served by County Sewer. County Engineer Jack Smelker stated that he could not sign the mylar (a condition of final approval) until an agreement has been signed along with a bond. Mr. Laurien said that the final plat doesn't show a subdivision of a parcel or any (road) improvements therefore he cannot recommend approval to the Commission. He suggested at a minimum that the applicants should do a subdivision of 3 lots with the two new roads on septic systems. At a later time they could bond it and connect to the sewer. The consultant for the applicant would not agree to this. Attorney Don Brosius has advised Mr. Laurien that the approved preliminary plan would be eliminated if the Commission approves the final plat as is (1 lot without roads or easements).

5. Other Business

a. Nominating Committee for 2001 Executive Committee members – After a short discussion, the Committee members agreed to nominate Holly Foust, Dick Gladman, Leslie Warthman and Steve Burke. (The Commission will be asked if there are any other nominations prior to voting.)

b. Thoroughfare Plan Update and authorization for supplemental traffic modeling – Mr. Laurien explained that MS Consultants would be presenting a draft of the Thoroughfare Plan at the March RPC meeting. They hope to present the final Plan at the April RPC meeting. The RPC has contributed $25,000.00 toward the study with the remainder being paid by the County Engineer. Mr. Laurien stated that he was concerned with the layout for the extension of the Sawmill Parkway and a proposed road through the Stratford Ecological Center. The Stratford Ecological Center is

the only one like it in the state. It is used to teach farmers more ecological ways of farming and is toured by many area school children. Mr. Laurien suggested that the RPC fund a specialized study by MS Consultants. This study would look at: (1.) the extension of Sawmill Road to the west around the power plant, across Hyatts Road, west crossing Clark Shaw Road, to cross Bean Oller continue north east of Ford Road past Bunty Station Road and curve west toward US 42 then west to link to Owen-Fraley Road, (2.) The east west connection of US 42 to US 23, connect ½ mile north east of the Scioto River, go south between Bean Oller and Ford Road, east across Liberty Road south of Ford Road to US 23 south of Cheshire Road. Move the US 23 signal south 1000' and extend this new connector to the Township line (Berlin and Liberty), then north to Glen Road continuing to 36/37 to the I-71 interchange. (3.) Eliminate the proposed interchange (P & Road N) on I-71 at Cheshire Road and increase the capacity of the existing 36 / 71 interchange.

Commissioner Ward made a motion to recommend approval of the RPC paying for the modeling of the above mentioned areas up to $5,000.00. Mr. Gladman seconded the motion. VOTE: Unanimously For, 0 Opposed. Motion carried.

6. Personnel *(none)*

7. Adjourn – ***Mr. Gladman made a motion to adjourn the meeting, seconded by Commissioner Jim Ward. VOTE: Unanimously For, 0 Opposed. Motion carried.***

Meeting adjourned at 11:00 a.m.

The next Executive Committee meeting will be Wednesday, April 18, 2001 at 8:30 a.m. in the 2nd Floor conference room at 50 Channing Street, Delaware, Ohio, 43015

■ MS Consultants - presentation of the Thoroughfare Plan (no action)

Ms. Valerie Croasmun of MS Consultants was present to present the draft Delaware County Thoroughfare Plan. She stated that 27 public meetings were conducted to produce a combined model network. (See attachment (A) for "Road Network Alternatives".

Mr. Laurien explained that the study is coming to the end and there is a need for additional traffic modeling in a few areas to resolve feasibility issues. The Executive Committee recommended approval to fund an additional study (up to $5,000.00) of the following areas:

(1.) the extension of Sawmill Road to the west around the power plant, across Hyatts Road, west crossing Clark Shaw Road, to cross Bean Oller continue north east of Ford Road past Bunty Station Road and curve west toward US 42 then west to link to Owen-Fraley Road,

(2.) The east west connection of US 42 to US 23, connect ½ mile north east of the Scioto River, go south between Bean Oller and Ford Road, east across Liberty Road south of Ford Road to US 23 south of Cheshire Road. Move the US 23 signal south 1000' and extend this new connector to the Township line (Berlin and Liberty), then north to Glen Road continuing to 36/37 to the I-71 interchange, and

(3.) Eliminate the proposed interchange (P & Road N) on I-71 at Cheshire Road and increase the capacity of the existing 36 / 71 interchange. Extend Cheshire Road from Domigan to Rt. 3, then east to SR 37.

A resident of Cheshire Road and Galena areas was present in the audience to present the Commission with a signed petition in opposition to new interchange P and new road N on the draft Thoroughfare Plan. The spokesman indicated support for the alternative (3) above.

Mr. Spanner made a motion to approve the additional modeling up to $5,000.00. Mr. Schmidt seconded the motion. VOTE: Unanimously For, 0 Opposed. Motion carried.

■ **Statement of Policy**

As is the adopted policy of the Regional Planning Commission, all applicants will be granted 10 minutes to make their formal presentation. The audience will then be granted up to 10 minutes to speak, at which time the chair will allow questions from the members of the Commission. This policy was adopted by the Regional Planning Commission to provide for the orderly discussion of business scheduled for consideration.

II. VARIANCES

36-00.V **Dr. Carl Coleman requests a variance from the 10 percent slope requirement for a Common Access Drive in the Coleman Subdivision on SR 315 in Liberty Township.**

I. Request

The applicant has a CAD subdivision, which received conditional Preliminary approval in September of 2000. The existing driveway was to be upgraded to meet CAD standards, however the maximum slope of 10% could not be achieved. Therefore the applicant presents two options for a variance.

1. The first 50' graded at 5% followed by the remaining 246.8' at 11.8% - a variance of 1.8%.
2. Re-grade to a 10.7% slope over the whole length of the drive– a variance of 0.7%.

MINUTES
Thursday, April 27, 2000 at 7:00 PM
Delaware Joint Vocational School Auditorium
1610 St. Rt. 521, Delaware, Ohio 43015

I. ADMINISTRATIVE BUSINESS
- **Call to order**
- **Roll Call**
- **Approval of March 30, 2000 RPC Minutes**
- **Executive Committee Minutes of April 19, 2000**
- **MS Consultants Presentation – Thoroughfare Plan Update**
- **Statement of Policy**

II. VARIANCES
01-00.V Gerald & Kelly French – Radnor Twp. – variance request for 25' wide CAD

III. ZONING MAP/TEXT AMENDMENTS
24-00 ZON T & R Properties, c/o Zacks Law Group – Berlin Twp. – 61.37 acres from FR-1 to PRD
25-00 ZON Dominion Homes – Genoa Twp. – 46.26 acres from RR to PD-1

IV. SUBDIVISION PROJECTS		**Township**	**Lots/Acres**
Preliminary			
11-00	Newland Woods	Berkshire	02 lots / 06.98 acres
26-94.2	Cheshire Cove, Sec. 2	Berlin	38 lots / 22.56 acres
29-98.4.3&4	Scioto Reserve, Sec. 4, Ph.'s 3 & 4	Concord	72 lots / 22.90 acres
12-00.1	Double N No.1	Liberty	03 lots / 05.16 acres
12-00.2	Double N No. 2	Liberty	03 lots / 04.85 acres
08-00	Malabar Farms	Liberty	12 lots / 20.85 acres
Preliminary/Final			
13-00	Replat of Lot# 3001 in the Woodlands at Loch Lomond, Sec. 1, Ph. 1	Liberty	01 lot / 03.13 acres
Final			
10-00.1	Bryn Mawr at Delaware, Sec. 2, Pt.1	Orange	33 lots / 22.73 acres

T=TABLED

V. EXTENSIONS (none)

VI. OTHER BUSINESS
- **Consideration for expenditure: Professional Services, Other: $3199.91 (Comp. Technical Support)**
- **Consideration for expenditure: Professional Services, Legal: $3,178.65 (Atty. Don Brosius)**

VII. POLICY / EDUCATION DISCUSSION

- **FYI: Teleconference on "Urban Parks and Green Space" – May 25, 2000, 4:00 p.m-5:00p.m**
- **********
- *****

I. ADMINISTRATIVE BUSINESS

Call to Order
Chairperson Foust called the meeting to order at 7:05 p.m.

Roll Call
Representatives present were: Don Poland, John Scmidt, Bill Adams Jr., Fred Fowler, Tom Hopper, Mark Mazzon, Holly Foust, Dick Gladman, Marvin Miller, Lowell Hetzner, Hansel Waugh, Bonnie Newland, and Kevin Moran. *Alternates present were:* Chad Antle and Clyde Seidle. *Arrived after roll call:* Loretta Firis (R), Dale Simpkins (R), Gary Spanner (R). (No quorum).

Staff present: Phil Laurien, Paul Deel, Mike Bissett, Jiyeong Lee and Da-Wei Liou.

Mr. Gladman made a motion to declare an emergency meeting, Mr. Miller seconded. VOTE: Unanimously For, 0 Opposed. Motion carried.

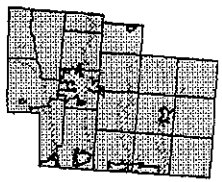
Approval of the March 30, 2000 RPC Minutes
No corrections. ***Mr. Mazzon made a motion to approve minutes of the March meeting . Mr. Gladman seconded the motion. VOTE: Unanimously For, 0 Opposed. Motion carried.***

MS Consultants Presentation – The Consultants did a 20 minute update presentation on the Thoroughfare Plan.

April 19, 2000 Executive Committee Minutes
Mr. Gladman made a motion to dispense with reading the Executive Committee minutes, seconded by Mr. Miller. VOTE: Unanimously For, 0 Opposed. Motion carried.

1. **Call to order**
Chairman Mazzon called the meeting to order at 8:35 a.m. Present: Mark Mazzon, Holly Foust, Dick Gladman, Jim Ward and Larry Starling. Staff present: Phil Laurien and Stephanie Matlack.

2. **Election of Officers**
Chairman Mazzon made a motion to elect Holly Foust as Chairperson, seconded by Mr. Gladman. VOTE: Unanimously For, 0 Opposed. Motion carried.



DELAWARE COUNTY
REGIONAL PLANNING COMMISSION

50 Channing Street, Delaware, Ohio, 43015 Phone 740-833-2260 Fax 740-833-2259

Philip C. Laurien, AICP, Executive Director

*** *MINUTES****
Thursday, June 28, 2001 at 7:00 PM
Delaware Joint Vocational School Auditorium
1610 St. Rt. 521, Delaware, Ohio 43015

I. ADMINISTRATIVE BUSINESS

- **Call to order**
- **Roll Call**
- **Approval of May 31, 2001 RPC Minutes**
- **Executive Committee Minutes of June 20, 2001**
- **Statement of Policy**
- **Consideration of the Delaware County Thoroughfare Plan**

II. VARIANCES

01-09-S-V Frank Del Grecco - Liberty Twp. – variance to allow 4 lot Common Access Drive subdivision

III. ZONING MAP/TEXT AMENDMENTS

22-01 ZON Kingston Twp. Zoning Commission–text and map amendments – Kingston Twp. Zoning Resolution
23-01 ZON Brown Twp. Zoning Commission – Comprehensive Plan review
24-01 ZON JD Partnership and T&R Propts.–Berlin Twp–40.6 acres from FR-1 to PRD
25-01 ZON T & R Propts. and Ron Sabatino–Berlin Twp. – 61.36 acres from FR-1 to PRD
26-01 ZON Olentangy Local School District – Liberty Twp. – proposed high school site

IV. SUBDIVISION PROJECTS

			Township	Lots/Acres
Preliminary				
11-01	T	Rivercrest, Section 1	Liberty	11 lots / 43.13 acres
12-01		Wedgewood Place, Section 2	Liberty	10 lots / 05.79 acres
43-00.9.2		Golf Village, Section 9, Phase 2	Liberty	70 lots / 28.31 acres
13-01		Walnut Woods	Orange	37 lots / 28.71 acres
Preliminary/Final				
14-01		Fourwinds, Section 2	Berkshire	01 lot / 01.91 acres
Final				
47-99		Maplewood Farms	Berkshire	03 lots / 30.42 acres
04-01	T	Summerwood, Section 2	Berlin	12 lots / 17.00 acres
29-98.2.3		Scioto Reserve, Sec. 2, Ph. 3	Concord	28 lots / 08.01 acres
64-93.7.1		Harvest Wind, Phase 7, Section 1	Genoa	35 lots / 17.13 acres
15-99.2		Covington Meadows, Section 2	Genoa	52 lots / 13.88 acres
34-00		The Gates at Hoover	Genoa	12 lots / 25.58 acres
35-97.4		Highland Lakes East, Sec. 11, Ph.4		Genoa
35-97.5		Highland Lakes East, Sec. 11, Ph.5		Genoa
37-00	T	Trotters Gait	Liberty	38 lots / 60.27 acres
10-01	T	Abbington of Powell	Liberty	01 lot / 03.64 acres
16-00.1	T	Woodland Hall, Section 1	Liberty	38 lots / 94.46 acres
20-99		Wedgewood, Section 10	Liberty	27 lots / 27.99 acres
06-94.5.A		Wilshire Estates, Section 5, Ph. A	Orange	32 lots / 16.09 acres
06-94.5.B		Wilshire Estates, Section 5, Ph. B	Orange	28 lots / 21.90 acres
09-00	T	Burndt Pond Farms	Scioto	17 lots / 39.28 acres

T=TABLED

V. EXTENSIONS

VI. OTHER BUSINESS

- Consideration of approval: Legal fees $1250.00

VII. POLICY / EDUCATION DISCUSSION

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I. ADMINISTRATIVE BUSINESS

■Call to Order
Chairwoman Foust called the meeting to order at 7:00 p.m.

■ Roll Call
Representatives present: Don Poland, John Schmidt, Robert Hedrick, Commissioner Jim Ward, Commissioner Don Wuertz, Steve Burke, Chad Antle, Chris Bauserman, Tom Hopper, Leslie Warthman, Holly Foust, Charles Heimlich, Dick Gladman, Yvonne Ball, Hansel Waugh, Bev Alltop, Jeannette Curran, and Kevin Moran. Alternates present: Tom Price, Shawn Leininger, and Ken Baker. Arrived after roll call: Gary Spanner (R) and Bonnie Newland (R). Staff present: Phil Laurien, Mike Bissett, Paul Deel, Jiyeong Lee, Da-Wei Liou, Jeremy Krotz and Stephanie Matlack.

■ Approval of the May 31, 2001 RPC Minutes
Mr. Gladman made a motion to approve the minutes from the last month. Mr. Moran seconded the motion. VOTE: Unanimously For, 0 Opposed. Motion carried.

■ June 20, 2001 Executive Committee Minutes

1. **Call to order**
   Chairwoman Foust called the meeting to order at 8:30 a.m. Present: Holly Foust, Dick Gladman, Steve Burke and Commissioner Jim Ward. Absent: Leslie Warthman. Staff present: Phil Laurien and Stephanie Matlack.

2. **Approval of Executive Committee Minutes**
   a. **May 23, 2001 – *Mr. Gladman made a motion to approve the minutes of the last Executive Committee meeting. Mr. Burke seconded the motion. VOTE: 3 For, 1 Abstained (Commissioner Ward), 0 Opposed. Motion carried.***

3. **Old Business**

   a. **Office Space – request for appraisal**

   Mr. Laurien requested permission from the Committee to obtain an appraisal of a vacant parcel proposed for office space. ***Mr. Gladman made a motion to approval Mr. Laurien's request for an appraisal up to $1000.00, seconded by Mr. Burke. VOTE: Unanimously For, 0 Opposed. Motion carried.***

4. **New Business**

   a. **Financial / Activity Reports for May 2001**

The Financial reports were presented:

Ending balance as of 04/30/01		**$615,630.91**
Receipts	**May**	**YTD**
General Fees (NPA)	$ 330.00	$ 5,775.00
Inspec. Fees (Transfer)	$ 160.00	$ 1,000.00
Fees A (Site Review)	$ 100.00	$ 1,400.00
Membership Fees	$	$122,017.00
Planning Surcharge (Twp. Assist.)	$ 2,812.65	$ 24,023.29
Charges for Services A (Prel. Appl.)	$19,110.50	$ 58,908.75
Charges for Services B (Final Appl.)	$10,693.95	$ 53,227.75
Charges for Services C (Ext. Fees)	$	$ 3,450.00
Charges for Services D (Table Fees)	$ 200.00	$ 2,400.00
Charges for Services E (Appeal/Var)	$	$ 1,500.00
General Sales	$ 604.10	$ 2,768.10
Health Dept. Fees	$ 50.00	$ 3,490.00
Soil & Water Fees	$ 475.00	$ 2,050.00
Other Reimbursements	$	$
Other Reimbursements A	$	$
Other Reimbursements B	$	$
Canceled Warrants	$	$
Inter-fund Revenues	$	$
TOTAL	**$ 34,536.20**	**$ 282,009.89**

	Balance after receipts	**$650,167.11**
Expenditures	**$38,015.40**	
	End of May balance	**$612,151.71**

Commissioner Ward made a motion to approve the financial reports, seconded by Mr. Gladman. VOTE: Unanimously For, 0 Opposed. Motion carried.

b. June RPC Preliminary Agenda –

Mr. Laurien presented the Preliminary agenda (4 Preliminary applications, 1 Preliminary / Final, 13 Final and 5 zoning cases.) Mr. Laurien explained that zoning case #24-01 ZON JD Partnership and T & R Properties (40.6 acres from FR-1 to PRD) was previously reviewed and recommended for denial by the RPC due to the densities exceeding what is allowed in the Comprehensive Plan. The submitted material was the same with the same densities as previously submitted.

Case # 25-01 ZON T & R Properties and Ron Sabatino (61.36 acres from FR-1 to PRD) was a supplemental application to one previously submitted and recommended for denial then tabled by the Township (and still has not been acted on). This plan also exceeds the densities allowed in the Comprehensive Plan.

The proposed Olentangy High School site is a project of regional impact therefore the DCRPC can review the plans. Mr. Laurien explained that he met with Denny Lowry and the architect to discuss pedestrian connections and traffic flow both internal and external.

c. Thoroughfare Plan – Mr. Laurien informed the Committee that because we have not received copies of the Thoroughfare Plan text for all the DCRPC representatives to review prior to the RPC meeting on the 28th, that there will be discussion from the audience and Commission but would expect to table the vote until the July 26th RPC meeting.

d. Cooperative Sewer Planning – County, City of Delaware, Village of Sunbury and Townships

Mr. Laurien met with Tom Marshall, Delaware City Utilities Director, Bill Ferrigno, Delaware City Engineer, and Tom Homan, Delaware City Administrator to discuss a unified sewer plan for Delaware City, County, Townships and Villages. The City's sewer plant is over capacity. There have been two requests to the OEPA. The City needs to upgrade the plant to 8 million

gallons / day and map out a potential additional service area.

5. **Other Business**
   a. **Recommendation of approval of Professional Services, Legal $1250.00 (Attorney Jeff McNealy for Ford Estates research and opinion)** ***Mr. Gladman made a motion to recommend approval of the Professional Services, legal fees for Ford Estates research and opinion. Mr. Burke seconded the motion. VOTE: Unanimously For, 0 Opposed. Motion carried.***

6. **Personnel**
   a. **Paul Deel evaluation** – Mr. Laurien presented Paul Deel's yearly evaluation. Chairwoman Foust praised Mr. Deel for his hard work.

7. **Adjourn**

Mr. Gladman made a motion to adjourn. Mr. Burke seconded the motion. VOTE: Unanimously For, 0 Opposed. Motion carried.

The meeting adjourned at 9:45 a.m.

The next Executive Committee meeting will be Wednesday, July 18, 2001 at 8:30 a.m. in the 2nd Floor conference room at 50 Channing Street, Delaware, Ohio, 43015

- **Consideration of the Delaware County Thoroughfare Plan**

Chairwoman explained that due to the number of individuals wanting to speak in regards to the Thoroughfare Plan, there would be a 3-minute time limit for each individual after the formal presentation by the consultant.

Ms. Valerie Croasmun of MS Consultants presented the draft Delaware City / County Thoroughfare Plan. The Thoroughfare Plan began in the Fall of 1999. The existing Thoroughfare Plan is over 10 years old. There have been 32 meetings to date. Step 1: Thoroughfare Plan, Step 2: Corridor study, Step 3: Final design and construction plans.

What the Thoroughfare Plan will provide for the community and the staff in the City and County is existing and future traffic projections, general locations for new roadways, recommendations on upgrades to the existing road network, prioritization for the recommended improvements and functional classifications of roadways. The Thoroughfare Plan will not provide for specific alignment for roadways, a detail design for the existing road upgrades, or detailed analysis of intersection and road operation. Supplements to the Thoroughfare Plan are traffic calming for the City area, traffic impact study standards and access management guidelines and transportation system management guidelines.

The County's transportation goals are (1.) improve road continuity, (2.) additional access to the major arterial and freeway system, and (3.) relieve congestion primarily in the southern part of the County. The City transportation goals are: (1.) reduce congestion on the downtown streets, (2.) addressing the high truck volume on the major routes through the City, and (3.) adding roadways to support the development primarily on the west side of the City.

Transportation corridor concerns in the south region of the City of Delaware are terrain, scenic river crossings, rail road crossings, storage site along the Stratford Road area, Ecological Center, power line easements, existing structures, and location of intersections and roadways primarily the key intersections of US 23 / SR 315 and US 23 / US 42. Some of the options looked at in this corridor initially were where should this alternative end. Should it extend just to the Sawmill Parkway, to US 23? Should it stop at Liberty Road? The findings were that leaving it at Sawmill Parkway or at Liberty Road, traffic increased on Bunty Station and the 315/US 23 intersection was adversely effected. The corridor for alternative 1 connecting US 42 to US 23 and going east to alternative at Glenn Road, to help route traffic up to 36/37 is a corridor that extends from about the extension of Stratford Road (Hawthorn Blvd. area) over to US 42 and down just south of Cheshire and up to the Alternative 3 (Glenn Road extension).

Future meetings include: 7/25/01 City Planning meeting, 7/26/01 Delaware County Regional Planning Commission regular meeting, 7/31/01 County Commissioners meeting.

(Please see attached Thoroughfare Plan map)

Mr. Todd Marker (4256 Olentangy River Road) was present to oppose the route 42 bypass through Liberty Township. He stated at a Regional Planning meeting February 24, 1994, the Commission recommended approval of an amendment to the Liberty Township Zoning resolution (to require a 120' river buffer) which was found to be an illegal zoning. Mr. Marker believes putting a truck bypass over the river will not preserve the scenic river and is not a good plan.

Ms. Rita Brummley, Chairperson for Citizen's for Responsible Road Development (CRRD) opposes the southern road proposal (Alternative 1: east/west connector road

beginning at US 42 between SR 257 and South Section Line Road, connecting with Cheshire Rd. at its intersection with US 23). CRRD would like to see a better plan for connecting roads and residential areas. They would also like to see US 42 truck traffic continued on US 42 directly to 36, routed through a non-residential area. The Committee is also against new bridges, routing a 4-lane highway from US 42 to Cheshire Rd. as modeled. Also, the reclassification on the type of roads to be considered when connecting east/west in that residential area.

Mr. Tim Peterkoski, River Coordinator for the Ohio Department of Natural Resources (1889 Fountain Square Court, Columbus, Ohio 43229) stated that ODNR have a policy to not approve new bridge crossings over State Scenic rivers. Since Olentangy is a State Scenic River it would fall under Section 1517.16 of the Ohio Revised Code and require the approval of the Director of ODNR to move forward. It is understood that there is a traffic problem in southern Delaware County and ODNR would support a connector that would use the US 42/US 23 by pass through the City of Delaware. They encourage the use of existing bridges and modification of the roads to accommodate more traffic. The southern connector (#1 on the proposed Thoroughfare Plan map) is one of the better sections of the Olentangy River. The water quality is very high in that area where it comes out of Delaware due to the forested ravines and few developments which harbor a lot of rare fish species and highly intolerant species to pollution. Since the section of the river at the proposed US 42 /US 23 connector is of poor quality there would be less impact to the stream than the southern connector. Mr. Peterkoski encouraged the further study of the US 42/US 23 bypass instead of the southern bypass (#1).

Mr. Kim Cellar (4635 Mill Water Drive, Powell, Ohio), a Liberty Township Trustee supports the comprehensive Thoroughfare planning and compliments the persons involved for having the foresight for doing this now. The Liberty Twp. Trustee board is unanimous that new development should handle new traffic and is glad to see that the Plan reflects that. However, there have been many discussions as a Trustee board on the southern bypass. Mr. Cellar disagrees with this bypass. In 1988 when the Township developed it's Comprehensive Plan, they agreed with the County that a major thoroughfare was needed (now Sawmill Parkway) which was funded totally without any tax payers dollars. Mr. Cellar believes poor planning in the City of Delaware is being pushed upon the Township. He believes the Trustees are unanimously in support of an intersection improvement of Jewett Road and Liberty Road. A new signal at Sawmill Parkway and Bainbridge should be installed.
Mr. David Brown (1557 Bean Oller Road, Delaware, Ohio) stated that we should not be solving the City of Delaware's traffic problems by moving the traffic into Liberty Twp. nor should the taxpayers be paying for the City's problems.

Mr. Matt Montague (3350 Clark Shaw Road, Powell, Ohio) stated that things are out of control and the residents are very angry about the proposals. Believes more planning should be done to control the development.

Mr. Greg Hickman (4501 Liberty Rd., Delaware, Ohio) believes that the timeframe at which the southern bypass was put on the Thoroughfare Plan was not enough time for discussion or comments. He said that he doesn't agree with the Thoroughfare Plan process. He believes that it is obvious now that it is not practical financially to cross the Reservoir and doesn't believe it should be left on the Plan.

Mr. Ronald Berggren (9787 Windale Farms Circle, Galena, Ohio.) believes the bridge over the (Hoover) Reservoir is detrimental to the environment and the ecology, will decrease property values of the many large homes both on the east and west side of the Reservoir, and reduce the quality of life for those that came to this area for its unique environment. He believes having a line on a map often creates perception and perception often becomes reality. When people are selling property they have to give disclosure, and if you are disclosing to a prospective buyer that they are going to have a bridge in their back yard (even if it never happens) you have lost significant value for your property.

Mr. John Vouis (821 Cheshire Rd., Lewis Center, Ohio) stated that the proposed southern bypass would go right through his property across his front porch. Mr. Vouis opposes the Cheshire Road extension but supports the connection to the north at US 42/US 23.

Mr. John Sabo (783 Cheshire Rd., Delaware, Ohio) stated that the proposed Cheshire extension would go through his property and opposes this location. He feels US 23 could be upgraded (reduce the median strip in the center) to accommodate those wanting to travel north to US 36.

Mr. Errol D Souza (9800 Windale Farms Circle, Delaware, Ohio) stated that he was against the proposed crossing of the Olentangy River. He said that he doesn't believe it is feasible and if it's not going to happen then take it off of the Plan.

Mrs. Marlene Tope (4433 Olentangy River Road, Delaware, Ohio) stated that she is against the proposed bridge over the Olentangy River. She said that the bypass is proposed to go through her neighbor's 300-acre parcel. This property is proposed to be donated for parkland and ball fields.

Mr. Kevin Hennessey (716 Curve Road, Delaware, Ohio), an OSU engineering graduate proposed a "super modern cloverleaf interchange". He said that given the

problems in moving the traffic from US 42 to US36 /SR 37, he proposed taking London Road and turning it into a "full blown route" into the City, create a clover leaf for traffic direction and run out to 36/37.

Ms. Phyllis Hollified (4344 Liberty Rd., Delaware, Ohio) questioned why the bridge at 36/37 isn't being proposed to be widened. She referred to a document called the Ohio Smart Growth Agenda and suggested that the Commission read it before voting on the Thoroughfare Plan. She said she hasn't seen a document supporting the Thoroughfare Plan map or goals and objectives of what is trying to be accomplished. The Ohio Smart Growth Agenda suggests having a total comprehensive plan, saving the green space, and using existing roads. Believes tax dollars should be spent coming up with an overall plan not just for road but for development also.

Mr. Laurien stated that all the testimony would be taken into account and the Committee will meet prior to the July 26th RPC meeting.

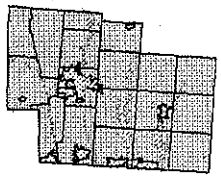
■ **Statement of Policy**
As is the adopted policy of the Regional Planning Commission, all applicants will be granted 10 minutes to make their formal presentation. The audience will then be granted up to 10 minutes to speak, at which time the chair will allow questions from the members of the Commission. This policy was adopted by the Regional Planning Commission to provide for the orderly discussion of business scheduled for consideration.

II. VARIANCES

01-09-S-V **Frank Del Greco – Liberty Twp. – variance to allow 4 lot Common Access Drive subdivision**

Request
The applicant is proposing a 4 lot CAD subdivision on the south side of Bridlespur Lane, approximately 2000 feet south of Home Road in Liberty Township. A variance is requested from Section 306.01 of the Subdivision Regulations to increase the number of lots allowed on a CAD from 3 to 4 lots.

Staff Comments
Frank Del Greco owns 2.27 acres with an existing house on the south side of



DELAWARE COUNTY
REGIONAL PLANNING COMMISSION

50 Channing Street, Delaware, Ohio, 43015 Phone 740-833-2260 Fax 740-833-2259

Philip C. Laurien, AICP, Executive Director

MINUTES
Thursday, July 26, 2001 at 7:00 PM
Delaware Joint Vocational School Auditorium
1610 St. Rt. 521, Delaware, Ohio 43015

I. ADMINISTRATIVE BUSINESS

- Call to order
- Roll Call
- Approval of June 28, 2001 RPC Minutes
- Executive Committee Minutes of July 12, 2001
- Statement of Policy
- **Presentation of the Delaware County Thoroughfare Plan**

II. VARIANCES *(none)*

III. ZONING MAP/TEXT AMENDMENTS

28-01 ZON Denzil Dean Conley – Genoa Twp. – 1.57 acres from RR to SR
29-01 ZON LLD Properties – Harlem Twp. – 5.002 acres from AR-1 to FR-1
30-01 ZON Bonnie Sewell – Harlem Twp. – 6.851 acres from AR-1 to FR-1
31-01 ZON Walter Schuette, Davidson Phillips, Virginia Homes – Liberty Twp. – 138.209 acres from FR-1 to PRD

IV. SUBDIVISION PROJECTS

		Township	Lots/Acres
Preliminary			
01-98.3.A/BT	Sage Creek, Sec. 3, Ph.'s A & B	Berk./Genoa	20 lots / 51.50 acres
43-00.4.A/B	Golf Village, Section 4, Ph.'s A&B	Liberty	57 lots / 29.48 acres
43-00.6.A	Golf Village, Section 6, Phase A	Liberty	02 lots / 17.36 acres
43-00.8	Golf Village, Section 8	Liberty	70lots / 28.61 acres
Preliminary/Final			
15-01 T	Green Meadows Commerce Center	Orange	01 lot / 30.53 acres
Final			
33-00	Whispering Creek	Berlin	14 lots / 24.51 acres
29-98.3.3	Scioto Reserve, Sec. 3, Ph. 3	Concord	35 lots / 19.80 acres
29-98.3.4	Scioto Reserve, Sec. 3, Ph. 4	Concord	32 lots / 10.06 acres
29-98.4.7 T	Scioto Reserve, Sec. 4, Ph. 7	Concord	58 lots / 23.79 acres
06-00	O'Shaughnessy Reserve, Sec. 1	Concord	25 lots / 49.93 acres
07-01.1	The Pines No. 1	Delaware	05 lots / 12.45 acres
07-01.2	The Pines, No. 2	Delaware	03 lots / 11.06 acres
01-01	Shiraz	Delaware	04 lots / 09.54 acres
07-97.4 T	Riverby, Phase 4		
23-97.2.A	TEagle Trace, Sec. 2, Ph. A	Genoa	28 lots / 12.16 acres
38-95.2 T	Shellbark Ridge, Phase 2		
10-01	Abbington of Powell	Liberty	01 lots / 03.64 acres
08-00	Malabar	Liberty	12 lots / 20.79 acres
46-00	Rusk #2	Orange	03 lots / 08.68 acres
81-93.2.A	Cross Creek, Sec. 2, Ph. A	Orange	31 lots / 28.19 acres
81-93.2.B	TCross Creek, Sec. 2, Ph. B	Orange	23 lots / 07.95 acres
45-00	AIDA	Troy	03 lots / 10.28 acres

T=TABLED

V. EXTENSIONS

23-00 Tall Oaks III – Liberty Twp. - 10 lots / 27.08 – requests a 6 month extension

VI. OTHER BUSINESS

- **Consideration for approval: Fireproof file cabinet $1,300.00**
- **Consideration for approval: Workstation computer for Admin. Assistant $2,500.00**
- **Personnel Announcements**

VII. POLICY / EDUCATION DISCUSSION

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I. ADMINISTRATIVE BUSINESS

- **Call to Order**

Chairwoman Foust called the meeting to order at 7:05 p.m.

- **Roll Call**

Representatives present: Don Poland, Robert Hedrick, Jim Ward, Debbie Martin, Don Wuertz, Steve Burke, Chad Antle, Chris Bauserman, Dale Simpkins, Leslie Warthman, Cy Schmidt, Holly Foust, Dick Gladman, Hansel Waugh, and Jeannette Curren. *Alternates present*: Tom D'Amico, Barry Bryant, Steve Smith and Ken Baker. *Arrived after roll call*: Tom Hopper (R) and Shawn Leininger (A). *Staff present*: Philip Laurien, Mike Bissett, Paul Deel, Jiyeong Lee, Da-Wei Liou, Jeremy Krotz and Stephanie Matlack.

- **Approval of the June 12, 2001 RPC Minutes**

Mr. Gladman made a motion to approve the minutes from the June meeting, seconded by Ms. Curren. VOTE: Unanimously For, 0 Opposed. Motion carried.

- **July 12 2001 Executive Committee Minutes**

1. Call to order

Chairwoman Foust called the meeting to order at 3:05 p.m. Present: Holly Foust, Dick Gladman, Leslie Warthman, Steve Burke and Commissioner Ward. Staff present: Philip Laurien and Stephanie Matlack.

2. Approval of Executive Committee Minutes
   a. June 20, 2001 – ***Mr. Gladman made a motion to approve the minutes of the previous meeting. Commissioner Ward seconded the motion. VOTE: 4 For, 0 Opposed, 1 Abstained (Mrs. Warthman). Motion carried.***

3. Old Business
   a. Office Space – Mr. Laurien stated that he had not ordered a land appraisal yet but that 2 quotes have been received. He will be checking into alternative office space options.

4. New Business
   a. Financial / Activity Reports for June 2001 were presented:
      (1.) 6-month review: Budget vs. Actual
      Revenue: Current $327,525.05
      Projected FY'01 $490,200.00

      Expenditure: Current $231,252.76
      Projected FY'01 $481,858.00

Ending balance as of 05/31/01 **$612,151.71**

Receipts	**June**	**YTD**
General Fees (NPA)	$ 2,475.00	$ 8,250.00
Inspec. Fees (Transfer)	$ 200.00	$ 1,200.00
Fees A (Site Review)	$ 300.00	$ 1,700.00
Membership Fees	$	$122,017.00
Planning Surcharge (Twp. Assist.)	$ 4,645.26	$ 28,668.55
Charges for Services A (Prel. Appl)	$ 7,150.00	$ 66,058.75
Charges for Services B (Final Appl)	$23,732.20	$ 76,959.95
Charges for Services C (Ext. Fees)	$	$ 3,450.00
Charges for Services D (Table Fees)	$ 1,400.00	$ 3,800.00
Charges for Services E (Appeal/Var)	$ 300.00	$ 1,800.00
General Sales	$ 417.70	$ 3,185.80
Health Dept. Fees	$ 1,530.00	$ 5,020.00
Soil & Water Fees	$ 375.00	$ 2,425.00
Other Reimbursements	$	$
Other Reimbursements A	$	$
Other Reimbursements B	$	$
Canceled Warrants	$	$
Inter-fund Revenues	$	$
TOTAL	**$42,525.16**	**$ 324,535.05**

Balance after receipts **$654,676.87**

Expenditures **$45,167.25**

End of June balance **$609,509.62**

Mrs. Warthman made a motion to approve the financial report as presented for June 2001, seconded by Mr. Burke. VOTE: Unanimously For, 0 Opposed. Motion carried.

   b. July RPC Preliminary Agenda – 3 rezoning applications, 4 Preliminary, 1 Preliminary / Final, and 17 Final applications. Mr. Laurien explained that the Thoroughfare Plan would not be on the agenda for consideration of approval. Public and Commission discussion will be the focus on the plan at this meeting (7/26/01).

   c. Thoroughfare Plan – Mr. Laurien explained that there were a few changes to the plan since the last RPC meeting and the Thoroughfare Plan Advisory Committee meeting. (See attached map.) The Thoroughfare Plan will be considered for approval at the August 30, 2001 RPC meeting.

5. Other Business
   a. Contract Updates
      (1.) Current Plans
         (a.) Berkshire – plan adopted, currently printing (in-house) - 14 copies due the contract.
         (b.) Brown – adopted the Plan July 3, 2001. The Thoroughfare Plan layer was taken off the Comprehensive Plan map. There will be a reference to it in the text instead.
         (c.) Troy – Plan should be complete by mid-September
         (d.) Shawnee Hills – draft Plan completed in June. Reviewing

the Plan now.

(2.) New Plans
- (a.) Concord – Projected to start in August
- (b.) Kingston – Projected to start in September
- (c.) Trenton – Projected to start in October
- (d.) Sunbury – Have contract and anticipate signing it
- (e.) Berkshire Zoning – requested an immediate review of their Zoning Resolution. Proposed contract (with comments from Attorney Brosius) has been mailed.

b. Fireproof file cabinets – as recommended by Duncan Whitney, Co. Prosecutor, Mr. Laurien asked for recommendation of approval of a fire proof file cabinet. He said that all file cabinets purchased in the future should be fire proof. Chairwoman Foust suggested keeping a fireproof room in mind when acquiring office space.

Mr. Gladman made a motion to recommend approval of up to $1300.00 for a fire proof file cabinet. Mrs. Warthman seconded the motion. VOTE: Unanimously For, 0 Opposed. Motion carried.

c. Computer purchase – Mr. Laurien explained that Mrs. Matlack's computer is no longer able to handle the large comprehensive plan files due to their size and lack of RAM in her present computer. Recently 4 hours of materials was lost due to her computer crashing. He requested a recommendation of approval for a Dell Precision Workstation (currently $2259.87 as of 7/12/01).

Commissioner Ward made a motion to recommend approval of up to $2500.00 for a new computer for the Administrative Assistant. Mr. Gladman seconded the motion. VOTE: Unanimously For, 0 Opposed. Motion carried.

6. Personnel
   a. Resignation – Mike Bissett will be leaving for graduate school in Holland (specializing in GIS) in mid-September.
   b. Recognition – Jiyeong Lee defended his dissertation on July 6th and it was accepted. He will be graduating with his Ph.D. in September.

7. Adjourn – Mrs. Warthman made a motion to adjourn the meeting. Mr. Burke seconded the motion. VOTE: Unanimously For, 0 Opposed. Motion carried.

The Executive Committee meeting was changed from August 22 to August 24 due to a previously scheduled meeting conflict.

Meeting adjourned at 4:30 p.m.

The next Executive Committee meeting will be <u>Friday, August 24, 2001</u> at 8:30 a.m .in the 2nd Floor conference room at 50 Channing Street, Delaware, Ohio, 43015

- **Review of the Delaware County Thoroughfare Plan**

Mr. Robert Lawler of the Mid Ohio Regional Planning Commission (MORPC) stated that Delaware County has been experiencing a lot of growth over the last couple of decades. Over half of the future growth is expected to be between the Scioto River and I-71. Between 1995 and 2020, it is expected to add 31,000 new roof tops to the area. The number of trips beginning or ending in Delaware County, are expected to go up 283% by the year 2020. The vehicle miles traveled are expected to go up 253%. The numbers of hours traveled is projected to go up 318%. The fact that the number of hours traveled is going up more rapidly then the number of miles traveled means that travel is slower, a sign of increased congestion. In 1995, it was estimated that 16% of miles driven were under congestive conditions. By the year 2020 that number is closer to 30%. The City of Delaware is the County seat. 42% of traffic passes through the City of Delaware without stopping and 58% stop in the city.

Thoroughfare Plan goals:

County goals: improving road systems to be more efficient (remove gaps and jogs), additional access to major arterial roads, and relieve congestion throughout the County.

City: relieve congestion, address some of the truck traffic volume through the center of the City, and getting the road system to support development.

Some concerns to examine included the scenic river, Ecological Center, residences, and businesses. It was recommended to retain the US 42 / Cheshire connector ("Y" on the map). The Hoover crossing was eliminated and the extension of Sunbury Road to Harlem Road was restored.

Commissioner Wuertz stated that he was opposed to the Cheshire Road alignment because it's taking US 42 traffic and putting it through a developed area.

Questioned why not take it north onto Section Line Road to a new interchange at SR 521. He also, wanted to know why the State isn't contributing to the resolution of the traffic problems. Mr. Lawler stated that the links to get to I-71 are already in the plan. There are other alternatives that are intermediate between the Cheshire extension and those routes that are further north. The computer models are an attempt to replicate how traffic would really travel. Mr. Lawler stated that he can not speak for ODOT, but said that he has noticed that they wait for local communities to put together plans to come up with what they consider to be better alternatives to handle the traffic problems. Then you approach them (ODOT) to try to convince them to help fund those alternatives.

Mr. Bauserman asked if the increased traffic was over today's volume or the future projected volume. Mr. Lawler said the future projected volume compared to the recommended plan.

Commissioner Ward asked if a cost study has been conducted to build the Cheshire connector or the crossing over the river? Mr. Lawler stated that costs are estimated after the corridor study. Mr. Bauserman stated that the outcome of a corridor study would be the preferred alternative.

Mr. George Speese, Chairman of the Delaware City / County Transportation Thoroughfare Plan Task Force, said he appreciates Mr. Bauserman's and Mr. Laurien's input. He said since the County is the fastest growing County in the State of Ohio we need to look at the future's traffic needs not just today's needs.

Mr. David Simmons, President of the Village Council in Galena, stated that the extension of Cheshire Road to SR 36 ("N") would create an economic impact on the Village (golf course). He also questions the need for the extension because there is an existing bypass of Sunbury.

Ms. Barb Williamson (Cheshire Road) stated that Mr. Lawler said that there would be 2,700 cars using the Cheshire Rd. / 42 Interchange. He also said at a later time that he couldn't tell them what route the trucks would be using. She questioned how he could tell the total number of vehicles using that 42 / Cheshire Rd. intersection. Mr. Lawler said that the truck modeling isn't as detailed as the other parts of the model. He also said that the majority of the traffic would be the automobile traffic. But the models do consider the truck traffic that is traveling through the area.

Mr. Ray Lorello, Planning Program Administrator for ODOT District 6, stated that they do not dictate the corridors or the road locations, but do accept their responsibility in the process. After the corridor study, ODOT assists local entities to work out a plan. An audience member asked why are they doing the 42 bypass to 23 when it doesn't fit with this plan. Mr. Lorello stated that it is a short-term investment that allows for southbound movement on 23 for the vehicles using 42. It was driven by the business community and the local planning process.

Ms. Rita Brumley, Chairwoman of the Citizens for Responsible Road Development, stated that the west side of 315 is large lots and putting a road through there would be very costly. What was the density used (in the northern part of Liberty Twp.) for the traffic study. She also wanted to know if the 23/42/36 (#16) proposal was a wide swath and if other alternatives were examined. Mr. Laurien said that the existing comprehensive plans and zoning were used for the traffic study. If the Comprehensive plan said 1 unit per acre (which it does) that's what was used. There were no anticipated increases in density even if sewer is provided. All one-acre lots were anticipated. Mr. Laurien stated that the 23/42/36 is a broad swath where other alternatives are being considered.

Mr. Kevin Hennessy (716 Curve Road) stated that he has heard of the lands as "virgin lands" but there are too many people in opposition to be "virgin lands". The red lines drawn on the map are causing concern to current property owners and prospective buyers.

Mr. Matt Monticue (374 Penry Rd., Delaware, Ohio) stated that the (Delaware County Regional) Planning Commission should control the development and growth.

Mr. Laurien stated that the DCRPC cannot "control growth". Ohio has some of the weakest land use legislation in the United States, which hasn't been revised in 50 years. It was tried 25 years ago and was defeated. Mr. Laurien has offered an option to state legislators that would give additional powers to Townships and Counties. Right now there is no enabling legislation for Townships or Counties to control their growth in the State of Ohio, unlike Maryland, Florida or Oregon. If you are in a home rule community, such as a City or a Village, and you specifically have a short term problem such as lack of sewer service or water service you may be able to have an interim moratorium or slow down in building permits until you respond and fix the problem.

Ms. Dala Bishop (1276 Bean Oller Road) owns property in the city and the county. She thinks the 23/42 changes was a poor decision. She said that through streets attract traffic.

Mr. David Brown (1557 Bean Oller Road) suggested dating the lines that are put on the Thoroughfare Plan.

Mr. Ron Bishop (Bean Oller Road) asked Mr. Lawler why Hyatts Rd. was not an option to carry east/west traffic. Mr. Lawler said that is less likely to be a major arterial but would be able to carry traffic. Mr. Bishop said that east/west problems are caused because there is no good north/south major arterials.

Mr. Laurien thanked all the residents that made their comments to the Commission. He stated at next month's RPC meeting (Aug. 30th) the Thoroughfare Plan will be presented to the Commission for a vote. The RPC will have a formal presentation similar to those presented for zoning amendments.

- **Statement of Policy**

As is the adopted policy of the Regional Planning Commission, all applicants will be granted 10 minutes to make their formal presentation. The audience will then be granted up to 10 minutes to speak, at which time the chair will allow questions from the members of the Commission. This policy was adopted by the Regional Planning Commission to provide for the orderly discussion of business scheduled for consideration.

II. VARIANCES *(none)*

III. ZONING MAP/TEXT AMENDMENTS

28-01 ZON **Denzil Dean Conley – Genoa Twp. – 1.57 acres from RR to SR**

I. Request

This request is for a Suburban Residential zoning to plat three single-family lots of approximately 20,000 square feet each behind 6399 Tussic Street Road in Genoa Township.

II. Conditions

Present Zoning: Rural Residential
Proposed Zoning: Suburban Residential

Proposed Density: 2 units/acre
Existing Density: 1units / 2 acres

School District: Westerville

Utilities Available- Del Co Water, Delaware County sanitary sewer.
Soils: BeA) Bennington Silt Loam, 0 – 2 % slope, (BeB2) Bennington Silt Loam 2-6 %

III. Facts

1. Adjacent Existing Land Use:
West: Single family home
North: Eagle Trace subdivision, single family PRD.
South: Harvest Wind subdivision, single family PRD.
East: Harvest Wind subdivision, single family PRD.

2 Sanitary Sewer
Delaware County Sanitary sewer will serve this site via extension down Center Green Drive.

3.) Water
Del-Co water is available.

4.) Drainage- The land is flat. Drainage will have to enter the Harvest Wind drainage and or Eagle Trace drainage systems as it currently does.

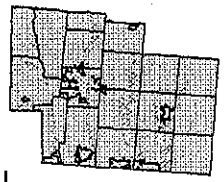
5.) Compatibility with existing and future probable uses
The uses and densities proposed are compatible with the surrounding land uses.

6.) Compliance with the Genoa Township Comprehensive Plan
The current Township Comprehensive Land Use Plan Area I recommends 1.8 units per acre, or the sewer capacity of the area, whichever is less. The proposal would be 1.91 units per acre, which slightly exceeds the plans recommended density. The applicants 1 acre lot to the west should be included in this application to help reduce the density and to avoid creating a 1 acre non-conforming lot.

Approval of the zoning does not assure the applicant that he will be able to subdivide 3 lots – The rear lot is questionable.

IV. DCRPC Staff Recommendation

DCRPC staff recommends that the application for rezoning 1.57 acres to SR at 6399 Tussic Street Road by Denzil Dean Conley be *conditionally approved subject to the applicant including his 1 acre lot to the west in the application,* because the use and density complies with the surrounding land uses and the Comprehensive Plan.



DELAWARE COUNTY
REGIONAL PLANNING COMMISSION
50 Channing Street, Delaware, Ohio, 43015 Phone 740-833-2260 Fax 740-833-2259

Philip C. Laurien, AICP, Executive Director

MINUTES
Thursday, August 30, 2001 at 7:00 PM
Delaware Joint Vocational School Auditorium
1610 St. Rt. 521, Delaware, Ohio 43015

I. ADMINISTRATIVE BUSINESS

- Call to order
- Roll Call
- Approval of July 26, 2001 RPC Minutes
- Executive Committee Minutes of August 24, 2001
- Statement of Policy

II. VARIANCES

10-99.V Sugarwoods Subd. – Concord Twp. – requesting reduced tree removal area

III. ZONING MAP/TEXT AMENDMENTS

43-01 ZON Delaware County Thoroughfare Plan text and map review
32-01 ZON Harold Webb – Trenton Twp. – 3.01 acres from FR to RR
33-01 ZON Tan & Inalee Long – Berkshire Twp. – 6.101 acres from FR-1 and Heavy Industrial to PID
34-01 ZON **W/D** Harlem Twp. Zoning Commission – Text amendments
35-01a ZON North Star, LLC – Berkshire Twp. – 318.638 acres from A-1 to PCD
35-01b ZON North Star, LLC – Berkshire Twp. – 521.6 acres from A-1 to PRD
36-01 ZON North Star, LLC – Kingston Twp. – 866.47 acres from FR-1 to PRD
37-01 ZON Alum Creek, Inc.– Orange Twp. – 64.01 acres from FR-1 to SFPRD
38-01 ZON Frank Barnes – Orange Twp. – 41.82 acres from FR-1 to SFPRD
39-01 ZON D & S Investments – Orange Twp. – 2.04 acres from FR-1 to PC
40-01 ZON Berlin Twp. Zoning Commission – PRD text amendments
41-01 ZON Genoa Square, L.P. – Genoa Twp. – 1.37 acres – development plan approval
42-01 ZON Orange Hill Devlpmnt LLC – Orange Twp. – 13.96 acres from FR-1 to SFPRD

IV. SUBDIVISION PROJECTS

		Township	Lots/Acres
Preliminary			
16-01	Treemonisha	Harlem	15 lots / 32.17 acres
17-01	**T** Chapman Ravine	Liberty	3 lots / 08.45 acres
43-00.12	**W/D** Golf Village, Sec. 12	Liberty	1 lots / 16.06 acres
Preliminary/Final			
43-00.13	Stonebridge at Golf Village, Sec. 13	Liberty	01 lot / 36.30 acres
15-01	Green Meadows Commerce Center	Orange	01 lot / 30.52 acres
Final			
28-00	Winding Creek Estates, Phase 3	Berlin	15 lots / 34.12 acres
43-99.2.A	Harbor Point, Section 2, Phase A	Berlin	24 lots / 16.38 acres
43-99.2.B	Harbor Point, Section 2, Phase B	Berlin	15 lots / 07.14 acres
04-01	Summerwood, Section 2	Berlin	12 lots / 17.00 acres
40-99	**T** The Park at Greif	Ber/Lib	14 lots / 147.10 acres
29-00.9	Sherbrook, Phase 9	Genoa	53 lots / 23.40 acres
29-00.10	Sherbrook, Phase 10	Genoa	46 lots / 16.93 acres
44-00.1	The Oaks at Highland Lakes, Phase 1	Genoa	30 lots / 20.27 acres
44-00.2	The Oaks at Highland Lakes, Phase 2	Genoa	42 lots / 12.46 acres
44-00.3	The Oaks at Highland Lakes, Phase 3	Genoa	29 lots / 12.61 acres
23-97.2.A	Eagle Trace, Section 2, Phase A	Genoa	28 lots / 12.16 acres
23-97.2.B	Eagle Trace, Section 2, Phase B	Genoa	32 lots / 11.06 acres
05-00.3	Highland Hills at the Lakes, Section 3	Gen/Ora	64 lots / 27.35 acres
13-01.1	**T**		Walnut Woods, Section 1
27-98.3	Abbey Knoll, Phase 3	Orange	38 lots / 31.62 acres
27-00	Rattlesnake Ridge	Trenton	04 lots / 21.19 acres

T=TABLED

V. EXTENSIONS

36-00 Coleman Subdivision – Liberty Twp. – 4 lots / 29.06 acres

VI. OTHER BUSINESS

- Natural Resources Advisory Council
- Mike Bissett proclamation

VII. POLICY / EDUCATION DISCUSSION

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I. ADMINISTRATIVE BUSINESS

- **Call to Order**

Chairwoman Foust called the meeting to order at 7:00 p.m.

- **Roll Call**

Representatives present: Don Poland, John Schmidt, Fred Fowler, Jim Ward, Debbie Martin, Don Wuertz, Steve Burke, Chad Antle, Chris Bauserman, Tom Hopper, Wilbur Van Houten, Holly Foust, Charles Heimlich, Dick Gladman, Yvonne Ball, Marvin Miller, Bev Alltop, and Jeannette Curren. *Alternates present*: Richard Fleming, Roger VanSickle, Denny Gobert, Shawn Leininger, Steve Smith and Ken Baker. *Arrived after roll call*: Gary Spanner (R). *Staff present*: Philip Laurien, Mike Bissett, Paul Deel, Da-Wei Liou, Jeremy Krotz and Stephanie Matlack.

- **Approval of the July 26, 2001 RPC Minutes**

Mr. Miller made a motion to approve the minutes from the previous meeting, seconded by Mr. Gladman. VOTE: 24 For, 0 Opposed, 1 Abstained (Genoa Twp.). VOTE: Unanimously For, 0 Opposed. Motion carried.

- **August 24, 2001 Executive Committee Minutes**

1. Call to order

Vice-Chairman Gladman called the meeting to order at 8:45 a.m. *Present*: Dick Gladman, Leslie Warthman, and Commissioner Jim Ward. *Staff present*: Phil Laurien and Stephanie Matlack. *Absent*: Holly Foust and Steve Burke.

2. Approval of Executive Committee Minutes

a. **July 12, 2001** – ***Mrs. Warthman made a motion to approve the minutes from the July Executive Committee meeting, seconded by Commissioner Ward. VOTE: Unanimously For, 0 Opposed. Motion carried.***

3. Old Business

a. Office Space – Mr. Laurien stated that he met with a Delaware City Zoning representative to discuss possible office space requirements. Due to the amount of variances that would need to be obtained and the architect's estimates of a 2 story building with elevator on the small site, Mr. Laurien stated that he would continue researching other sites for possible office space.

4. New Business

a. Financial / Activity Reports for July 2001

The Financial report for July was presented:

Ending balance as of 06/30/01 **$609,509.62**

Receipts	**July**	**YTD**
General Fees (NPA)	$ 330.00	$ 8,580.00
Inspec. Fees (Transfer)	$ 140.00	$ 1,340.00
Fees A (Site Review)	$ 100.00	$ 1,800.00
Membership Fees	$	$122,017.00
Planning Surcharge (Twp. Assist.)	$ 6,964.42	$ 35,632.97
Charges for Services A (Prel. Appl.)	$ 10,644.38	$ 76,703.13
Charges for Services B (Final Appl.)	$22,876.25	$ 99,836.20
Charges for Services C (Ext. Fees)	$	$ 3,450.00
Charges for Services D (Table Fees)	$ 800.00	$ 4,600.00
Charges for Services E (Appeal/Var)	$	$ 1,800.00
General Sales	$ 398.20	$ 3,584.00
Health Dept. Fees	$ 2,650.00	$ 7,670.00
Soil & Water Fees	$ 350.00	$ 2,775.00
Other Reimbursements	$	$
Other Reimbursements A	$ 33.00	$ 33.00
Other Reimbursements B	$	$
Canceled Warrants	$	$
Inter-fund Revenues	$	$
TOTAL	**$45,286.25**	**$ 369,821.30**
Balance after receipts		**$654,795.87**
Expenditures	**$29,876.89**	
End of July balance		**$624,918.98**

Mrs. Warthman made a motion to approve the Financial report for July, seconded by Commissioner Ward. VOTE: Unanimously For, 0 Opposed. Motion carried.

b. August RPC Preliminary Agenda – Mr. Laurien stated that there will be a full agenda this month. He explained that there is 1 variance case requesting reduced tree removal. After visiting the site along with a County Engineer representative, he concluded that a guardrail would be needed also. After much discussion, the applicant and their engineer decided to realign the road as to not need the guardrail. Mr. Laurien asked the applicant to show which trees they would like to preserve.

There are 13 zoning cases, 3 Preliminary applications, of which 1 was withdrawn, 2 Preliminary / Final applications and 16 Final applications (1 has been tabled to date).

c. **Thoroughfare Plan** – Mr. Laurien explained that he was prepared to recommend approval of the Thoroughfare Plan. He noted a few writing errors in the text document. A copy of his draft report was emailed to Chris Bauserman (County Engineer) and Scott Pike (Deputy Engineer).

5. **Other Business**
   a. **Contract Updates**
      (1.) **Troy Twp.** – final draft has been given to the subcommittee for review
      (2.) **Brown Twp.** – publishing has begun
      (3.) **Shawnee Hills** – completing the final draft with comments
      (4.) **Concord Twp.** - will be starting at the end of the month
      (5.) **Trenton Twp. and Kingston Twp.** – will be starting in September

6. **Personnel** – The Planner I position has been filled. Scott Sanders will begin working on 9/10/01. He has a bachelor's degree in Communication's and a Masters Degree in Planning from the University of Tennessee, Knoxville. An offer has been made for the Planner II/GIS Specialist position and are awaiting acceptance.

7. **Adjourn** – Having no further business, ***Mrs. Warthman made a motion to adjourn, seconded by Commissioner Ward. VOTE: Unanimously For, 0 Opposed. Motion carried.***

The next Executive Committee meeting will be Wednesday, September 19, 2001 at 8:30 a.m.in the 2nd Floor conference room at 50 Channing Street, Delaware, Ohio, 43015.

- **Statement of Policy**

As is the adopted policy of the Regional Planning Commission, all applicants will be granted 10 minutes to make their formal presentation. The audience will then be granted up to 10 minutes to speak, at which time the chair will allow questions from the members of the Commission. This policy was adopted by the Regional Planning Commission to provide for the orderly discussion of business scheduled for consideration.

Mr. Gladman made a motion to amend the Statement of Policy for this meeting for audience discussion from 10 minutes to 3 minutes each, due to the length of the agenda. Commissioner Ward seconded the motion. VOTE: Unanimously For, 0 Opposed. Motion carried.

II. VARIANCES

10-99.V Sugarwoods Subd. – Concord Twp. – requesting reduced tree removal area

Request

Sugarwoods is a CAD subdivision, which received final approval in May 2000. During construction, the developer encountered numerous trees that were within 16' of the CAD centerline (10' from edge of CAD). A variance from 16' to 10' would preserve all of the existing trees. During a recent site visit with other County agencies and the Concord Township Fire Chief, it was determined that a few trees would still need to be removed. Those trees have been tagged and shown on a plan submitted by the developer's engineer. The developer has agreed to remove the trees identified but still requests a variance for the remaining trees within the 16' clear zone.

Facts

1. The Delaware County Subdivision Regulations specify in section 306.05 that there shall be "tree and shrub removal within 16 feet of CAD centerline". There are numerous trees within this 16-foot swath.

2. The requirement for 10 feet of clear area along roads is an ASHTO (American Society of Highway Officials) requirement, according to the County Engineer. There are numerous county and township roads where this 10' standard is not met, thereby making it seem excessive on private low speed roads, especially CADS.

3. CADs are subdivisions, which confers responsibility and may confer limited liability on the county for the actual road standards. Although private, CADs are open to the residents, fire and police, visitors and delivery people. They must be built to a reasonable standard of safety.

4. Trees that are too close to the CAD are a danger to the traveling public, especially in wet or icy conditions. It would be inappropriate to reduce this clear area setback to zero, but 10 feet seems excessive on such a low-speed semi-private road. After considerable discussion, the County Engineer and staff agreed that reduction of tree and shrub removal from 10' to 4' in most cases would be reasonable and safe.

5. A four-foot setback from the edge of the paved CAD will permit many trees adjacent to this CAD to remain, although some of the overhanging branches will have to be trimmed. However, there are a few trees that will still have to be cleared prior to CAD approval.

Criteria For a Variance
The burden is on the applicant to demonstrate in writing, each of the following:

1. The granting of this variance request shall not be detrimental to the public health, safety and welfare and not injurious to other property.
2. The conditions, upon which this variance request is based, are unique to the property for which this variance is sought.
3. Due to the physical surroundings, shape, or characteristics of the property, a particular hardship to the owner would result, as distinguished from a mere inconvenience, if the strict letter of the Delaware County Subdivision Regulations were carried out.
4. The granting of this variance will not vary the provisions of the applicable zoning regulations, comprehensive plans, or other existing development guidelines and regulations, nor shall it otherwise impair the intent and purpose of these regulations, or the desirable development of the neighborhood and community.

Recommendation
DCRPC staff recommends that a variance for tree and shrub clearance be *granted* from ten feet (10') to four feet (4') feet from the edge of the common access driveway for the Sugarwoods Subdivision, except that trees identified in the field and noted on the plan shall be removed. Low hanging overhead branches shall be trimmed within this 20-foot swath prior to RPC Director's signature on the plat.

Commission / Public Comments
Mr. Tim Huffman of Stults & Associates was present to represent the applicant.

Mr. Laurien stated that Chief Varner from the Concord Township Fire Department and a representative from the County Engineer walked the site and are all in agreement with this request.

Commissioner Wuertz asked if anyone from the County EMS has looked at this request and given approval. Mr. Laurien stated that they have not. He asked Chief Varner if that was necessary and Mr. Varner stated that the County does not make emergency service runs to this particular location because Concord Twp. does. Mr. Varner looked at it from the standpoint of damage to his own equipment. He feels there wouldn't be an issue after the removal of these identified trees.

Mr. Gobert asked about future maintenance problems with limbs. Mr. Huffman stated that the maintenance agreement could contain requirements for the canopy of the trees along with the road maintenance. Commissioner Wuertz asked who would enforce this trimming regulation. Mr. Deel said that Chief Varner stated that once a year they look at all the CAD's in the Township for compliance.

Mr. Gladman made a motion to approve the variance request for Sugarwoods, subject to staff comments and the canopy maintenance being added to the CAD maintenance agreement. Mr. Gobert seconded the motion. VOTE: 24 For, 1 Opposed (Commissioner Wuertz). Motion carried.

III. ZONING MAP/TEXT AMENDMENTS

43-01 ZON Delaware County Thoroughfare Plan text and map review

I. Conditions

1. Delaware County is the fastest growing county in Ohio. Its 2000 population of 109,989 is a 64.34% increase in the last ten years. Growth continues unabated because the state of Ohio does not legislatively enable its townships to use moratoriums, urban growth boundaries, or concurrent infrastructure requirements. 2020 population is projected to be 208,000.

2. The 40,000 housing units in Delaware County generate approximately 10 auto trips per unit per day, or 400,000 trips on our local roads. This will double in the next 20 years.

3. Delaware County thoroughfares are a series of narrow, two-lane farm-to-market county and township roads laid out in the 1800's. These are typically 20 feet wide roads within a 60 feet right of way.

4. Suburban development has sprawled across the southern tier of the county, accessed only by these narrow farm-to-market roads. Subdivision streets typically end in cul-de-sacs, with little or no connectivity.

5. A 100-home subdivision generates 1000 trips per day. If its access is a 20' wide two-lane road, left turns in and out back up traffic on the artery. Ten such subdivisions drop the level of service to undesirable. 20 such subdivisions result in road failure.

6. Residents have begun to seek refuge in their own subdivisions by asking for barriers to new subdivision street connections, citing the desire to prevent "cut-through" traffic.

7. It is the new traffic generated by our own growth that is choking our antiquated road network, not "cut through" traffic. When motoring on the county roads there is no refuge from the need for road improvements.

8. The problem will be twice as bad in 20 years unless we plan ahead to protect, improve and expand our road network.

9. The rural character expressed in part by our open spaces, low density, and skinny roads are the main reasons people move to Delaware County. The improved road network should improve the quality of life for the majority of residents, not destroy it.

10. The only tools Ohio planners have is local zoning, (based upon a comprehensive plan), and subdivision regulations. The thoroughfare plan (TFP) is enabled by Ohio Revised Code section 711.10, subdivision regulations:

    "Whenever a regional planning commission adopts a plan for the major streets or highways of the county or region, no plat of a subdivision of land within the county or region…shall be recorded until it is approved by the regional planning commission."

II. Purpose of the Thoroughfare Plan

1. Reassess transportation needs to provide a functional network of streets to handle existing and future traffic with safety and efficiency.
2. Protect and aid in right of way acquisition for future road corridors
3. Serve as a guideline for public agencies and developers when establishing future access points and roadways in the county and the city.
4. Coordinate county and township transportation plans with transportation plans for the city of Delaware and adjoining municipalities and with the state and federal highway system.
5. Allow better integration between transportation and land use planning.

III. Issues

1. The Plan is a joint effort by Delaware County and the city of Delaware. MS Consultants and the Mid Ohio Regional Planning Commission prepared the plan in coordination with the Delaware City Engineer and Planning Director, the Delaware County Engineer and Deputy Engineer and the Director of DCRPC.

2. The plan is comprised of a written text, a large volume of Appendices and, ultimately, five critical maps:
   a.) Figure 30, Alternative 1 Recommended Study Corridor
   b.) Figure 31, Delaware Thoroughfare Plan
   c.) Figure 32, Delaware Thoroughfare Plan, City of Delaware Region
   d.) Figure 33, Delaware Thoroughfare Plan, Functional Classifications
   e.) Figure 34, Delaware Thoroughfare Plan, Functional Classifications, City of Delaware Region

3. Scrivener's error's in the book that need correction:

   a.) Page VIII-8, second paragraph, and first sentence: Insert the word "but" between "trips" and "it".

   b.) Section XI, Table 12: Delete the line for "Cheshire Road CR 72 Africa RD to the proposed I-71 Interchange".

   c.) Section XI, Table 13: Change title to "City of Delaware Roadway 2020 Potentially Required Lane Additions to Existing Roads if New Alternatives or Improvements are not Added".

   d.) Table 13- Change the Subtitle of the third column from "Suggested Lanes" to "Potentially Required" Lanes

4. Section XI Table 14- The recommendation to "Improve 5 Corners intersection geometry" in Berkshire Township may be damaging the

quality of life or uniqueness of 5 corners in the name of efficiency.

5. Section XII Costs- The cost of certain alternatives raises questions about cost effectiveness. They should be closely scrutinized in subsequent corridor studies.
   a.) Alternative G- Extension of South Section Line Road- $7,560,000
   b.) Alternative N- Extension of Cheshire road east to SR 3 and 37- $15,855,000
   c.) Alternative Q-Alignment of SR 605 and Porter Central- $1,780,000
   d.) Alternative Y- Extension of Mink St to County Home Road- $33,960,000
   e.) Alternative 5- Extension of Glenn Rd north to County Home $25,240,000

VI. DCRPC Staff Recommendation

Staff recommends adoption of the 2001 Delaware City and County Thoroughfare Plan, subject to the corrections and comments noted in III 1-5 above to the DCRPC, the City of Delaware, and the Delaware County Commissioners.

Commission / Public Comments

Mr. John Schmidt of Berlin Twp. expressed his concerns of how two connectors through an area designated as low density by the new Berlin Twp. Comprehensive Plan are justified. He agreed that the entire Thoroughfare Plan is logical in what it was trying to achieve, but feels these two connectors (#3. Glenn Road extension, #16 the US 42 extension) is encouraging growth in an are where the new Comp. Plan has designated as the lowest density in the Township. He stated he was ready to vote yes on the Thoroughfare Plan, but wanted to make sure the Township was not locked into these road connectors. Mr. Laurien stated that the Thoroughfare Plan does not necessarily override the Comprehensive Plan. They are two separate documents. The consultants did study all of the adopted comprehensive plans in the County and looked at new roads that were proposed (example: Sawmill Parkway). He stated that local comprehensive plans could not individually create a county network of roads.

Mr. Tom Hopper, Village of Galena Representative, stated that he is concerned with option "N". This option would have negative impacts on the Village. The Village officials believe this does not solve the traffic issues in the area and feel there are other options that may be less intrusive.

Mr. Mark Cameron (1944 Ford Road) is concerned that the projected traffic numbers is questionable due to the fact that they are based on future growth of 1 home to 1 acre. He feels this may be true for growth patterns south of Home Road but if you look at the County parcel map it shows the growth being in the 5 acre to 10 acre parcels for this area. He also stated that farmland is not being preserved in the Thoroughfare Plan. Mr. Cameron feels that the Rte. 42 to 36/37 costs will be too high and should be eliminated from the plan.

Mr. John Gartland (920 Bean Oller Road) said that the alternative 1 has not been studied for a year but "slipped" in a few weeks ago. He is opposed to the bridge over the Olentangy River.

Mr. Kevin Hennessey (716 Curve Road) feels that alternatives 16, 1 and 3 should be removed because they are too expensive.

Mr. David Brown (1557 Bean Oller Road) said that alt. 1 was the last item put on the map and feels it should have been discussed at the 30 meetings prior.

Mr. John Sabo (783 Cheshire Road) suggested an under pass or an overpass instead of alternative 1 to keep the traffic flowing.

Tim Peterkoski, Ohio Department of Natural Resources Scenic Rivers Program, explained that the Olentangy River harbors over 60 species of fish, 20 species of mussels and over 100 species of birds. It's one of the most diverse streams in central Ohio. Currently it's one of the streams directly in line of urbanization but it is starting to degrade rather rapidly. The 1999 EPA study shows that most of the tributaries that lead to the Olentangy River are non-attainment status (not as healthy as they should be). Developments should stay away from the ravines and keep the trees and flood plains open.

Mrs. Rita Brumley (1316 Bean Oller Road) Chairperson of the Citizens for Responsible Road Development. Supports the road development as new development happens, therefore putting the burden of road construction on those responsible for development. The group agrees with the need for residential collectors to satisfy the growth of their area but feels that this does not include the traffic from Route 42. The network concept that Liberty Twp. has (the 3 entrances to a subdivision) is not taken into consideration in the Thoroughfare Plan. On page 8-12, paragraph 1, last sentence needs to be changed to include "subject to further approval".

Ms. Gabriel Burton (4361 Liberty Road) believes an environmental study should be done prior to the adoption of the Thoroughfare plan.

Mr. Roger Steele (4191 S. Section Line Road) believes there is no alternative except go to the legislature and change Ohio laws to give the Townships the ability to protect the citizens. The citizens are not happy with this plan as presented and would rather see some alternatives.

Mr. Van Houten made a motion at 8:10 p.m. to extend the discussion for another 20 minutes. Mr. Gobert seconded the motion. HAND VOTE: 14 For, 6 Opposed. Motion carried.

Mr. Lelan Arehart (4901 S. Section Line Road) whose family has lived on their farm for 5 generations, opposes the bridge by-pass over the Olentangy River.

Mr. Eric Jungers (1144 Bunty Station Road) suggests limiting the access to some of the major roads. Believes the US 23/42 plan was a poor decision. He suggested widening some of the major thoroughfare that already exist and potentially offer lanes that are for through traffic only. Mr. Jungers suggested use of "round abouts" (as in England) to reduce traffic back up and congestion. He also noted an error on the map; Slack Road does not connect to Owen Fraley Road.

Mr. Mike Sells (South East Columbus resident) stated that he recently purchased a lot in the Riverby Estates subdivision. He believes that alternative 16 would be a negative impact. He agreed with Mr. Jungers of researching the "round about". He also stated that alternative 5 seems too expensive and unlikely to happen. He believes without alt. 5, alt. 16 and 3 are not a benefit.

Ms. Barbara Williamson (755 Cheshire Road) opposes the alternative 1.

Mr. Chris Miller (616 Glenn Road) stated that all the lines should be shown as a wide swath and not dashed lines.

Mrs. Marlene Tope (4433 Olentangy River Road) does not want to see a crossing of Olentangy River, felt that this was destroying the beauty of the region. She wanted to know when the consultant was going to answer questions.

Mr. Laurien stated that alternative 1 has been on the plan from the outset but has been moved. There are a series of maps and alternatives that have always been there for an east/west connection. Where the Thoroughfare Plan originally intended to see an east/west connection was north of Bunty Station Road in the area of the Stratford Ecological center. That area is prime farmland with an international reputation. It was the first case to give the property development rights to the State Department of Agriculture for about 300 acres of land. He stated that he has had a conversation with the former chairman of the Olentangy Scenic River Commission who said 20 years ago there was discussion and approval for extension of Cheshire Road to the west to connect with Ford Road crossing at US 23, then Ford Rd. connecting over to US 42. Mr. Laurien stated that another meeting to answer questions is a good idea.

Mr. VanHouten made a motion to table the vote to a future meeting for further discussion. Mr. Gobert seconded the motion. VOTE: Unanimously For, 0 Opposed. Motion carried. A date will be determined and new public notice made.

Commissioner Wuertz made a motion to have the Thoroughfare Plan meeting on a different night than the regular RPC meeting. Commissioner Martin seconded the motion. VOTE: Unanimously For, 0 Opposed. Motion carried.

32-01 ZON Harold Webb – Trenton Twp. – 3.01 acres from FR to RR

The applicant is requesting to rezone a 3.01-acre portion of a 94-acre tract from Farm Residential (FR) to Rural Residential (RR) in order to split out a lot with an existing home.

Conditions

Location: North side of Boston Road west of North County Line Road.
Present Zoning: Farm Residential (FR)
Proposed Zoning: Rural Residential (RR)
Present Use: Agricultural/Residential
Proposed Use: Residential
Existing Density: 1 unit / 5 acres
Proposed Density: 1 unit / 3 acres
School District: Big Walnut
Utilities Available: Private well and private septic
Soils: Sloan Silt Loam, 0 – 2 percent slopes
Bennington Silt Loam, (0-2 percent slopes) – BeA
Bennington Silt Loam, (2-4 percent slopes) – BeB

Staff Comments

There is an existing farmhouse and barn as well as many other outbuildings on a 94-acre tract on the north side of Boston Road near the Licking County border. The applicant wishes to split out 3 acres with the farmhouse and leave the rest of the buildings including the barn with the remaining acreage. The site is surrounded by agriculture with the exception of the RR zoned residential lots directly to the west in the Webb subdivision along the north side of Boston Road.

V. OTHER BUSINESS

- **Thoroughfare Plan – Tabled at August 30, 2001 DCRPC meeting**

Mr. Miller made a motion to remove the Delaware County Thoroughfare Plan from the table. Mr. Ward seconded the motion. VOTE: Unanimously For, 0 Opposed. Motion carried.

Mr. Miller made a motion to postpone the Thoroughfare Plan vote until the October RPC meeting. Mrs. Koch seconded the motion. Mr. Miller stated that in support of his motion, he wanted to point out that everyone should be aware that this plan has to be somewhat controversial due to the inordinate amount of time everyone has spent on it, the amount of public interest, and the amount of people's comments. When you have a situation like this you do one of two things. You compromise, which means you explore alternatives and see if you can peacefully come to some solution that makes everybody happy. Or, you let the attorneys settle it and a judge make the final decision. Any vote on the plan tonight would be premature.

Mrs. Martin recognized Mr. Miller's motion but pointed out that the alternatives (for Alt. 1) being proposed are all within the wide swath already on the Plan. She stated that voting on the Plan as is would not eliminate any of the alternatives.

Chairwoman Foust stated that each Commission member would have a chance to speak but before they speak a second time, everyone who wants to speak the first time has to have the opportunity.

Mr. Starling asked if it was the responsibility of the Regional Planning Commission to decide exactly where the lines are on the Plan or are they just approving the Plan. Chairwoman Foust stated that the lines are corridors, not specific alignments.

Mrs. Koch stated that it was her understanding that there are alternatives that can be considered to move the swath to an area that's not so disruptive to the citizens of Concord Township and Liberty Township. She asked the Commission to take time to consider anything that Mr. Laurien may present as an alternative. [Mr. Laurien presented some alternatives at a Question and Answer session held September 25, 2001.]

Mr. Ward said that he believes the swath is too large. He doesn't think it is fair to go forward without at least exploring Mr. Laurien's ideas of other ways of doing the routes without injuring SR 315, the Olentangy Valley and the river.

Mr. Poland asked if the new proposal that Mr. Laurien is proposing was included in what we have already spent $5,000.00 in modeling? Mr. Laurien stated that there are several alternatives (not just Alt. 1) that he thinks could be reexamined. Both adding and moving/removing to try and still have a good network of roads but hopefully one that is less controversial. He thinks that the issue of the Scenic River (for him) is the most problematic. We have been told that Alt. 1 and Y are not going to be approved by ODNR at this time. He would like to have the consultants run some alternatives through the model and see if we can use existing bridge crossings or avoid bridge crossings and still have a network that the consultant and the County Engineer are satisfied with. He said that he has shown his proposal to the County Engineer. Mr. Laurien stated that 95% of the plan would not change.

Mr. Bauserman said that he doesn't feel it is appropriate for the Commission to table this discussion. The RPC has had 4 meetings to consider this Plan. Over 30 public meetings have been held over the past two years to get the Commission to this point. He saw Mr. Laurien's proposal on Wednesday and doesn't agree that 95% of the plan stays unchanged with his proposals. The alternative he proposes has already been discussed at length and drew more opposition than the current Plan. Mr. Laurien's proposal takes this road through the Stratford Ecological Preserve lands. (Mr. Laurien disagreed) Mr. Bauserman believes that the longer the Commission waits, the less likelihood of arriving at any kind of Plan. He also stated that the swath was put into the Plan at Mr. Ward's request. He believes the Plan before the Commission is a good plan that addresses the long-term transportation needs of Delaware County.

Chairwoman Foust stated that some of the traffic projections in 2020 on Alt. 1 are very questionable. Liberty Township's preference is for the Plan to be delayed for further evaluation. The Township has hired a traffic engineer to evaluate how this Plan affects and impacts Liberty Township. Some of the goals of the Liberty Township Comprehensive Land Use Plan are to preserve the ravines and the integrity of the Route 315 Scenic Byway corridor. Chairwoman Foust asked how could the DCRPC approve a Plan that they aren't happy with, especially after spending $300,000.00.

Mr. Poland asked again if Mr. Laurien's proposal is the same as what was modeled after the Commission approved additional funding? Mr. Laurien stated that one of the several alternatives he has proposed would be to move Alt. 1 from the Cheshire Rd. extension back into the City of Delaware, which is where it was originally. It had been modeled earlier and worked well. It would be a Rte. 42 to US 23 connector. But that has never been modeled in conjunction with extending Ford Rd. to the east from Liberty to SR 315, and to the west from its elbow to Section Line Rd., therefore providing another east/west collector and simultaneously model it with the Rte. 42 extension (Alt. 16), which would be a true Rte. 42 bypass from Rte. 42 across US 23 and out to SR 36. Those three elements have not been on the Plan simultaneously to see how they work. In terms of the Stratford Ecological Center, there is a small corner (approximately 14 acres) of lands owned by Dr. Warner that is in the north-east corner on the front side next to Stratford Woods subdivision. Mrs. Warner deserves a courtesy call. The delay in tonight's action would allow those conversations with Mrs. Warner and the organizers of the Center to see if that is going to be an impact, is that corner an acceptable one to them? It is not in the areas that they cultivate or their forested preserve. It is between the subdivision and US 23.

Mr. Simpkins presented his proposal from Delaware Township. This route would have SR 37 going south on Section Line Road to 36, then to the proposed Airport Rd. (one the City of Delaware said they'd build to the south of the old Airport Road.) to Rte. 42 (close to Slack Rd.) to the vicinity of Olentangy Rd. (in the City) then going diagonally north-east in the direction of Armstrong Rd. through the old Delaware Clay to Glenn Road. By doing this all the traffic from 36, 37 and 42 is sent east of town to the Glenn Rd. area. This would bring all the through traffic from east to west on a highway, eliminate the Central Ave. clearance problem at the overpass, eliminate the William St. railroad crossing in the City, reroute the quarry and Bunty Station Rd. traffic onto Rte. 42, and eliminate the crossing of the Olentangy Scenic River. He said that one house at the most would be in the path of this proposal. This would give the District 6 ODOT access to 36/37 and 42 from the back of their complex.

Mr. Starling asked if it would be possible to go forward with this Plan, include Mr. Laurien's and Mr. Simpkins suggestions? Chairwoman Foust stated that if the motion to continue discussion at the next meeting fails then the floor is open to another motion that could be made, seconded and carried. A motion to amend the Plan with specific amendments to it would be more effective than adopting it the way it is and looking at it later.

Mr. Bauserman stated that all the elements of Mr. Simpkins suggestions are already in the Plan. The relocated Airport Rd. and an extension from 23/42 over to Glenn Rd. are already in the Plan. The swath that is shown (including the Scenic River) as the study corridor area has opportunities in it to not cross the Scenic River to get to US 23. The text of the Plan acknowledges that it will be a difficult issue to address and overcome.

Chairwoman Foust suggested taking the swath out of the Scenic River valley since ODNR has already said that they would not endorse such a crossing.

Mrs. Koch requested that the Commission reconsider the Plan and new ideas.

Mr. Ward stated that he originally thought the swath was better than the line but has seen alternatives that have changed his mind. He explained that he would not approve an Alternative that crosses the Scenic River.

The question was called to the original motion by Mr. Miller, seconded by Mrs. Koch that the Thoroughfare Plan be postponed until the October RPC meeting to allow time to consider alternatives. ***HAND VOTE: 11 In Favor of postponing the Thoroughfare Plan vote, 15 Opposed to the postponing. Motion failed.***

Mr. Bauserman made a motion to include the DCRPC staff recommendation of approval of the Thoroughfare Plan (8-12-01 version) from the August 30, 2001 DCRPC meeting and also 2 modifications: (1.) the text portion of the plan should be amended to the discussion of the sequencing of the Alternatives. It should state that Alt. 1 (Cheshire Rd. extension) should not be completed until the initiation of Alt. 16 (Rte. 42 extension up to Rte. 36/Glenn Rd.), (2.) the map portion of the Plan should be modified to remove only the portion of Alt. 1 that lies between Section Line Rd. and Rte. 42. Both of these modifications are being proposed to address the concerns about Alt. 1 being for "cut-through" traffic. Mr. VanHouten seconded the motion.

Mr. Bauserman explained that if Alt. 1 were to be constructed before Alt. 16, Alt. 1 would take on more of the characteristics of a bypass. He proposes to do Alt. 16 before Alt. 1 is done. Chairwoman Foust asked if he meant complete or initiate the construction of Alt. 16. Mr. Bauserman said the text he read from said "Alt. 1 should not be completed until the initiation of Alt. 16". He said it could be modified. He wanted to make it clear that his intention is that Alt. 16 is done before Alt. 1. If the wording should be amended to better convey that he was willing to change it.

Chairwoman Foust made a motion to amend Mr. Bauserman's motion to add that the entire swath for Alt. 1 be relocated entirely north of Bunty Station Rd. Mr. Ward seconded the motion.

Mr. Ward asked why the Commission couldn't go ahead with the whole Plan with the elimination of Alt.1? Mr. Bauserman stated that every piece of the Plan that you move has a secondary impact on the rest of the network it is proposing.

Chairwoman Foust stated that Liberty Twp. has asked for time to further evaluate this Plan. They have hired a traffic consultant to work with the consultants to try to get some logical answers as to why some of the traffic counts look the way they do. Liberty Twp. agrees with the need for an east / west connector.

Mr. Laurien stated that his proposal included the following alternatives:

1.) put Alt. 1 back where it was originally, which was a Rte. 42 to US 23 connector
2.) extension of Ford Rd. to Section Line Rd. to SR 315.
3.) keep Alt. 16
(model the three alternatives above together)
4.) he has never seen a traffic count for what Alt. F carries at the end of Steitz Rd. – remove it if it doesn't carry a great deal of traffic
5.) Alt. Q (between Porter Central and Condit Rd.) is an approximately $1.7 million estimated project. There are 1,000 trips per day with or without Alt. Q in 2020. The figures suggest the project is unnecessary.
6.) Alt. Y – requires another bridge crossing. From Mink St. Rd. to US 23 in the year 2020 carries 1800 in the western leg, 3000 trips at US 23 through a lot of farm land. This is somewhat suspect. If it is not needed this should be removed.
7.) Alt. 3 may not be needed if Alt. 1 is not on the Plan.

Mr. Heimlich called for the question on the amendment to the motion. Mr. Starling seconded the motion. VOTE: Unanimously For, 0 Opposed. Motion to call the question carried.

(The amendment to the motion that is being considered is to move Alt. 1 entirely north of Bunty Station Rd.)
VOTE: Majority Opposed to the approval of the amendment. Motion failed.

Chairwoman Foust asked if there was any further discussion on the original motion made by Mr. Bauserman.

Mr. Starling made a motion for an amendment to Mr. Bauserman's motion that as the Thoroughfare Plan is adopted we continue to look at Mr. Laurien's ideas, Liberty Township's concerns and Mr. Simpkin's proposal during the corridor study phase. He also wanted it clear that a line hasn't been drawn for Alt. 1, just a corridor for further study. Mr. Cy Schmidt seconded the motion.

Mrs. Warthman asked that the wording on Mr. Bauserman's motion be changed to state that Alt. 16 must be completed prior to Alt. 1 being started. Mr. Starling stated that that was already changed.

Mr. Ward made a motion for an amendment to Mr. Starling's motion to eliminate Alt. 1 from the Plan until all the alternatives have been looked at and recommended approval on the rest of the Plan as is. Mrs. Koch seconded the motion.

Mr. Brosius explained that in Roberts Rules of Order you can make amendments to motions. But at some point amendments defeat the purpose of the Thoroughfare Plan and the legal effectiveness of the Thoroughfare Plan.

Mr. Starling called for the question on the amendment to the motion. Mr. Thurston seconded the motion. VOTE: Unanimously For, 0 Opposed. Motion to call the question carried.

Chairwoman Foust asked for the vote on the amendment to the motion made by Mr. Ward and seconded by Mr. Starling. ***VOTE: Majority Opposed to the amendment. Motion failed.***

Chairwoman Foust asked for the vote on the amendment made by Mr. Starling on the motion made by Mr. Bauserman to add that we continue to look at the concerns and proposals and Liberty Twp.'s concerns during the corridor study phase of Thoroughfare Plan. ***VOTE: Majority For the amendment by Mr. Starling. Motion carried.***

Chairwoman Foust asked for a vote on the approval of the Thoroughfare Plan as submitted with the following modifications; (1.) in the text add that the sequencing of the construction on the Alternatives is that Alt. 1 not be built until Alt. 16 is completed, (2.) modify the map to remove the portion of Alt. 1 between Section Line and Rte. 42, (3.) continue to look at the concerns and proposals from Mr. Laurien and Mr. Simpkins and Liberty Twp.'s concerns during the corridor study phase.

Mr. Starling called for the question. Mr. Thurston seconded the motion. VOTE: Unanimously For, 0 Opposed. Motion to call the question carried.

Chairwoman Foust asked for a vote on the amended motion. VOTE: Majority For the approval of the Thoroughfare Plan as amended. Motion carried.

DELAWARE COUNTY COMMISSIONERS

Special Session

December 4, 2001
7:00PM

JVS North
1610 State Route 521

Deborah B. Martin
James D. Ward
Donald E. Wuertz

1. Thoroughfare Plan Hearing At **JVS North** (01-1433)(7:00PM)

Calendar

December 4, 2001			Budget Hearings
	7:00	PM	Thoroughfare Plan Hearing at **JVS North**
December 6, 2001	9:30	AM	Commissioners Session at **JVS North**
	9:30	AM	Thoroughfare Plan Hearing at **JVS North**
December 7, 2001	10:00	AM	Bid Opening Date For Janitorial Supplies
	10:15	AM	Bid Opening Date For Janitorial and Custodial Services for the Engineers' Complex, North Wing
	10:30	AM	Bid Opening Date for the Purchase of Digital Copiers in 2002 for Delaware County and Interested Political Subdivisions
December 10, 2001	10:00	AM	Bid Opening Date For Corrugated Metal Pipe Materials; Corrugated Polyethylene Tubing & Pipe Materials (Including Smooth Lined Pipe); Item 606 Guardrail, Type 4, 5 And 7, With Bolts And Nuts; Steel Galvanized Guardrail Posts With Nuts, Bolts And Washers; Crushed Limestone Material Items And Ss921 Cold Mix; Hauling To Various Jobsites From Established Sources For The Year 2002; Various Sizes, Lengths And Shapes Of Reinforcing Steel For Concrete Reinforcement; Reinforced Concrete Pipe Materials; Various Rolled Steel Shapes; Various Sizes And Lengths Of Treated Wood For Bridge Flooring And Ready Mix Concrete
December 13, 2001	9:30	AM	Commissioners Session
December 17, 2001	9:00	AM	Commissioners Session *New Liquor License Request for Alexandria Enterprises, Inc. DBA Manhattans Café 9721 Sawmill Road, Liberty Township Powell, Ohio*
	10:00	AM	Setting Bid Opening Date And Time For Ferric Chloride Solution; Sodium Hypochlorite Solution; And Nitrate Solution For Odor Control
	2:00	PM	Bid Opening For The Construction Of The Home Road Over O'Shaughnessy Reservoir Bridge Replacement
December 20, 2001	9:30	AM	Commissioners Session
December 27, 2001	9:30	AM	Commissioners Session
January 7, 2002	7:00	PM	Commissioners Session
	7:30	PM	Public Hearing Of Annexation Petition For 0.755 Acres From Concord Township To Village Of Shawnee Hills
	7:45	PM	Public Hearing Of Annexation Petition For 1.963 Acres From Orange Township To City Of Columbus
	8:00	PM	Public Hearing Of Annexation Petition For 369.418 Acres From

			Berkshire Township To Village Of Sunbury
	8:15	PM	Public Hearing of Annexation Petition for 0.777 Acres from Concord Township to the Village of Shawnee Hills
	8:30	PM	Public Hearing of Annexation Petition for 20.951 Acres from Concord Township to the Village of Shawnee Hills
	8:45	PM	Public Hearing of Annexation Petition for 50.16 Acres from Liberty Township to the City of Delaware
January 10, 2002	9:30	AM	Commissioners Session
January 14, 2002	9:00	AM	Commissioners Session
January 15, 2002	7:00	PM	Public Hearing of Annexation Petition for 482.762 Acres from Troy Township to the City of Delaware
	7:15	PM	Public Hearing of Annexation Petition for 12.242 Acres from Delaware Township to the City of Delaware
	7:30	PM	Public Hearing of Annexation Petition for 2.224 Acres from Delaware Township to the City of Delaware
	8:00	PM	Public Hearing of Annexation Petition for 151.23 Acres from Liberty & Berlin Townships to the City of Delaware
January 17, 2002	9:30	AM	Commissioners Session
	7:00	PM	Public Hearing of Annexation Petition for 308.858 Acres from Berlin Township to the City of Delaware
	7:15	PM	Public Hearing of Annexation Petition for 170.5 Acres from Trenton and Berkshire Townships to the Village of Sunbury
	7:30	PM	Public Hearing of Annexation Petition for 99.76 Acres from Oxford Township to the Village of Ashley
	7:45	PM	Public Hearing of Annexation Petition for 113.017 Acres from Oxford Township to the Village of Ashley
	8:00	PM	Public Hearing of Annexation Petition for 3.914 Acres from Oxford Township to the Village of Ashley
January 22, 2002	9:00	AM	Commissioners Session
	7:00	PM	Public Hearing of Annexation Petition for 27.72 Acres from Orange Township to the City of Columbus
	7:15	PM	Public Hearing of Annexation Petition for 49.005 Acres from Liberty Township to the City of Columbus
	7:30	PM	Public Hearing of Annexation Petition for 49.3 Acres from Genoa and Orange Townships to the City of Westerville
	7:45	PM	Public Hearing of Annexation Petition for 951.11 Acres from Liberty Township to the City of Powell
January 24, 2002	9:45	AM	Commissioners Session

Italicized dates are proposed dates by the Clerk of the Board of Commissioners

Resolution numbers can be changed in Session