

City of Fairfield
Minutes
Regular Meeting of City Council
May 11, 2020

Council-Manager Briefing

Street Infrastructure Sustainability

Mayor Miller called the briefing to order at 6:00 PM. Councilmembers present: Leslie Besl, Dale Paullus, Terry Senger, Tim Abbott, Mark Scharringhausen, Chad Oberson and Bill Woeste.

Staff members present: Mark Wendling, Dan Wendt, Dave Butsch, Ben Mann, Scott Timmer, Steve Maynard, Don Bennett, Greg Kathman, Carol Mayhall, Tiphonie Howard, Adam Sackenheim and Alisha Wilson.

Public Works Director Dave Butsch presented the Street Infrastructure Sustainability plan. See attached slides.

Business Meeting Call to Order

Mayor Miller called the Regular Meeting to order at 7:00 PM.

Prayer/Pledge of Allegiance

Councilmember Senger led in prayer and Pledge of Allegiance.

Roll Call

Councilmembers present included:

Attendee Name	Title	Status	Arrived
Mark Scharringhausen	Council Member at Large	Present	
Chad Oberson	Council Member at Large	Present	
Bill Woeste	Council Member at Large	Present	
Leslie Besl	Council Member, 1st Ward	Present	
Dale Paullus	Councilmember, 2nd Ward	Present	
Terry Senger	Councilmember, 3rd Ward	Present	
Tim Abbott	Council Member, 4th Ward	Present	
Steve Miller	Mayor	Present	

Agenda Modifications

None.

Executive Session Requests

Councilmember Abbott, seconded by Councilmember Woeste, moved for Executive Session for discussion to protect the interest of an applicant for possible investment or expenditure of public funds to be made in connection with an economic development project. Motion carried 7-0.

Special Presentations and Citizen Comments

Michael Roe, 5396 Burgundy Pl. - Mr. Roe stated that he is concerned for the food supply chain with the effects of coronavirus and would like the city to allow residents to keep small livestock to provide food for their family and friends. He stated that he feels there is a way to do this without it being a nuisance and that he has support on a poll on NextDoor. Mayor Miller thanked him for coming in and stated that it's not something the city is willing to do at this time.

Public Hearing(s)

Joint Public Hearing - Dunkin' Restaurant

Mayor Miller opened the public hearing at 7:15 PM. Planning Commission members present were Bill Woeste, Don Hassler, Scott Lepsky, Gwen Ritchie and Brian Begley. Commissioner Lepsky, seconded by Commissioner Ritchie, moved to excuse Commissioners Langevin and O'Brien. Motion carried 5-0. Clerk Wilson read the public hearing notice. Development Services Director Greg Kathman presented the plans for the Dunkin' restaurant, see attached slides. Developer and franchisee Pat Gilligan thanked the city for their support of the project and stated that this would be one of the new store designs and that the other Dunkin' restaurants in the city are not closing as far as he knows, that he does not own those stores. The public hearing closed at 7:25 PM.

Approval of Minutes

The Regular Meeting Minutes of April 27, 2020 were approved as written and submitted.

OLD BUSINESS AND REPORTS

Community & Public Relations Committee

Dale Paullus, Chair; Leslie Besl, Vice Chair; Terry Senger, Member

Development Services Committee

Bill Woeste, Chair; Tim Abbott, Vice Chair; Mark Scharringhausen, Member

Ordinance amending Ordinance No. 166-84, the Codified Ordinances of Fairfield, Ohio, Section 1141.02, the City of Fairfield, Ohio, Zoning Map by approving the Final Development Plan for the Dunkin Restaurant portion of the Chick-fil-A restaurant/retail center Planned Unit Development.

Recommendation:

It is recommended that City Council have a first reading on this item at the April 27, 2020 meeting, set the joint public hearing for May 11, and await the written recommendation from the Planning Commission.

The second reading of this ordinance was held pending Planning Commission recommendation.

RESULT: **TABLED [UNANIMOUS]**

Next: 5/26/2020 7:00 PM

AYES: Scharringhausen, Oberson, Woeste, Besl, Paullus, Senger, Abbott

Parks, Recreation and Environment Committee

Leslie Besl, Chair; Dale Paullus, Vice Chair; Tim Abbott, Member

Public Safety Committee

Mark Scharringhausen, Chair; Terry Senger, Vice Chair; Dale Paullus, Member

Public Works Committee

Chad Oberson, Chair; Mark Scharringhausen, Vice Chair; Bill Woeste, Member

Public Utilities Committee

Terry Senger, Chair; Chad Oberson, Vice Chair; Leslie Besl, Member

Finance & Budget Committee

Tim Abbott, Chair; Bill Woeste, Vice Chair; Chad Oberson, Member

NEW BUSINESS

Public Works Committee

Chad Oberson, Chair; Mark Scharringhausen, Vice Chair; Bill Woeste, Member

Motion to Read by Title Only

Motion to read two ordinances by title only.

RESULT: **CARRIED [UNANIMOUS]**

MOVER: Chad Oberson, Council Member at Large

SECONDER: Mark Scharringhausen, Council Member at Large

AYES: Scharringhausen, Oberson, Woeste, Besl, Paullus, Senger, Abbott

Ordinance to authorize the City Manager to execute and file the application for financial assistance and enter into an agreement with Ohio Kentucky Indiana Regional Council of Governments (OKI) for South Gilmore Road Improvements between Mack Road and Resor Road and declaring an emergency.

Recommendation:

It is recommended that City Council authorize the preparation of legislation, with rules suspension and emergency provision, authorizing the City Manager to execute and file the application for financial assistance, and enter into an agreement for a grant to fund a portion of the South Gilmore Road Improvements between Mack Road and Resor Road.

ORDINANCE NO. 30-20. APPROVED 7-0.

RESULT:	ADOPTED [UNANIMOUS]
MOVER:	Chad Oberson, Council Member at Large
SECONDER:	Tim Abbott, Council Member, 4th Ward
AYES:	Scharringhausen, Oberson, Woeste, Besl, Paullus, Senger, Abbott

Motion to Suspend Second and Third Readings

Councilmember Oberson presented the first reading of this ordinance.

RESULT:	CARRIED [UNANIMOUS]
MOVER:	Chad Oberson, Council Member at Large
SECONDER:	Dale Paullus, Councilmember, 2nd Ward
AYES:	Scharringhausen, Oberson, Woeste, Besl, Paullus, Senger, Abbott

Ordinance to authorize the City Manager to execute and file the application for financial assistance and enter into an agreement for a grant with Ohio Kentucky Indiana Regional Council of Governments (OKI) for Phase 1 of the Fairfield Extension of the Great Miami River Trail (GMRT) and declaring an emergency.

Recommendation:

It is recommended that City Council authorize the preparation of legislation, with rules suspension and emergency provision, authorizing the City Manager to execute and file the application for financial assistance, and enter into an agreement for a grant to fund a portion of this proposed segment of the Great Miami River Trail within the City of Fairfield.

ORDINANCE NO. 31-20. APPROVED 7-0.

RESULT:	ADOPTED [UNANIMOUS]
MOVER:	Chad Oberson, Council Member at Large
SECONDER:	Mark Scharringhausen, Council Member at Large
AYES:	Scharringhausen, Oberson, Woeste, Besl, Paullus, Senger, Abbott

Motion to Suspend Second and Third Readings

Councilmember Oberson presented the first reading of this ordinance.

RESULT:	CARRIED [UNANIMOUS]
MOVER:	Chad Oberson, Council Member at Large
SECONDER:	Bill Woeste, Council Member at Large
AYES:	Scharringhausen, Oberson, Woeste, Besl, Paullus, Senger, Abbott

Public Utilities Committee

Terry Senger, Chair; Chad Oberson, Vice Chair; Leslie Besl, Member

Motion to Read by Title Only

Motion to read one ordinance by title only.

RESULT:	CARRIED [UNANIMOUS]
MOVER:	Terry Senger, Councilmember, 3rd Ward
SECONDER:	Tim Abbott, Council Member, 4th Ward
AYES:	Scharringhausen, Oberson, Woeste, Besl, Paullus, Senger, Abbott

Motion to Suspend Second and Third Readings

Councilmember Senger presented the first reading of this ordinance.

RESULT:	CARRIED [UNANIMOUS]
MOVER:	Terry Senger, Councilmember, 3rd Ward
SECONDER:	Dale Paullus, Councilmember, 2nd Ward
AYES:	Scharringhausen, Oberson, Woeste, Besl, Paullus, Senger, Abbott

Ordinance to authorize the City Manager to enter into a contract with Aquionics Inc. for upgrades to the Ultraviolet Light Disinfection System at the City's Wastewater Treatment Plant and declaring an emergency.

Recommendation:

It is recommended that City Council authorize the City Manager to enter into a contract with Aquionics Inc., Charlotte, NC, and appropriate project funding in the amount of \$250,000.00 for the Ultraviolet Light Disinfection System upgrade project at the City's Wastewater Treatment Plant. Rules suspension is requested in order to expedite the project.

ORDINANCE NO. 32-20. APPROVED 7-0.

RESULT:	ADOPTED [UNANIMOUS]
MOVER:	Terry Senger, Councilmember, 3rd Ward
SECONDER:	Tim Abbott, Council Member, 4th Ward
AYES:	Scharringhausen, Oberson, Woeste, Besl, Paullus, Senger, Abbott

Finance & Budget Committee

Tim Abbott, Chair; Bill Woeste, Vice Chair; Chad Oberson, Member

Motion to Read by Title Only

Motion to read two resolutions and two ordinances by title only.

RESULT:	CARRIED [UNANIMOUS]
MOVER:	Tim Abbott, Council Member, 4th Ward
SECONDER:	Bill Woeste, Council Member at Large
AYES:	Scharringhausen, Oberson, Woeste, Besl, Paullus, Senger, Abbott

Resolution designating the public depositories for funds of the City of Fairfield, Ohio.

RESOLUTION NO. 6-20. APPROVED 7-0.

RESULT:	ADOPTED [UNANIMOUS]
MOVER:	Tim Abbott, Council Member, 4th Ward
SECONDER:	Bill Woeste, Council Member at Large
AYES:	Scharringhausen, Oberson, Woeste, Besl, Paullus, Senger, Abbott

Motion to Suspend Second and Third Readings

Councilmember Abbott presented the first reading of this resolution.

RESULT:	CARRIED [UNANIMOUS]
MOVER:	Tim Abbott, Council Member, 4th Ward
SECONDER:	Dale Paullus, Councilmember, 2nd Ward
AYES:	Scharringhausen, Oberson, Woeste, Besl, Paullus, Senger, Abbott

Resolution to approve and adopt the City of Fairfield, Ohio 2020-2024 Capital Improvement Program.

Recommendation:

It is necessary for City Council to pass a resolution to approve the 2020-2024 Capital Improvement Program.

It is recommended that City Council authorize and direct the preparation of legislation adopting the 2020-2024 Capital Improvement Program.

Councilmember Abbott presented the first reading of this resolution. He requested an update on the budget at the June 8 meeting before Council votes on the CIP for this year.

RESULT:	FIRST READING	Next: 5/26/2020 7:00 PM
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Ordinance to amend Ordinance No. 119-19 entitled “An Ordinance to make estimated appropriations for the expenses and other expenditures of the City of Fairfield, Ohio, during a period beginning January 1, 2020, and ending December 31, 2020.”

Recommendation:

It is recommended that City Council suspend the rules requiring a second and third reading of this Ordinance and adopt the appropriations listed above.

ORDINANCE NO. 33-20. APPROVED 7-0.

RESULT:	ADOPTED [UNANIMOUS]
MOVER:	Tim Abbott, Council Member, 4th Ward
SECONDER:	Bill Woeste, Council Member at Large
AYES:	Scharringhausen, Oberson, Woeste, Besl, Paullus, Senger, Abbott

Motion to Suspend Second and Third Readings

Councilmember Abbott presented the first reading of this ordinance.

RESULT:	CARRIED [UNANIMOUS]
MOVER:	Tim Abbott, Council Member, 4th Ward
SECONDER:	Dale Paullus, Councilmember, 2nd Ward
AYES:	Scharringhausen, Oberson, Woeste, Besl, Paullus, Senger, Abbott

Ordinance to amend Ordinance No. 119-19 entitled “An Ordinance to make estimated appropriations for the expenses and other expenditures of the City of Fairfield, Ohio, during a period beginning January 1, 2020, and ending December 31, 2020.”

Recommendation:

It is recommended that City Council suspend the rules requiring a second and third reading of this Ordinance and adopt the appropriations listed above.

ORDINANCE NO. 34-20. APPROVED 7-0.

RESULT:	ADOPTED [UNANIMOUS]
MOVER:	Tim Abbott, Council Member, 4th Ward
SECONDER:	Terry Senger, Councilmember, 3rd Ward
AYES:	Scharringhausen, Oberson, Woeste, Besl, Paullus, Senger, Abbott

Motion to Suspend Second and Third Readings

Councilmember Abbott presented the first reading of this ordinance.

RESULT:	CARRIED [UNANIMOUS]
MOVER:	Tim Abbott, Council Member, 4th Ward
SECONDER:	Bill Woeste, Council Member at Large
AYES:	Scharringhausen, Oberson, Woeste, Besl, Paullus, Senger, Abbott

Meeting Schedule

Clerk Wilson read the following meeting notice:

- A. Tuesday, May 26 - Regular Meeting 7:00 PM
- B. Monday, June 8 - Council-Manager Briefing 6:00 PM; Regular Meeting 7:00 PM
- C. Monday, June 22 - Council-Manager Briefing 6:00 PM; Regular Meeting 7:00 PM

Executive Session of Council (if needed)

Council recessed to Executive Session at 7:55 PM.

14. ADJOURNMENT

The Regular Meeting adjourned at 8:45 PM.

ATTEST:

Clerk of Council

Mayor's Approval

Date Approved _____

City of Fairfield Street Infrastructure Sustainability Plan

May 11, 2020



What you're seeing in the news

Blitz of pro-street levy billboards set to begin

Advocates of Hamilton tax want to help voters make informed choice.

By Mike Rutledge
Staff Writer

HAMILTON — Residents who will decide the fate of what will be called Issue 1, Hamilton's street-repair levy, will see 15 billboards for the tax issue go up this week.

Citizens For Hamilton has been putting up yard signs and distributing thousands of yellow-and-black sheets of 8 1/2-by-11-inch paper with information about the levy that will be on the ballot March 17.

"The main thing we want to do is educate people, get people so that they're informed voters," said Jack Whalen, head of the citizen-led campaign effort. "If they vote no, so be it, but we want them to be informed and have the facts."

"There's a lot of misinformation out there that's not factual."

City government cannot participate in the campaign or fund it, so residents are being advocates and donating funds for campaign materials.

"I think if people know the facts, they'll vote yes," Whalen added.

Some people think Hamilton city government has enough money already to repair the streets, Whalen added.

"But the answer is no," he said. "The definitive answer simply is no — they do not have the money. And it's public record. You can go look at the budget."

Because of massive job losses Hamilton suffered during the Great Recession that started in 2007, and accompanying losses in tax revenue, the city's general-fund budget is about the same size as it was a decade ago, with dozens fewer employees.

Difficulties fixing streets "is not



Some Hamilton streets haven't been repaved in 40 years, and half of them are rated in poor condition. A citizen committee is advocating for Issue 1, a street-repair levy on the ballot March 17. STAFF FILE PHOTO

The 10-year, 3.9-mill property tax levy to fund street repairs in Hamilton would generate \$3.1 million per year and cost the owner of a \$100,000 home about \$136.50 per year.

a Hamilton-only problem," Whalen said. "You can go to Lima, you can go to Middletown, you can go to Trenton, you can go wherever you want," and governments have the same difficulties.

Ohio has had trouble fixing highways, as well. Early in 2019, Gov. Mike DeWine asked the Ohio General Assembly for an 18-cent-per-gallon boost in the state's gasoline tax, saying even that amount would not be enough to adequately fix highways. Lawmakers reduced that amount to 10.5 cents per gallon of gas and 19 cents per gallon of diesel fuel. After the state implemented that increase, Hamilton City Council reduced the amount of its proposed tax levy by the amount it expected to receive from its share of the state's gas-

tax increase.

Some 50% of Hamilton streets are categorized as poor by a company that evaluated them, with another 20% in fair condition. The remaining 30% are in "good" shape. The city has 250 miles of streets, but when multiple lanes are added together, Hamilton has 550 miles of street lanes.

In 2018, city crews filled 18,245 potholes, and 2,005 tons of asphalt were used to pave city streets, alleys and places in parks, the campaign said.

The proposed 10-year, 3.9-mill property tax levy will generate \$3.1 million per year and cost the owner of a \$100,000 home about \$136.50 per year. Proponents hope that after 10 years

Street levy continued on A5

Journal News, January 14, 2020

What you're seeing in the news

Plunge in fuel sales from virus threatens road projects

Bill Bush Columbus Dispatch
USA TODAY NETWORK

All the funding gains from the 37.5% hike in the state motor-fuel tax ushered in by Gov. Mike DeWine in July might be wiped out unless the economy soon picks up and people resume driving.

Ohio filling stations sold almost 7 billion gallons of gas and diesel fuel during the state fiscal year that ended in June 2019, generating \$1.92 billion in fuel taxes. But since the coronavirus pandemic hit, prompting stay-at-home orders and business shutdowns, fuel sales across

Ohio have plunged about 55%, said Jennifer Rhoads, president and CEO of the Ohio Petroleum Marketers and Convenience Store Association.

That means that even after Ohio lawmakers raised the state fuel tax 10¢ a gallon last year – an amount estimated to raise an additional \$865 million annually – the decline in gallons sold could, if it continues, seriously reduce the cash that Ohio had planned on to boost freeway and road construction – money that was to be shared between the state and local governments.

"It's more significant than folks real-

ize," Rhoads said, adding that the revenue drop is going to put a dent in transportation construction plans.

"We've never seen that kind of fuel-demand loss in that kind of time frame, or really over a longer period, so really it's just sort of unprecedented," said Ryan Howard, chief operating officer of True North Energy, which is based in a suburb of Cleveland and owns or supplies fuel to 320 Shell gas stations across the state in all the major markets except Cincinnati.

True North has "very hard data" that sales remain off by roughly half from a year earlier, although sales have im-

proved a few percentage points in the past week or so, Howard said. At that rate, fuel tax revenue is down more than \$100 million a month from before the pandemic.

"We are currently looking at all of our projects to determine what our critical needs are and what can safely be delayed, if needed," said Matt Bruning, spokesman for the Ohio Department of Transportation. "While we won't know for sure what the numbers will look like for several more weeks, by prioritizing projects, we can ensure the most critical work still moves forward."

Cincinnati Enquirer, May 11, 2020

Why do so many cities have poor roads?

- Years of insufficient funding.
- Determining the lane miles to be paved based on a budget number.
- Not allowing the budget number to keep up with inflation and the growth of the infrastructure.
- Assessment of roads are very subjective.
- Most entities have a process for evaluating the roads, but do not have a plan to maintain them at an specific level.
- Not defining what the benchmark service level is.

Why are we here?

- Not wanting to hear “the roads are not maintained as good as they were in the past”.
- Not wanting to hear “we need a \$100M to get our roads to a satisfactory condition”.
- Focusing on “maintenance first”.
- Determine an acceptable service level and provide a sustainability plan to follow for the maintenance of streets and related infrastructure.
- We have an infrastructure that is in good condition and want to ensure that is maintained at the current level or better.

Stats

- 406 Lane Miles (177 Centerline Miles)
- 252 Miles of Concrete Curb
- 6,115 Catch Basins
- 1,027 Drywells
- 190 Miles of Edge/Lane Line Striping
- 1,491 Pavement Legends
- 61 Signalized Intersections

Current Paving Cycle

- Residential Streets 20 – 24+ years
- Commercial Roads 15 – 20 years
- State Routes 14 – 18 years



Funding

Street Fund Revenue Sources

Street Fund Tax

• Earnings Tax (.15%)	\$3,200,000
• Transfer from General Fund	\$1,000,000
• Other (Intergovernmental, interest)	<u>\$234,000</u>
Sub Total	\$4,434,000

Other Sources of Funding

• OPWC	\$600,000
– Only for eligible projects	
– Requires separate match	
• County Motor Vehicle Fund	\$200,000
– Primarily used for traffic signal projects	
– Can only be used on certain roads	



Street Fund Revenue vs Expenses

(current)

1.A.a

Revenue

• Earnings Tax Fund Total	\$3,200,000
• Transfer from General Fund	\$1,000,000
• Other (Intergovernmental, interest)	<u>\$234,000</u>
	\$4,434,000

Expenses

• Paving and Concrete	\$2,760,000
• Pavement Marking*	\$120,000
• Traffic Signals (Maintenance only)*	\$120,000
• Drywell Cleaning, Crack Sealing	\$39,000
• Debt Service (\$783K) (2030)	<u>\$783,000</u>
	\$3,822,000

* moved from Operating Budget in 2012

This **does not** include

- Road Improvement Projects (Engineering/Construction)
- Bridge Repair and Maintenance
- Storm Sewer Projects/Repairs
- Drywell Replacements
- Traffic Signal Installations/Improvements
- Misc. Projects (i.e. Aerial Photography, Guardrail, etc.)

Street Fund Revenue vs Expenses

(10% Reduction and no transfer)

Revenue

• Earnings Tax Fund Total (Reduced by 10%)	\$2,880,000
• Other (Intergovernmental, interest) (Reduced by 10%)	<u>\$210,600</u>
	\$3,090,600

Expenses

• Pavement Marking*	\$120,000
• Traffic Signals (Maintenance only)*	\$120,000
• Drywell Cleaning, Crack Sealing	\$39,000
• Debt Service (\$783K) (2030)	<u>\$783,000</u>
* moved from Operating Budget in 2012	\$1,062,000

• Paving and Concrete (remaining funds)	\$2,028,600
– Funds to pave 17.64 LM (\$115K/LM)	<\$500,000>
– 23 year paving cycle	
– 28 year residential, 21 year commercial, 16 year State Route	
– Paving costs would increase over time due to extending life of the streets	
– Poor level of service	

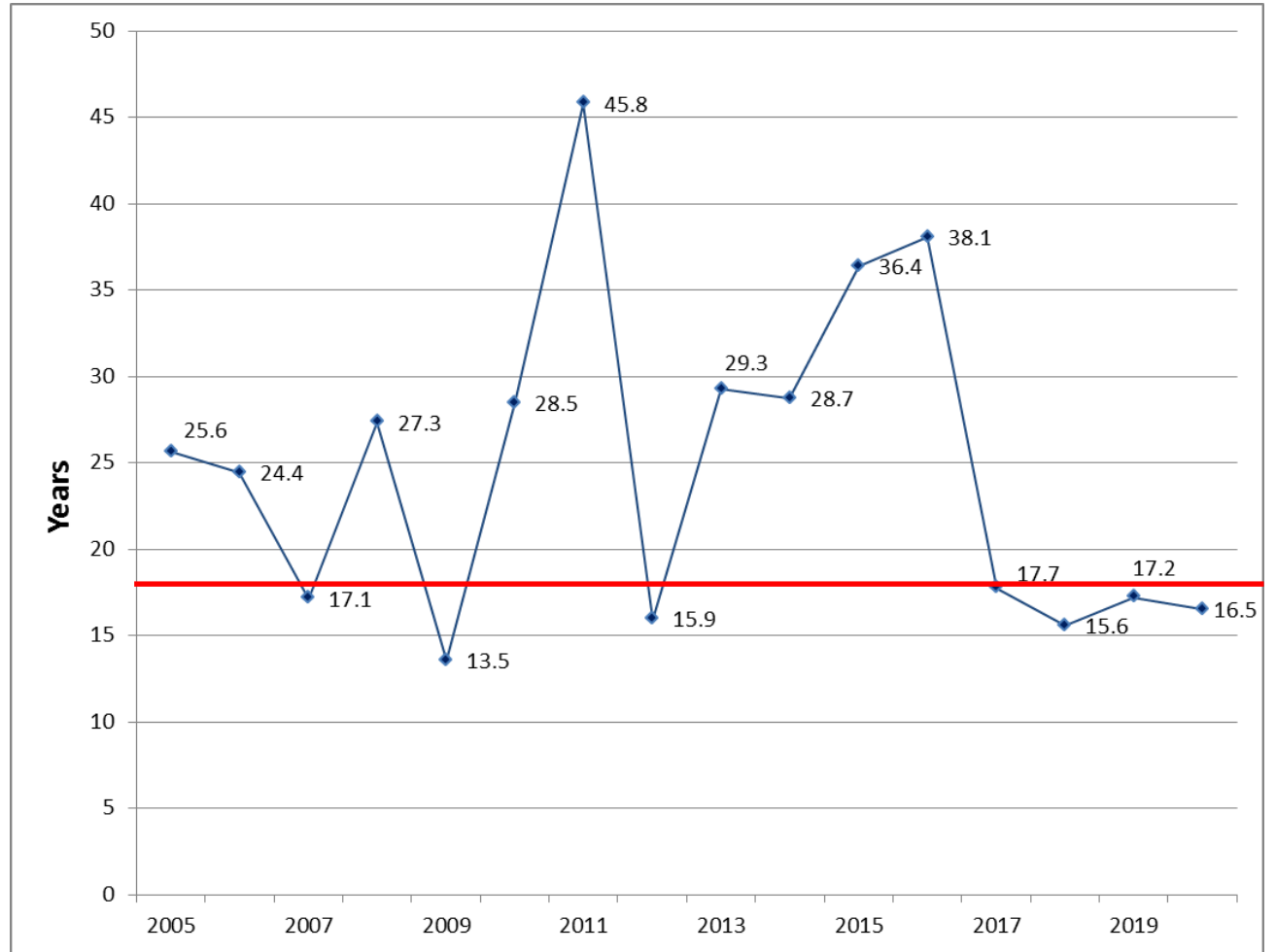


Methodology

Age of Roads Being Repaved



Paving Cycle



Recommended 17.5 year avg.

$$\text{Paving Cycle (years)} = \frac{\text{Total Lane Miles}}{\text{Lane Miles Paved in a year}}$$



Service Level I

		Total Lane Miles	Lane Miles (yr)	% Lane Miles	
Residential Schedule (yrs.)	18	208.1	11.56	5.6%	Residential
Commercial Schedule (yrs.)	16	147.2	9.20	6.3%	Commercial
State Routes Schedule (yrs.)	14	<u>50.7</u> 406.0	<u>3.62</u> 24.4	<u>7.1%</u> 6.01%	State Route
		<u>Avg. Pavement Cycle (years)</u> 16.7			



Service Level II

		Total Lane Miles	Lane Miles (yr)	% Lane Miles	
Residential Schedule (yrs.)	20	208.1	10.41	5.0%	Residential
Commercial Schedule (yrs.)	16	147.2	9.20	6.3%	Commercial
State Routes Schedule (yrs.)	14	<u>50.7</u> 406.0	<u>3.62</u> 23.2	<u>7.1%</u> 5.72%	State Route
		<u>Avg. Pavement Cycle (years)</u> 17.5			

Service Level III

		Total Lane Miles	Lane Miles (yr)	% Lane Miles	
Residential Schedule (yrs.)	20	208.1	10.41	5.0%	Residential
Commercial Schedule (yrs.)	17	147.2	8.66	5.9%	Commercial
State Routes Schedule (yrs.)	15	<u>50.7</u>	<u>3.38</u>	<u>6.7%</u>	State Route
		406.0	22.4	5.53%	
		<u>Avg. Pavement Cycle (years)</u>			
		18.1			

Current Recommendation/Trend

- Service Levels LM
 - Level I 24.4 (6.0%) 16.7 yr. cycle
 - Level II 23.2 (5.7%) 17.5 yr. cycle
 - Level III 22.4 (5.5%) 18.1 yr. cycle
 - Recommended 23.5 ± 1.5 (5.4% - 6.1%)
- Lane miles resurfaced or reconstructed

– 2013	13.9	(3.4%)	29.4 yr. cycle
– 2014	14.1	(3.5%)	28.5 yr. cycle
– 2015	11.2	(2.7%)	37.0 yr. cycle
– 2016	10.7	(2.6%)	38.5 yr. cycle
– 2017	22.9	(5.6%)	17.9 yr. cycle
– 2018	26.1	(6.4%)	15.6 yr. cycle
– 2019	23.5	(5.8%)	17.3 yr. cycle
– 2020	24.4	(6.0%)*	16.7 yr. cycle

* currently planned

Recommendation/Trend

- Service Levels LM
 - Level I 24.4 (6.0%) 16.7 yr. cycle (\$2,532,333)
 - Level II 23.2 (5.7%) 17.5 yr. cycle (-\$115,625)
 - Level III 22.4 (5.5%) 18.1 yr. cycle (-\$198,345)
 - Recommended 23.5 ± 1.5 (5.4% - 6.1%)
- Lane miles resurfaced or reconstructed
 - 2013 13.9 (3.4%) 29.4 yr. cycle
 - 2014 14.1 (3.5%) 28.5 yr. cycle
 - 2015 11.2 (2.7%) 37.0 yr. cycle
 - 2016 10.7 (2.6%) 38.5 yr. cycle
 - 2017 22.9 (5.6%) 17.9 yr. cycle
 - 2018 26.1 (6.4%) 15.6 yr. cycle
 - 2019 23.5 (5.8%) 17.3 yr. cycle
 - 2020 24.4 (6.0%)* 16.7 yr. cycle

* currently planned

Methodology

- Paving a Target number of Lane Mile every three years.

Example I

Target 70.5 ± 1.5 lm

Year 1	22 lm
Year 2	<u>25</u> lm
Subtotal	47 lm

Year 3 *23.5 ± 1.5 lm*

Example II

Year 1	18 lm
Year 2	<u>22</u> lm
Subtotal	40 lm

Year 3 *30.5 ± 1.5 lm*

Methodology

- Paving a Target number of Lane Mile every three years.

Example I

Target 70.5 ± 1.5 lm

Year 1	22 lm	(\$2.5M)
Year 2	<u>25</u> lm	(\$2.88M)
Subtotal	47 lm	
Year 3	23.5 ± 1.5 lm	(\$2.7M)

Example II

Year 1	21 lm	(\$2.4M)
Year 2	<u>18</u> lm	(\$2.0M)
Subtotal	40 lm	
Year 3	30.5 ± 1.5 lm	(\$3.5M)



Plan

Street Infrastructure Sustainability Plan

- Paving a set percentage of lane miles within a three-year period.
 - Recommended percentage to be 5.4% - 6.1% (23.5 ± 1.5 LM) based on 406 LM
 - Every third year will be adjusted to meet the percentage of lane miles set forth in the Street Infrastructure Sustainability Plan.
- Curb replacement
 - All streets scheduled for paving will have all deteriorated curbs replaced.
- Catch basin repair
 - Prior to paving, all catch basins will be inspected and repaired as needed.
- Public Works, during the Capital Improvement Program review with Council, will update Council on the percentage and number of lanes miles paved or scheduled to be paved, demonstrating compliance with the Street Infrastructure Sustainability Plan.

Legislation?

Need for Legislation?

- The current funding of the earnings tax earmarked for the Street Fund is insufficient to maintain the existing roadway infrastructure at the current level and service the debt on the Rt. 4 Bypass (2030) unless transfers from the general fund continue.
- Future fund transfers are not guaranteed therefore could be reduced or eliminated in the future.
- The determination in the number of lane miles to be resurfaced is subjective, the Street Infrastructure Sustainability Plan will ensure a consistent level of service is maintained.
- Aid in directing the necessary funds to maintain the service level set forth in the Street Infrastructure Sustainability Plan.

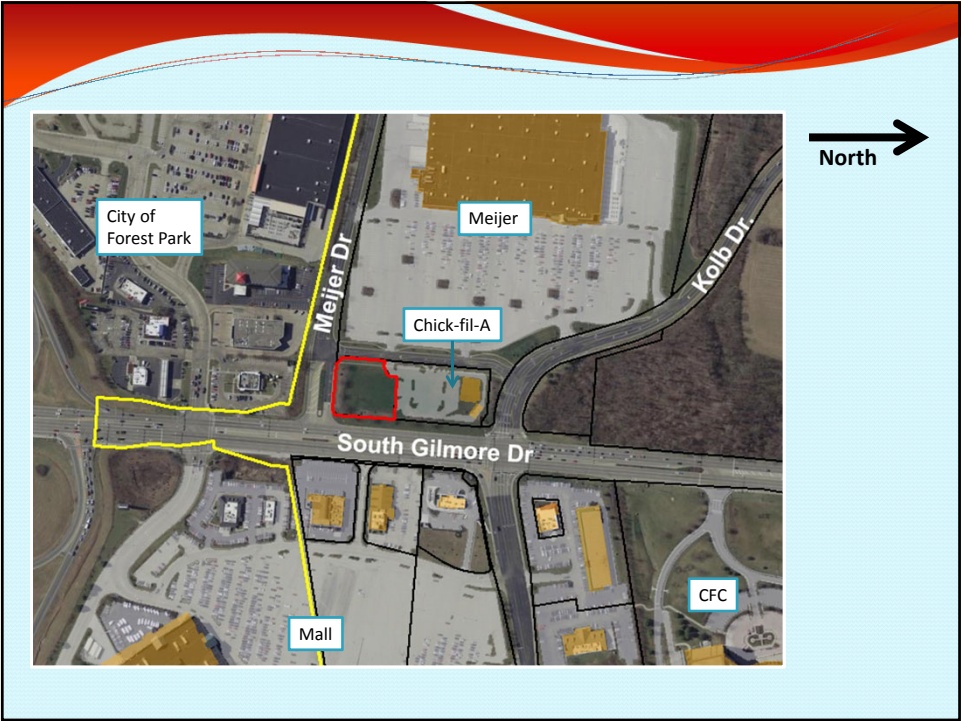
Questions ?



Public Hearing

Dunkin' Restaurant Final Development Plan

May 11, 2020



Existing Conditions

Current Zoning: Planned Unit Development

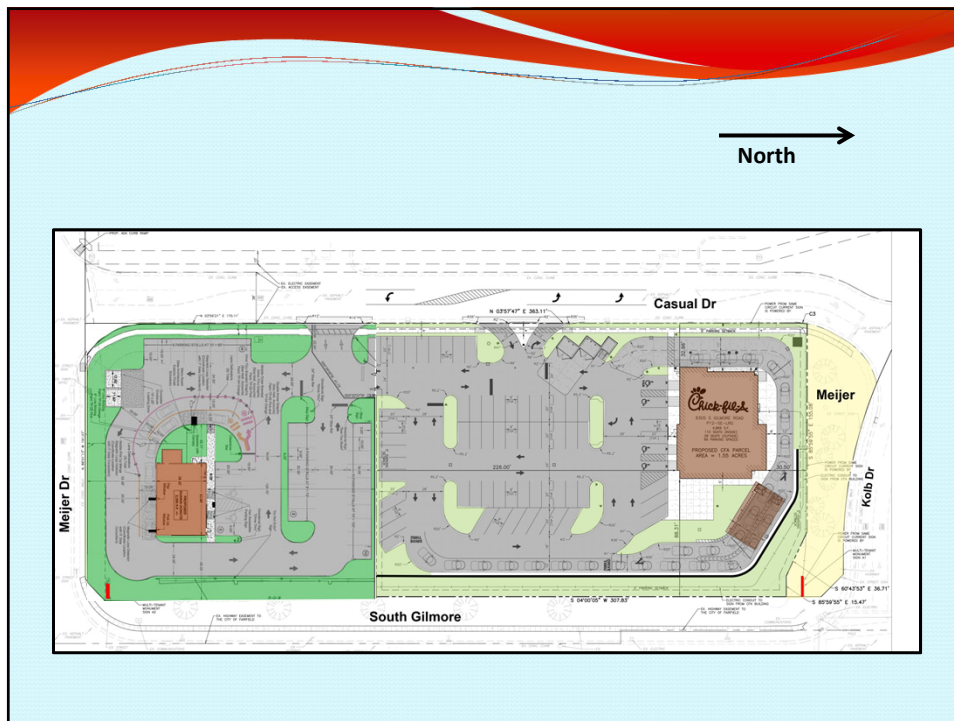
1995 Meijer Development

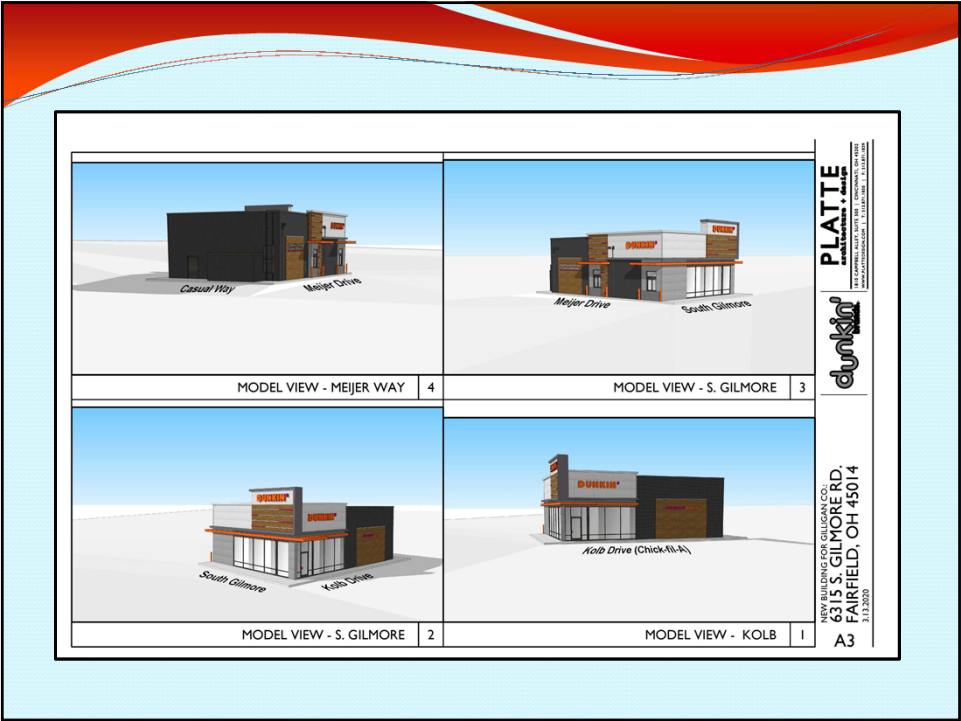
2018 – Approval of Chick-fil-A & Concept Plan approval for adjacent outlot

View of site from Casual Way



View of site from Meijer Drive





Schedule

- Public Hearing – May 11 @ 7:00 PM
 - Planning Commission – May 13 @ 6:00PM
 - Second Reading – May 25 @ 7:00 PM
 - Third Reading – June 8 @ 7:00 PM
- Note: If Planning Commission delays its decision, the Council meetings will be delayed accordingly.

QUESTIONS
OR
COMMENTS