

MINUTES OF A COUNCIL CAUCUS
Monday, October 1, 2012 at 8:00 p.m.
Mayfield Village Civic Hall

The Council of Mayfield Village met in Caucus Session on Monday, October 1, 2012. Council President Buckholtz called the meeting to order at approximately 8:00 p.m.

ROLL CALL: Present: Mr. Buckholtz, Mr. Marrie, Mrs. Cinco
Mrs. Mills, Dr. Parker, Mr. Marquardt
and Mr. Delguyd

Also Present: Mayor Rinker, Mr. Wynne, Mr. Diemert, Mr. Cappello,
Lieutenant Jablonski, Chief Mohr, Mr. Metzger,
Mr. Marrelli, Mr. Dinardo, Mr. Thomas,
Ms. Wolgamuth, Mr. Esborn and Mrs. Betsa

Absent: None

IN COMMITTEE (STATUS)

Mrs. Cinco reported, Safety and Service met tonight. The items are on the agenda so we can discuss them at that time.

ADMINISTRATION

. **Greenway Trail Project Update (\$35,700 – URS – Additional engineering fees and Phase I Environmental Assessment)**

Mr. Wynne provided a financial update on where things stand as far as the Greenway Trail goes. The item on the agenda is for two change orders to URS. One is for \$24,800 which has to do with approval for services outside the initial scope of the Agreement. The other is for \$10,900 and has to do with a Phase I environmental assessment that ODOT is requiring us to have for multiple sites in the Village, I think about four or five pieces of property that have underground storage tanks buried. At one point in time, they want to have soil testing done on those sites before they finalize the plan. Those are the two change orders that make up the \$35,700.

This is a good time to give everyone a brief update on the trail and where it has come from from a number standpoint. A lot of this information is in the memo that the Mayor had put in packets on Friday.

Basically, in 2007, we received a quote from URS of \$59,000 to have the Green Corridor Master Plan. To fund that, we applied to NOACA for a Transportation for Livable Communities Initiative Grant. We were awarded the maximum of \$42,200 which was used to pay the majority of the \$59,000. The balance of \$16,800 was paid by the Village.

Then, in the summer of 2000, URS made us aware of some funding that NOACA was making available called the Transportation Enhancement Grant. Of the total monies available, \$5,000,000, the maximum they would award to any one applicant would be \$600,000. It was for construction costs only. The applicant had to be willing to match 20% of whatever the grant amount was. Based on the opportunity of getting that grant money, we approached Council and got their approval to apply for the grant. At that point in time, plans for the trail were really in the early stages and there was still a lot of work to be done. Businesses needed to be networked. Easements needed to be finalized. This was an opportunity to lock up significant funding because we didn't know when it might become available again.

We applied for and were awarded the full \$600,000. At that point in time, the costs involved with the trail as it stood back then were construction costs of \$802,000, what I am going to call pre-engineering pre-construction costs of \$180,000 used to get us up to the point to go to bid and begin construction and then during the construction phase, depending on how long the project takes, we are looking at anywhere from \$50,000 to \$100,000 of engineering time which would involve the usage of our engineer and his firm versus URS.

Once we were awarded the \$600,000 grant, we went at a much quicker pace with the trail and started working on each of the negotiations working towards the final route. There were changes required. Back in September 2011, we approached Council and they approved a change order with URS for \$23,000 at that point in time, again, for services that were outside the scope of the initial agreement with them.

From September 2011 through now, the Administration has worked hard on finalizing easements and there have been requirements to reroute the trail as a result of some other easement negotiations and some wetland issues. When all was said and done, what looks like the final revised construction number is \$1,083,000 added to the \$802,000 you were looking at back in the summer of 2010. But at the same time, NOACA has come out with another round of funding. Unlike the one two years ago that was capped at \$600,000, there was no cap on the amount they would award for this round. So the Mayor and our Director of Administration met with NOACA and gave them an update on where we stood as far as our trail project goes and the timeline we are looking at, the fact that we are not too far from getting ready to go out to bid for the construction. With that in hand, and a construction cost of \$1,083,000, NOACA went ahead and without any additional applications, just a presentation, awarded an additional \$267,000

towards the cost of our trail. So, it's up to \$1,083,000, \$866,000 of that will be coming from grant funds from NOACA and then the balance will be funded by the Village.

So, from a construction standpoint, two years ago we were looking at having to pay \$202,000 of the Village's portion. Where it stands today with the additional grant monies, our portion is \$216,000, so even with construction costs that have gone up a couple hundred thousand dollars as a result of rerouting and easement issues and construction issues, the additional cost to us is only \$14,000.

To wrap everything up, URS has come back to us with the two change orders, one at \$24,800 and one for \$10,900 to finalize their portion of the project.

To summarize everything, for 2010, the cost of what we were looking at paying in 2010, engineering included versus what we are looking to pay today, the increase is a total of about \$73,000, \$14,000 of which is the construction costs I mentioned and the additional \$59,000 would be the engineering, \$23,000 of which Council has already approved and the other portion which is on the agenda this evening.

Council President Buckholtz thanked Mr. Wynne for the comprehensive historical analysis. Any comments? Questions?

Mr. Marquardt asked, is there anything going in beyond this? Is this the end? Are there more amenities? Is there something else that has to go in? What else?

Mayor Rinker replied, we hope that there will be more amenities. That's the whole idea.

Mr. Marquardt asked, and what would those be?

Mayor Rinker replied, what the community wants. That's why you build a trail, so what property owners want to do, we have seen a number of property owners make improvements to what they are doing on their land and I would expect that once this opens up like it would with any right of way, the people who front on it are going to want to make certain improvements. What the public wants to do from a programming standpoint, public art, things of that nature, time will tell. I think it's an opportunity.

Mr. Marquardt asked, is there anything in the plan now that will be going in after this?

Mayor Rinker asked, what do you mean? Anything? That's pretty broad.

Mr. Marquardt asked, any lighting, any security? Anything else?

Mayor Rinker replied, that's up to the community. Right now in the developed area, there's probably a lot of ambient lighting, but I suspect that if it becomes popular as we expect it will, yes, there probably will be. That's the whole idea. We have had a trail north of Highland Road

for five or six years, pretty rustic, people use it a lot during the day. We talked about lighting five or six years ago before we put it in. We haven't heard much about it since then, but I think if it gets more use, it will probably need lighting.

Council President Buckholtz asked, but it's not included in this?

Mayor Rinker replied, no. If you recognize what ODOT does is require for any kind of right of way a certain process much as you would when you take land for a highway. It specs what the pathway will be. When we laid our path originally, what we did was pretty much map it out intuitively and we avoided wetland areas where we could. We got license agreements from property owners when it wasn't our own property and we were able to use a lot of materials that we salvaged from other areas and kind of laid it out as a walking trail. ODOT on the other hand, in order to get the TE grant funding says you've got to have a 10 foot wide paved trail much as you would have in the Metroparks, an all-purpose trail, you have to have 3 feet on either side that's clear of obstruction and that's pretty much it. You can't have grade changes greater than ADA requirements, I think it's no greater than 5% for any stretch and then the radius restrictions are such that you cannot create blindspots for visual because people would be riding on bicycles, people would be walking and that's just ODOT's spec. You have to pass muster.

Council President Buckholtz asked, so this amount is to ODOT specs?

Mayor Rinker replied, everything is to ODOT's specs. A couple of areas we were getting pushed back from property owners and our whole goal was not to force anyone's hand. We made adjustments in the route. We have reported on that. For example, we were going to go across the Georgian Center property if you recall and we were looking at bridging Beecher's Brook after we crossed over the northwest corner and northern boundaries of the Georgian Center on to our property. We were looking at a bridge there and then linking up with the underpass at SOM that's north of Fisher's. We also had the main line. We had another bridge. We had two bridges originally that we had projected in the project. We did that because the property owner probably three or four years ago had said in a number of informal discussions with Tom Cappello, Diane Calta and Doug, that he was amenable to it. Then when we really sat down to talk to him about getting the easements, he wasn't as amenable. We had to go back to the drawing board. That was one of the changes that we did. We were able to take one bridge out but it also required a route change and as we headed north into Beta we had another property which would have been a straighter shot but again the property owner there was uncertain as to whether or not to grant an easement there and we ended up negotiating on a different property and by rerouting we hit into an area where there's some wetlands and then overall because you have to straighten out the pathway it also changes when you make an adjustment. You have to kind of look downstream. Most of the changes were either because property owners' desires, made adjustments, all to meet ODOT's spec and then of course we always have to deal with ultimately environmental issues. That's over the space of probably three or four years. Those are the kinds of investments that we made since our original Master Plan.

Mrs. Wolgamuth added, this \$1,083,000 does include the boardwalk, the asphalt, all of the construction. It includes signage. It does not include at this point any lighting, but right now we have no plans for that. We don't know that we will need it.

Mayor Rinker added, another thing I tried to stress in the memo, this really is a unique footprint for anything. We got that feedback consistently from the people at NOACA from the get-go because we are routing it along boundary lines. Places where people really can't build because of setbacks. We have opportunities in some places because of certain drainage issues where we have been able to coordinate with property owners. The fact that we were able to route it the way we did despite our having to get valuations through appraisal processes that ODOT also looks to was really ultimately a cost savings. There are a couple of other places in Beta especially where you have developed properties. It's a pretty tight fit between parking lots.

We had a lot of extensive negotiation with some of the property owners there to satisfy them that where this trail would run would not impede any of their parking areas. There were a number of design changes we went through to accommodate their wishes. With each step of the way as we typically try to do, we had a lot of dialogue with property owners and made adaptations largely in response to them. Then you have to go back to ODOT because you are getting variances. It's much like you get a variance from a Board of Zoning Appeals. There are a couple of places for example where the trail because it's a tight fit is going to be 8 feet wide instead of the 10 feet wide paved. The berms are a little bit tighter. There are places where they wanted us to add rails. That was a construction cost increase. All of that really was trying to finesse the discussion with these property owners. The sum total is we will be able to build this when you look at the overall percentage for a relatively small amount for the actual construction cost involved. It's something that we know people will like.

Mr. Delguyd asked, I have a question on the map. The difference on the trail, the green lines versus the brown lines?

Mrs. Wolgamuth replied, the brown lines are boardwalk.

Mr. Delguyd asked, and this NOACA grant that funded this whole thing, it's still available for future projects?

Mrs. Wolgamuth replied, yes.

Mayor Rinker asked, you mean other projects?

Mr. Delguyd replied, obviously, we are going to connect the underpass on 91 by Beecher's Brook?

Mayor Rinker replied, yes. We would do that. We originally had in the Plan as a spur. We built that underpass almost a decade ago. But the bank erosion is pretty severe in that area and we have had a lot of discussion with NOACA about stream restoration and each time we have come

up, NEORSD has had to address a lot of the kinds of issues that have come up from the challenges in Court from different municipalities as to the whole way in which NEORSD wants to tap funds across its District in order to pay for stormwater management. Long story short, there has been probably just about every year for the last four years, they have said, yes, we want to put some money in stream restoration, but. So finally we said, we will just take it of the equation now, especially because of the ODOT requirements, so if and when the restoration takes place, we are reasonably confident that there will be land on which the pathway could actually run. Then we make a decision whether we want to apply again and meet those specs or just put down one of our own trails where we would not have the same constraints. It's a relatively short run. In other words, you put a gravel path, or we could always pave it if that's what we really want. We know that both types are very popular with residents. Runners especially like it if they don't have to run on the blacktop. So if we have a main line, the north/south line, then the goal is that properties will be able to look to ways to tie into it. The day may come that when the stream restoration is accomplished, we may just decide that we will just make a gravel path. That's a future decision.

Mr. Delguyd asked, the stream restoration will be paid for by NEORSD?

Mayor Rinker replied, a lot of it would be. We are talking a few hundred thousand dollars. They have committed to it because it's a major drainage area. They have told us in the past that they know it's something that needs work.

Mr. Delguyd asked, whatever we build would have to compliment that, obviously?

Mayor Rinker replied, yes. Whatever we would do would follow that. We would have to take their lead as to how that design would flesh out.

Council President Buckholtz asked if there were any questions. I would just like to add that we received grant money when we did the underpasses. The idea being that on either side of the underpass would be a park-like setting. Are those ODNR?

Mayor Rinker asked, which underpass?

Council President Buckholtz replied, the one down by the Judge's property.

Mayor Rinker replied, it was ENRAC funding. ENRAC is a combination of park and stream restoration.

Council President Buckholtz stated, it is admittedly an open-ended conversation, much like we talked about the amphitheater which we officially call *The Grove*, is that what I am seeing, it's a great name. I saw the sign. I don't know if it's a working title, but we talked about it can be as much or as little as people want it to be. It seems like the way you described it, going back to NOACA, when they came out with more money and they jumped on it with no application necessary. A lot of people in Mayfield Village have some major money invested in this.

Mayor Rinker added, one thing not lost on this, for example, I forget which community it was that had to withdraw its project because they couldn't get the easements together.

Council President Buckholtz stated, I am not a big trail kind of guy. No Daniel Boone here, but reading the articles way back, 10-12 years, this is so cool. It's what people want to do. If they can live in a community like this and step off the busy track and on to the path, what I would like to encourage, Tommy, you would be a great one for this with Citizen's Advisory and whipping up conversations. It's probably too early now.

Mayor Rinker replied, no, last week we went on a hike with Citizen's Advisory.

Council President Buckholtz stated, we talked about various times in the past, benches, people that might want to buy their own bench in honor or memory of somebody. These are the kinds of ways that some of these amenities can be co-opted between the community and everyone take ownership of a little piece of something.

Mr. Marrie stated, this was discussed on more than one occasion at Citizen's Advisory. In fact, Diane can tell you that the group went and took a walk on the trail last week and down to *The Grove*, along with 6-8 more people, citizens that went along on the walk also.

Mayor Rinker stated, a few of them are waiting for the paved surface.

Council President Buckholtz does not want to characterize it in his mind as a money pit like some projects that go on and on and on, but rather an opportunity for more people to get involved. This was the goal and intent from the start.

Mayor Rinker reminded everyone that one of the underpinnings of the TE grants and the reason that NOACA would even fund the project is that it is promoting the trail, promoting this kind of connectivity. Another reminder, as we brought up with the Library, we think that one of the reasons we were successful in the first round alone was because the Library threw in its support as did Progressive. Businesses that are in Beta. A number of the reps, the CEO's there told us that they are very interested when they see those plans. Long story short, I think as a matter of policy and certainly as a matter of economics, this is something that will be a signature for Mayfield Village that everyone who supports it is going to feel glad that they did.

Mr. Marrie stated, at one of the open meetings, either the President or Chairman of Preformed Products spoke very openly and very positive about the trail, that his employees were looking forward to it. It would be somewhere they can go for a walk on lunch without going out to SOM on the other side. That's one Company I know that is excited.

Mayor Rinker stated, anecdotally, First Energy is behind our property. They are caddy corner to the Georgian Center property, next to the Geis property. They are between Geis and the concierge property that Progressive has. Their fencing comes up to property lines. They have

adjusted their boundaries basically like cutting corners on the edges because they really like the idea we would be able to come through there and they would have that access point. There's a lot of nice interplay that we have had in the context with a number of these property owners on making these adjustments. It's been nice.

Mr. Delguyd asked, it says grant received. Does that mean we are in possession of that money, or are we just in possession of the grant and they are going to give us the money?

Mr. Wynne replied, we have been awarded the money. It's a reimbursable grant. We lay out the money first and then submit for reimbursement.

Mr. Delguyd asked, the construction match, that's coming out of the General Fund?

Mr. Wynne replied, we have a special fund for the Greenway Corridor project. Last year we transferred \$175,000 to that Fund. This year we have it on the budget for \$175,000. That money was being transferred in anticipation of having to pay engineering fees.

Mr. Delguyd stated, \$216,000 is only construction costs.

Mr. Wynne replied, correct.

Mr. Delguyd asked, how much did you say, there's an extra \$180,000 of engineering costs?

Mr. Wynne replied, \$180,000 is the initial and \$23,000.

Mr. Delguyd asked, that initial \$180,000 was already spent?

Mr. Wynne replied, no, we spent about \$165,000 of the money.

Mr. Delguyd stated, okay, so at the end of the day you have \$216,000 for construction costs plus \$253,000 roughly for engineering costs, the \$180,000 plus the \$73,000.

Mayor Rinker stated, and then only because we are trying to do some math here, bear in mind not only the savings by not having to get into land acquisition, but we also got an unanticipated, somewhat coincidental boost, we are going to get two acres of land from ODOT, including a salt dome facility. There are some structures on there we have to clean up, but the land itself and the land value is added on to what we are receiving out of this. That's adjacent to the trail. Frankly, the new local guy, Myron Pakush at ODOT was the one really encouraging us to go and look for some of these extra dollars. Again, that connectivity with ODOT and a benefit in terms of extra land that we don't pay for directly is another boost.

Mr. Wynne added, on the engineering, there's preconstruction engineering with URS. Once that construction starts, Tommy Cappello does a lot of on-site observation and inspection. That's typically \$100,000.

POLICE DEPARTMENT

- **New police vehicles (Greve Chrysler - \$45,560.00)**
- **New police equipment (Hall Public Safety - \$17,354.88)**
- **New police motorcycle (Southeast Harley-Davidson - \$16,956.50)**

Lieutenant Jablonski stated we have the 2013 police vehicles on the agenda. Everyone should have received materials on this in their packets.

Mrs. Cinco added, Safety and Service looked this over. It's pretty much how it goes from year to year. Only two police cars this year, but the motorcycle is on the agenda for Finance.

Council President Buckholtz asked, any additional conversation? There was none.

Mrs. Cinco added, I forgot to mention in Safety and Service that we discussed fireworks. That will go on to Finance also for discussion. Bill has provided a lot of information. I am sure it will be in Council packets this weekend. He went out for RFP's and is leaning towards going with American Fireworks for one year. There are two different programs. That will be something Finance will take a look at. I would advise Council to look at those items this week.

PLANNING DEPARTMENT

Mr. Esborn reported that Green Energy Ohio is doing their annual statewide solar tour. It's a self-guided tour of facilities that have solar technology. Our police station is going to be a part of that tour this year. It's going to be open to the public to view the panels from 1:00-4:00 p.m. this Saturday, October 6th. There's going to be a representative there from Dovetail Wind & Solar who installed the units to explain to anyone who comes to see them how they work and how the installation was done. I am going to pass around these pictures that are going to be made available to visitors because from the ground it's not really that easy to see all of the panels. Everybody who comes to see our solar police station is going to see these pictures as well.

The second item I have, tomorrow morning I will be meeting with the NEORSD and a handful of Beta Drive business owners to discuss the stormwater management program. We only have three businesses represented, but those three businesses cover about 30 acres of Beta Park. We are really going to try to stay ahead of this. The District has started to send out letters to commercial property owners with their estimated fees. This is going to be something where there's a wave of awareness. We are trying to stay ahead of that and trying to help our commercial property owners be aware of what those fees are going to be and be aware of the credit opportunities.

Council President Buckholtz does not know if this was discussed previously, but the e-mail you sent out today in terms of this new method of approaching businesses or potential businesses?

Mr. Esborn sent out memos to the Community and Economic Development Committee a follow up to our last meeting. One of the things we discussed in the last meeting was a formalized approach towards addressing companies looking to move to Mayfield Village and who were wondering if we offer any sort of incentives. It involves gathering information from the company, evaluating them on the basis of what we are looking for in new businesses and then having a recommendation from Planning Development to CEDC. I was able to take some actual information, some interest that came in for a business looking to move to the Village and go through the scenario for CEDC. I look forward to feedback on that.

Council President Buckholtz asked, has this gone to Council or just the CEDC?

Mr. Esborn replied, just the CEDC.

Council President Buckholtz stated, the conversation we had before, the original grid or working documents, are they still just in committee at this point?

Mr. Esborn replied, they are still just in committee.

Council President Buckholtz stated, I am bringing it up here so that it is something Council is aware of. It's been in discussion form for 5 years at least in terms of not doing things Ad Hoc. The word you left out was quantifying or coming up with how much revenue will it generate? It goes back to the original Beta Technologies' incubator conversation, that's how long ago it was. Longer than 5 years.

Mr. Esborn stated, you can even take a step back from there. The whole exercise was started because it is so much a part of municipal economic development today to have inquiries about what your city offers to producers of new jobs. I think that we are looking at very least for a way to respond to those companies if not have something for everyone to be able to uniformly let everyone know how we do things. That's really what this is all about.

Council President Buckholtz thinks it's important for Council to know that so when these things do come up it's not just something thrown out there but it's a working document that we have been working on in committee for a long time. We should maybe keep these terms in mind where we have a consistent, whether it's a formula or interview sheet as you said, it's consistent. It doesn't mean everybody gets the same thing. Each situation is analyzed on its own merit to the bottom line of the Village or the benefit of the community. It's something that eventually can possibly be published or put in to place so that people recognize that we have incentives and it's worth it to come forward. That's the dialogue we have been having in committee. I don't know if that's reached everyone in Minutes form or report form. It's a big step forward from the original grid we have.

Mrs. Cinco stated, Council has gotten that in previous times.

PARKS & RECREATION

Mr. Thomas reported, a special exhibit of watercolor paintings were hung and will be up all the month of October. We have two classes, one on Tuesday and one on Thursdays. 20 individuals in one class and 17 in the other. They are going to be hanging their displays. We have a reception coming up this Saturday from 1:00-3:00. I encourage you to come out and look. I think we have over 60 paintings that will be hanging in the hallway. They are wonderful works. I strongly recommend you make it a point to come out between 1:00 and 3:00 on Saturday.

We had 40 individuals go to The Wilds, a gaming resort for wild animals in Cumberland, Ohio. It was very interesting. I went on the trip. We have 43 signed up for an Amish Country trip on October 12th.

All residents should have received snow removal information. Residents must be at least 65 years of age on or before December 31st to qualify. We have over 80 applicants to date. The deadline to opt in is October 3rd which is a Wednesday.

ENGINEER

Mr. Cappello reported, the Community Room parking lot, the intermediate course is down. We hope to pave tomorrow if the weather permits, if not the next day. That parking lot will be completed hopefully by mid-week.

With regard to the Highland Road sidewalk project, the contractor has tentatively scheduled for mid-October to the end. He thinks it is going to be about two to three weeks of work. Weather permitting, we should be done with that by the end of October, early November.

Council President Buckholtz asked, is that intentional mounding? Are we putting up some mounding.

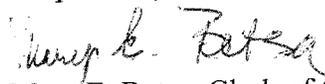
Mr. Cappello replied, the mounding out here, that was excavation from the expanded parking lot that we had them leave on site. There's a plan being prepared by Mr. McKnight. That will all get moved around in a more aesthetic manner.

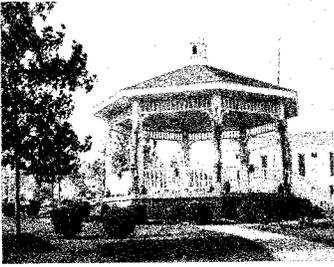
ANY OTHER MATTERS

Council President Buckholtz asked if there were any further matters. There were none.

There being no further business, the meeting adjourned at approximately 8:40 p.m.

Respectfully submitted,


Mary E. Betsa, Clerk of Council



MAYFIELD VILLAGE

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COUNCIL CAUCUS AGENDA Monday, October 1, 2012 – 8:00 p.m. Mayfield Village Civic Hall

GENERAL

IN COMMITTEE (STATUS)

BUILDING DEPARTMENT

MAYOR

COUNCIL PRESIDENT

ADMINISTRATION

- Greenway Trail Project Update (\$35,700 – URS – Additional engineering fees and Phase I Environmental Assessment)

FINANCE

POLICE DEPARTMENT

- New police vehicles (Greve Chrysler - \$45,560.00)
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FIRE DEPARTMENT

SERVICE DEPARTMENT

PLANNING DEPARTMENT

PARKS & RECREATION

ENGINEER

ARCHITECT

LAW DIRECTOR

ANY OTHER MATTER BEFORE COUNCIL