

The President called the meeting to order at 5 p.m. after the Invocation, given by Dave Waddington, and the Pledge of Allegiance.

The Clerk called the roll and the following Commissioners responded: Naomi Twine, Dave Waddington, Dick Brady, Dennis Murray, Wes Poole and Greg Lockhart.

Upon motion of Wes Poole and second of Naomi Twine, the commission voted to excuse Nikki Lloyd. The President declared the motion passed.

City staff present: Aaron Klein – Public Works Director, John Orzech – Police Chief, Mario D’Amico - Fire Captain, Matt Lasko – Chief Development Officer, Angela Byington – Planning Director, Nicole DeFreitas – Transit Administrator, Stuart Hamilton – IT Director, Don Rumbutis – IT, Hank Solowiej – Finance Director, Trevor Hayberger – Acting Law Director, Eric Wobser – City Manager and Kelly Kresser–Commission Clerk.

APPROVAL OF MINUTES

Upon motion of Dave Waddington and second of Naomi Twine, the commission voted to approve the minutes of the September 24 meeting and suspend the formal reading. The President declared the motion passed.

AUDIENCE PARTICIPATION

Sharon Johnson, 1139 Fifth Street, said she has some concerns about passage of the Shoreline Drive (Item #1) and Jackson Street Pier (Item #2) projects as emergency legislation as there are not final plans yet. Both of these projects are costing \$16 million and the Chesapeake TIF will fund about \$8 million and there is already \$1.5 million taken from this fund this year for developers and asked the debt payback for this. The answer was there is not an estimate yet but that they will be kept in short-term notes until the project is completed and then bond it. There are donors contributing \$2 million toward the Jackson Street Pier project but was told they have not yet committed and asked if the public will learn who they are and how much they gave. If the city had not given \$1.5 million to developers they would not have to rely on donors.

Tim Schwanger, 362 Sheffield Way, said there has been little discussion about the approaches from Water Street to Shoreline Drive and to Wayne Street and asked if they are still part of this project but paid through a different revenue source other than the TIF. If this is the case, we should be using these monies for what they were intended rather than using other street or sidewalk funds. Tim Schwanger said in the artist rendition for Shoreline Drive, the remedy was to move the curb eastward and create greenspace between the 333 East Water Street condos and close off the western entrance into Shoreline Park. If additional safety measures are required, the simple solution would be to put up a decorative fence like the city did at Schaffer Park on Hayes Avenue. There were several meetings about the Jackson Street Pier project and some of the biggest crowds gathered and the idea to add additional parking spaces on the pier in comparison to the 80 parking spaces the consultant suggested. There was also a question about why we had to have a 3,600 SF closed building on the Pier which would impact visual effects from Shoreline Drive for any business facing North from Shoreline Drive toward the waterfront. There was indication from city staff along the way about the pavilion becoming an open-air pavilion but in this legislation, it is back to being an enclosed pavilion which the Friends of the Jackson Street Pier do not think is a good idea. The other issue is with the 29,000 SF of greenspace which should have been cut back by one third with additional parking spaces added at the end of the pier. All of these suggestions were completely ignored and asked when the city is going to take care of the public and listen to their opinions.

Kim Eberhardt, 618 Sycamore Line, said there are things she likes about both plans (Shoreline Drive and the Jackson Street Pier) including redoing water lines, making streets safer and improving these areas for the public, but views should not be blocked for the public and asked if this was taken into consideration. Kim Eberhardt asked what is going to be done for handicap accessibility as an entire block of Shoreline Drive will be made inaccessible to someone unless

they have access to a motorized scooter. She used to take her grandpa along Shoreline Drive from 333 East Water Street to the west end and it was his favorite drive but this is being taken away with this plan.

Jeff Krabill, 300 East Water Street, said he is concerned about safety for children with the Shoreline Drive project. The playground is immediately adjacent to the street and is accessible from the street or from Shoreline Park and children have to go across lanes of traffic to get to it. Jeff Krabill said he is not here to speak to one consideration or another because he has not seen the design options, but is concerned. He understands there have been some conversations about closing off Shoreline Drive and possibly closing the west entrance/exit of Shoreline Park and this would have been a step in the right direction for safety of kids. He has expressed concerns in the past about the intersection of Market Street and Columbus Avenue as vehicles do not stop at this intersection. It is particularly acute on the Columbus Avenue axis. This intersection needs a full operating four-way stop stoplight and the city is playing with fire if it allows this to continue.

Larry Fletcher, 1320 Twin Oaks Drive, Milan, representing the Board of Trustees of the Lake Erie Visitors & Convention Bureau, said they wrote a letter in approval of the Jackson Street Pier project and continue to support it. It is not often this board votes to send these kinds of letters for community's concerns as they represent a two county region with many different villages, communities and cities. In this case, they received approval to write the letter because they felt the developers of the plan had done a very good job of gauging the opinions of the community and used this input to design a plan which accommodated existing use of the pier and future uses which will benefit visitors, businesses and residents. National trends as well as their own surveys, focus groups and observations state opportunities for recreation and relaxation are high on the list of reasons why people come to the region. This pier plan is an integral component of creating these experiences and oftentimes those who come here as a visitor end up as a business owner, resident and/or a taxpayer. Their organization's mission is to grow the region's tourism economy through collaborative promotion which increases visitation and makes Lake Erie Shores & Islands an ideal place to play, live and work. This pier plan is firmly aligned with that mission and encouraged the commission to consider the many benefits, that if approved, it will provide to our residents, existing and potential new businesses and to visitors.

Charles Eberhardt, 407 West Osborne Drive, said the Shoreline Drive project is being done as a design/build project but does not think we know yet what the project is. He has 40 years of experience in construction and engineering and retired from ODOT; he never recalled going into a design/build contract without knowing what the project was and does not know how to price this out. There are a lot of alternatives to calming traffic including raising pavement and pavement markings and asked what this project is supposed to look like.

Kathryn Carter, Columbus Avenue, said she has a couple of friends who are truck drivers and because they sit so high in the cab of a truck, 11' wide lanes are difficult to keep distances from vehicles and curbs and it is very hard to make turns without running over curbs at intersections. With 13 businesses which get food and drink deliveries and supply deliveries on Shoreline Drive, Kathryn Carter asked how the city will accommodate them in a manner safe for the deliveries, customers and tourists. From Meigs Street to Shelby Street, the city could create a 14' wide paved path where the original sidewalk is now and the most area needed is on Water Street from the Sandusky Bay Pavilion to Shoreline Drive. The path would run down Shoreline Drive back on the original sidewalk without blocking the park entrance. A few feet would be needed from the Murray's to create the path past the Amphitheatre to Shelby Street. Run a decorative line down the middle creating a 7' path for pedestrians and a 7' path for bicycles. The widest part of a bicycle is the butt sitting on it and they could pass each other in a 7' wide path. Run a fence along the path from Water Street to the park entrance and from the park entrance along the path to the west end of the park and then to the water and the kids are safe. The city should not screw with the street or park entrance and if someone is speeding down Shoreline Drive, this is the police's problem. At a recent meeting, Kathryn Carter said Eric Wobser stated the city

was not moving in the direction of closing down the end of Shoreline Drive. The market building on the pier will block the view from the street if it blocks the view from three businesses who pay big money for a piece of property overlooking the lake and it is not fair to them. You do not have a good view of the Bay when sitting “head-in” in a parking space; they need to be diagonal on the east and west side of the pier and we should just be painting diagonal parking. The pier has not been cleaned since July 4 and there is a dead bird sitting on it and the street sweeper should be sent down at least once each week.

Bill Semans, 212 44th Street, Chairman of Sandusky Bicentennial Commission, congratulated the commission, staff and community on being named the best retirement community in Ohio by Forbes Magazine. We had a successful summer celebration on the Jackson Street Pier this summer and thinks we set the pace for future events at this location. It lent itself well to this and would be better with more greenspace and more shade structures. The Sandusky Bicentennial Commission is very supportive of the Jackson Street Pier project.

PRESENTATION

Lindsay Kuhn with the State of Ohio Auditor’s Office said she is here to present the **Auditor’s Award with Distinction** on behalf of State Auditor Dave Yost because of the city’s audit during the last cycle. There are just over 6,000 governmental entities across the State of Ohio and very few qualify to receive an award - let alone the highest achievement a municipality can earn. Less than five percent of governmental entities even qualify to receive it. Clean and accurate recordkeeping are the foundation for good government and taxpayers can take pride in Hank Solowiej’s commitment to accountability. A clean audit report means the financial audit did not contain findings for recovery, material citations, material weaknesses, significant deficiencies or questionable costs. To qualify, a municipality must create a more comprehensive annual report which requires a lot more work and compliance is a collaborative effort with the commissioners, administrative employees and citizens. Lindsay Kuhn thanked the City of Sandusky for being excellent stewards of taxpayer dollars.

Talon Flohr, Neighborhood Outreach Coordinator, said the **Sandusky Neighborhood Initiative** includes six neighborhoods which the city and The Dorn Foundation have provided funding for through 2021 for housing improvements and projects. In the Cove District, improving waterfront access for pedestrians was a goal. Two areas were designated: the end of Curran Street and the end of Lockwood Avenue. New concrete sidewalks were added at the end of the street and planters are forthcoming which a nearby resident has committed to maintaining. A new bench will be placed at the end of Curran Street. A large fish hook was installed at Meigs and Sycamore Streets to beautify the district and will soon be landscaped. In the First through Fifth Streets District, the Erie Boulevard Parklet was added as a neighborhood amenity which area residents are very excited about. In the South of Kilbourne District, most of the focus was on the Hancock Street corridor with the addition of a community garden, a street planter program and resurfacing of the roadway. Improvement events were also done this year and we also supported the mural at Derrick’s Diner on Warren Street. Gateway signage will be added in all neighborhoods. Improvements were made to Central Park in the Garden District including new play equipment, basketball court improvements and the addition of a shade structure. Over 700’ of sidewalks was added on the north side of Monroe Street. We also began work on the Victory Kitchen community garden with volunteers and these areas will all be filled in next year. A mobile splash pad was installed in the South Side District which is an underserved neighborhood where residents were looking for a water option for children. This will be moved next year from the parking lot at Churchwell Park to a lot the city owns in the area. We acquired properties in the Churchwell Park area. In the West end of town, the initial year one project was for small improvements to the Venice Road connector curve to help drivers navigate this curve. We are also preparing for the Venice Road connectivity improvements which will begin next year. An artist has designed street sign toppers to help push neighborhood branding with emblems representing something in each neighborhood. In addition, we will be looking to put gateway installations in and the first one will go at the intersection of Meigs Street and Sycamore Line where traffic changes are being implemented. Neighborhood programming is being initiated by

having clean-up events, neighborhood improvement days, adding warming shelters and providing support for the Hancock Street block party. In year two, we are looking at more substantial projects but less of them. Improvements will be made to the Sycamore Line pedestrian traffic triangle and crosswalks will be installed between Reese and Second Street. Talon Flohr thanked our partners at The Dorn Foundation for their generous contributions to this initiative. Their funding will go toward Jaycee Park including entry-way improvements, a regulation size basketball court and a connector path going from the north to the south end of the park. We will look to the community and our residents to identify other upgrades and improvements. Next year, we have discussed making underpass improvements with potential programmatic lighting, west end connectivity improvements, continuing property acquisition in the Churchwell Park area, programming in the Hancock corridor, Warren Street and the Erie Boulevard Parklet area and activating Wayne Street and in Jaycee Park. We collect socio-economic statistics at the end of each year and compile them for comparison from year to year. Dave Waddington said Talon Flohr has come a long way and sees a Neighborhood Director coming his way soon and has spoken to the City Manager about this. He likes what he sees and thinks there is drive and ambition coming from Talon. Wes Poole said Talon Flohr is doing a great job. Dick Brady complimented Talon Flohr for how far he has taken this and said he is the city's face in the community. Dennis Murray thanked Talon for the work he does and said investments in our neighborhoods are the most important and bringing additional resources are a spark for neighborhoods and we are already starting to see the dividends they are paying. Talon grew up in this community and came back to take this position and this is special for all of us and thanked him for the work he is doing.

CURRENT BUSINESS

Upon motion of Dave Waddington and second of Naomi Twine, the commission voted to accept all communications. The President declared the motion passed.

The President asked if anyone wished to remove any of the Consent Agenda items. There were no requests to do so.

CONSENT AGENDA

A. Submitted by Kelly Kresser, Commission Clerk

LIQUOR PERMIT TRANSFER FOR CLIFF'S GROCERY & CARRYOUT

A request has been received from the Ohio Division of Liquor Control for **the transfer of C1 (beer only in original sealed container for carry out only), C2 (wine and mixed beverages in sealed containers for carry out) and D6 (sale of intoxicating liquor on Sunday between the hours 10 a.m. or 11 a.m. and midnight) liquor permits from Kenneth L. & Clifford R. Schirg dba Cliff's Grocery & Carryout to Jaylaxmi Sandusky Corp. dba Cliff's Grocery & Carryout, 809 Pierce Street. It is requested the Commission Clerk be authorized to notify the Ohio Division of Liquor Control the city does not request a hearing on this matter.**

B. Submitted by Nicole DeFreitas, Transit Administrator

CY 2019 SANDUSKY TRANSIT SYSTEM GRANT APPLICATIONS TO OHIO DEPARTMENT OF TRANSPORTATION

Budgetary Information: The 5311 Rural Transit program funds comprise approximately 51% of the Sandusky Transit System's budget and without this funding, the system would not be able to operate. The required local matching funds will be generated from multiple local sources including fare revenue, contract revenue, capital replacement fund revenue, state general revenue funds and an estimated \$266,000 from the city's general fund.

1. [RESOLUTION NO. 044-18R](#): It is requested a resolution be passed authorizing the filing of a grant application with the Ohio Department of Transportation through the U.S. Department of Transportation's federal transit administration for the CY 2019 rural transit program grant for the Sandusky Transit System; and declaring that this resolution shall take immediate effect in accordance with Section 14 of the city charter.

2. [RESOLUTION NO. 045-18R](#): It is requested a resolution be passed authorizing the filing of a grant application with the Ohio Department of Transportation through the U.S. Department of

Transportation's federal transit administration for the CY 2019 bus and bus facilities program grant for the Sandusky Transit System; and declaring that this resolution shall take immediate effect in accordance with Section 14 of the city charter.

C. Submitted by Nicole DeFreitas, Transit Administrator

ERIE COUNTY JOB & FAMILY SERVICES TRANSPORTATION SERVICES CONTRACT AMENDMENT

Budgetary Information: STS will bill at a per mile rate as established in the contract from Erie County Job & Family Services for the length of the proposed contract extension. The revenue from this agreement will be used as matching grant funds for the Ohio Department of Transportation program grant.

ORDINANCE NO. 18-189: It is requested an ordinance be passed authorizing and directing the City Manager to enter into an amendment for the contract for transportation services between the City of Sandusky and the Board of County Commissioners of Erie County for the Department of Job & Family Services; and declaring that this ordinance shall take immediate effect in accordance with Section 14 of the city charter.

D. Submitted by Jane Cullen, Project Engineer

PAYMENT TO OHIO EPA FOR PERMIT TO INSTALL - PIER TRACK PUMP STATION & FARWELL PUMP STATION IMPROVEMENTS

Budgetary Information: The permit fee of \$11,900 will be charged to the project and paid with sewer funds.

ORDINANCE NO. 18-190: It is requested an ordinance be passed authorizing and directing payment to the State of Ohio Environmental Protection Agency for the submission of the permit to install application for the pier track pump station and Farwell pump station improvements project; and declaring that this ordinance shall take immediate effect in accordance with Section 14 of the city charter.

E. Submitted by John Orzech, Chief of Police

CONTRACT WITH ERIE COUNTY HEALTH DEPARTMENT FOR BULKY & SOLID WASTE VEHICLE INSPECTIONS

Budgetary Information: The city will collect an annual registration fee of \$50 per vehicle for the purpose of inspection, administration and enforcement of Chapter 955. One half of the permit fees collected will be paid by the city to the Board of Health for providing bulky and solid waste vehicle inspection services.

RESOLUTION NO. 046-18R: It is requested a resolution be passed authorizing the City Manager to enter into a contract for services with the Erie County General Health District Board of Health for bulky and solid waste vehicle inspection services for the period of December 1, 2018, through November 30, 2019; and declaring that this resolution shall take immediate effect in accordance with Section 14 of the city charter.

F. Submitted by Amanda McClain, Housing Manager

ACQUISITION OF NINE PARCELS THROUGH LAND REUTILIZATION PROGRAM

Budgetary Information: The cost of these acquisitions will be approximately \$909 to pay for the title exams and transfer fees. The city will not collect the \$3,556.70 owed to the city in special assessments, nor will the taxing districts collect the \$14,866.19 owed in delinquent taxes. However, all of part of these costs may be recouped and reimbursed upon the sale of the parcels. As the properties are put back into tax producing status, the taxing districts will once again begin collecting real estate taxes of approximately \$5,241.52 per year.

RESOLUTION NO. 047-18R: It is requested a resolution be passed approving and accepting certain real property for acquisition into the land reutilization program; and declaring that this resolution shall take immediate effect in accordance with Section 14 of the city charter.

G. Submitted by Aaron Klein, Director of Public Works

CHANGES TO AGREEMENT WITH OHIO DEPARTMENT OF TRANSPORTATION FOR MAINTENANCE OF S.R. 2

Budgetary Information: This modification will have no budgetary impact to the contract as these services are swapped evenly. The total cost for the SR 2 maintenance services unrelated to plowing and deicing for July 1, 2017 through June 30, 2018 was \$28,193.14 and paid to ODOT on September 20, 2018.

ORDINANCE NO. 18-191: It is requested an ordinance be passed authorizing and directing the City Manager to enter into an agreement for the maintenance of S.R. 2 in the City of Sandusky by the Ohio Department of Transportation for the period of July 1, 2018 through June 30, 2019; and declaring that this ordinance shall take immediate effect in accordance with Section 14 of the city charter.

Upon motion of Dave Waddington and second of Wes Poole, the Commission voted to accept the Consent Agenda and declare all ordinances and/or resolutions as drafted and presented to the City Commission under the Consent Agenda shall take effect in full accordance with the Section reflected in the ordinances and/or resolutions whether it be in full accordance with Section 13 or Section 14 of the City Charter. Roll call on the motion: Yeas: Naomi Twine, Dave Waddington, Dick Brady, Dennis Murray, Wes Poole and Greg Lockhart, 6. Roll call on the ordinances and resolutions: Yeas: Naomi Twine, Dave Waddington, Dick Brady, Dennis Murray, Wes Poole and Greg Lockhart, 6. The President declared the ordinances and resolutions contained in the Consent Agenda passed in full accordance with the City Charter.

REGULAR AGENDA ITEMS

ITEM #1 - Submitted by Aaron Klein, Director of Public Works

DESIGN/BUILD AGREEMENT WITH KOKOSING INDUSTRIAL FOR SHORELINE DRIVE REHABILITATION PROJECT

Budgetary Information: The cost of \$8,831,447 which includes *Add Alternate A* and *Add Alternate B* for the Shoreline Drive rehabilitation design/build contract will be broken down as follows:

Sewer fund, storm water	\$1,305,579.00
Water fund	1,177,565.00
Sewer fund, sanitary	1,709,517.00
Capital fund (TIF proceeds)	3,409,912.00
Issue 8 (2018 Pathway)	300,000.00
Capital (2018 Pathway)	168,332.00
Issue (2018 road)	295,000.00
State of Ohio	<u>5,000.00</u>
TOTAL	\$8,831,447.00

ORDINANCE NO. 18-192: It is requested an ordinance be passed authorizing and directing the City Manager to enter into a design/build contract with Kokosing Industrial, Inc., of Toledo, Ohio, for the Shoreline Drive rehabilitation project; and declaring that this ordinance shall take immediate effect in accordance with Section 14 of the city charter.

Upon motion of Dick Brady and second of Dave Waddington, the Commission voted to approve this ordinance under suspension of the rules and in full accordance with Section 14 of the city charter.

Discussion: Dave Waddington said this has been discussed for many years and previously, we did not have the money to do this and we need to approve this tonight and finally get this done for the downtown and waterfront which is so vital for us. Aaron Klein said on December 11, 2017, the commission agreed to award the design/build project to Osborn Engineering and they subcontracted with City Architecture. It was extremely important to make sure we had these companies onboard to ensure the conceptual planning processes were brought into realization. We immediately got started on that process and over the last eight to nine months, Osborn and City Architecture have met many times and have taken the plan to thirty percent design. We noticed throughout the process construction costs were continuously increasing so we started to look at different ways to reduce the scope although not as it related to the original intent and design. We looked at such things as different materials. Once we got the plans to the thirty

percent design status, we sent out for the RFQ process and received eight qualification packets from design/build teams which were then ranked and narrowed down to three. The technical proposal was evaluated and we accepted the price proposals and did a bid opening based on the thirty percent design and then interviewed each company. All of these factors were ranked and a weighted formula for each aspect was implemented and the team of Kokosing, WSP and City Architecture and other sub consultants was chosen as the one to move forward with. We then started negotiating through the design/build process where normally we would have had to enter into an agreement for exactly what was on the one hundred percent plans. Aaron Klein said he cannot understate the importance of having a contractor in negotiations and thanked Kokosing for being here tonight as they bring expertise to the table and raise questions about how the project should be done rather than simply paying for the way a project is designed. They were able to find several areas for efficiencies to save money including construction techniques to save time and money from their schedule. Throughout this process, it was important for Osborn Engineering and City Architecture involvement so we could have the original intent of the conceptual design and keep it incorporated throughout the process. City Architecture is on Kokosing's team to ensure all the discussions which happened in the city over the yearlong time period are being met. As with many projects, Shoreline Drive went from a conceptual project where we looked at the surface, parking and bike paths and turned into a utility project as we did not know the extent of this work needed for them. We will be doing sanitary sewers from Jackson Street to Facer Park, storm sewers from the east end to west end and putting in a new water line and increasing the capacity throughout the length of the project east of Jackson Street. One of the things he was very adamant about throughout the design process was to ensure the block of Wayne and of Jackson Streets between Water Street and Shoreline Drive were included as part of this project. There is a great demand for curb, especially along Wayne Street. There are no separate funding sources, the cost is included in the base bid portion of the project. We did go through a detailed analysis as far as costs and elected to include some alternates including work on the east end of Shoreline Drive and burying utilities between Jackson and Wayne Streets. The recommendation is to award the renegotiated base bid along with Alternates A and B to get this project going at a cost we can afford and with the revenue and resources we have. The total project cost is just over \$8.83 million. This was approved by the Planning Commission and the Bayfront Corridor Committee after quite a bit of discussion. This project has ten funding sources which will have to be managed and the design/build team has made clear that because of the delay from July until now, construction costs have increased and we are looking at project completion in 2020. Hank Solowiej said we will issue notes once we have the final cost before we bond it out and we will not know what our debt service payment is until we go to market and know the interest rate. The TIF dollars have been coming in and this revenue side will support coverage for the debt. Greg Lockhart asked about the safety of rerouting the street along Shoreline Drive by the park. Eric Wobser said this particular block proposed several responses as it related to safety including the secondary entrance to Shoreline Park from which traffic crosses from the parking lot to the park and access of or its proximity to the street. Another issue was people who take this curve pretty fast which can be, relatively speaking, a blind curve, and its proximity to a playground. Another is the condominiums have 13 garages and each of these back out into the right-of-way and they do this rather blind and this is an older group of residents and this all can create conflict. Based on these safety concerns, people wanted to see this intersection reconfigured in some way. One recommendation was to close it to vehicular traffic to maintain pedestrian traffic, expand Shoreline Park and create an access drive to the condominiums. Staff came to the conclusion to find a goal which both calms while maintaining traffic throughout this intersection and these are the designs we would have the consultants focus on in the next phase of the project. Greg Lockhart said he is hearing concerns about the playground but it is late in game to talk about safety as the city put the playground here and if we should have placed it further away from the street and if we made an error on this and it should be corrected. Greg Lockhart said he is all for looking out for older residents and there are other senior buildings downtown but we are operating on a "feel good" as there have not been any traffic studies or a record of incidents in this area. Before we get into putting out new plans, we should at least study this by getting statistics. We could easily find out how many cars travel this road by doing a traffic count and we are putting the cart before

the horse. Dick Brady said the beauty of having a design/build process will allow us to deal with this issue in some fashion whether it will be by closing this area off or calming traffic. Aaron Klein said the nice thing about the design/build is it gives us the opportunity to work with the contractor to come up with a design at this location which can fit within the budget provided. We have plans in the base bid and have included resurfacing of the turn exactly how it is, eliminating the drive entrance to Shoreline Park and putting a curbed median between the condominiums and Shoreline Drive to give one ingress and egress from the condos. There are some traffic control measures included but throughout the process and in speaking with our stakeholders, we wanted to afford ourselves the opportunity to evaluate and incorporate other traffic safety measures in this block. Wes Poole said dealing with raising water lines and other small things in a project are fine but this is a complete concept change and before he is prepared to support this, a decision needs to be made the street will remain open, or be closed. Folks would like access to the view they now own and are afforded driving along this street. It does not take \$42,000 worth of design or discussion for traffic calming and we have three full-time engineers on staff and should be able to agree on the important aspects of this before going into a \$17 million project. It is nice we have all of these opportunities, but unlike all the regular businesses where their goals are very narrow and they know exactly what they are trying to accomplish, the owners of this company have varying ideas of what is a good end game here. We do not get to let our engineer and the staff decide to do away with features which the public may very well want and this is what we are setting ourselves up for. He is willing to support minor changes once we settle on the concept but the idea of closing this street and denying access needs to be decided ahead of time and then they can design/build whatever kind of features they want. Likewise, we have not expressed in any detail taking down wires. If the view is important at the west end and in the center, it is also important at the east end. And if it is, the trees in Shoreline Park have to also be addressed as the Sycamore trees block the view for all of us. The base bid was fine for dealing with the Chesapeake safety issue and the poles are too close to the building and cannot maintain the building; the rest is arbitrary. We should take the wires down because in the long run we will be happy we did it but we are not just going to turn this over and let folks choose individual items. Wes Poole said we are guessing on the financing and the idea we are going out on the hook for \$17 million and the TIF is doing fine today does not make him comfortable about following this concept. Eric Wobser said we appreciate the feedback of the commission on this issue and staff is fully prepared to state we will not make a recommendation to completely close traffic in the last block of Shoreline Drive should this pass tonight. Naomi Twine said she supports the city staff's recommendation and thinks a lot of time and energy has been put into this in working with the contractors. It is a good business decision to work with the community as well as the contractors and the staff to address these issues. There were comments made tonight regarding the street and wants to see this pass; she does not want it to fail on something like this and is in full support of this legislation as presented. If Commissioner Poole would like to have some type of definite answer about the street, she believes we should try to work with him. Eric Wobser said staff does not believe in order to ensure traffic stays open this legislation needs to be amended. The \$40,000+ was not for design of the change, it was for implementation of the difference between what was initially proposed and what may happen here. There are some traffic calming measures which would be critical for this. Should the commission choose to amend the legislation it is their prerogative, but we do not believe an amendment is necessary at this time to ensure this stays open. Greg Lockhart asked who will lead this project and Aaron Klein said he will lead it from the city's side, Osborn Engineering would oversee the construction and Kokosing would be the lead contractor. Kokosing has teamed with WSP and City Architecture to do the design work. Greg Lockhart said safety is a priority and asked if we are just doing this to feel good or if we are doing it based on science or data as there are other streets which are unsafe including the intersection of Market Street and Columbus Avenue. Greg Lockhart said this comes down to thirty percent and asked if we are comfortable knowing we are doing this based upon this percentage of the project. Eric Wobser said safety considerations for any street which we are in the process of redesigning would be looked at. We believe it is critical to get the full support of the commission tonight for a variety of reasons. This would allow the project to proceed and to proceed quickly which would prevent delays as that would add cost and time onto the project by extending it into two

summers. If an amendment to the legislation to eliminate the alternate for treatments to Shoreline Drive is a critical piece, we fully support this although he does not believe it is necessary to achieve this end. Greg Lockhart said he is all for this and believes we should do development but wants to make sure we are doing it right at the time we have that opportunity which is now. We put a playground right next to the street and this was not the best choice and he wants to put a little more thought into the project we are doing now. What we do will not only impact us, it will impact generations to come as this will last us for the next forty years. Dick Brady said if there is a compromise here we are going to find it.

Upon motion of Dick Brady and second of Wes Poole, the commission voted to (amend the legislation) make every effort to direct city staff and Osborn Engineering to provide traffic calming initiatives and not close Shoreline Drive.

Discussion: Dick Brady said making this safe for children is very important and there are probably half a dozen ways of doing this including putting a fence up, putting up speed bumps or additional curbing and there is a way to satisfy everyone's concerns here. Greg Lockhart asked if he is suggesting we table this and Dick Brady said his motion was to amend the legislation to say the commission is giving instruction to Osborn Engineering it is our desire to not close Shoreline Drive; rather, to find traffic calming measures other than this option. Trevor Hayberger said he understands this motion would cause a line to be added in the legislation stating the contractors are not to close off Shoreline Drive but to take other traffic calming measures. Wes Poole said his position on this has been known long enough that if there is serious interest in incorporating this, it would have been done by now. He had to second this motion yet there is still reticence or hesitation from other members and wants to know why they are so insistent on closing the road. Dick Brady said he does not mean to speak for his fellow commissioners, but is hopeful their reticence is because they believe, as he believes, our legislation incorporates the ability to do this anyway. This motion is to guarantee what Wes Poole believes is very important and this importance was already incorporated in the legislation we had although he is not trying to get anybody off the hook or speak for them. Naomi Twine said she takes into consideration the public input, the input from people who live in the condominium, the city staff as well as the contractor. She is reticent to make a decision based upon leaving the road open or closing it because there needs to be more input from the public as well as the city staff and contractors who are experts in these types of things. We need to have more input as we go through the design/build process.

Roll call on the motion: Yeas: Dave Waddington, Dick Brady and Wes Poole, 3. Abstain: Dennis Murray, 1. Nays: Naomi Twine and Greg Lockhart, 2. The President declared the motion fails.

Greg Lockhart said there is some disagreement by the commissioners who represent the people of this city and this is an example of getting things to the table prematurely as there should be understanding by all parties or a majority of the commission as this is how they vote and how they make decisions. He would like to make sure this is done right because we are doing this for the generations to come and thinks we should table this until we get it right. Eric Wobser said the staff believes it is critical for timing and funding purposes to keep this going tonight and would support a second motion that would achieve the same goal as staff was never completely sold on the idea of closing Shoreline Drive; rather it was an option they wanted to consider - they never suggested doing it. There is one specific alternate in this plan which would give us the ability to fund the road closure and recommends a second motion to remove the alternate from the contract for commission consideration. It will cost time and dollars if this vote does not take place in a positive way tonight. Greg Lockhart said it is more than just closing the street for him. He is looking at a thirty percent project, its future and how it will end up. When we are spending \$17 million on one section and will get up to \$30 or \$40 million, we should get it right the first time. We should take a little more time and thought to get this to the best it can be for the entire city. Dave Waddington said he is prepared to support this tonight as it is written now and we should vote on this and get it passed. Wes Poole said we have a project that is thirty percent designed and a major change has been proposed which the people do not agree needs

to be done. Closing the street, or not closing the street, is a major change which staff brought to the table for a vote. Seventy percent of the rest of the project has yet to be designed and he has no intention of setting us up only to find out down the road this entire project has been turned around to suit someone he does not even know. We are making these improvements for the public to enjoy and will not support staff deciding we are going to save some money, making it easier for the person who is building it by making major design changes by stating the price will go up if this does not pass as an emergency. We have had one and one half years to do this and he has to make a decision over stuff he has had four days to read and 70% is not yet determined. He is asking for people to agree the community would be better off having access to the view along Shoreline Drive and we would save the children through other methods and if this commission will not commit to this, the constituents who voted for him and whose best interests he has in mind. The rest of this project is in danger of being something completely different which we do not know about and he will not do business this way. If staff wants to take this out and come back next week for a special meeting so we do not lose any time, that is fine, but he is not voting yes for this alternate as written as it does not give us enough control about what the money is being spent on. Eric Wobser said however the commission chooses to address the issue which has been raised by Commissioner Poole, he assures we will not bring a recommendation to close the road and will recommend a motion to remove the alternate which provides for the funding of the closure of Shoreline Drive and staff from Kokosing is here tonight and can speak to these issues. The commission previously voted to do this with a design/build process and we do not believe tonight is the time to re-vote or re-litigate this issue and is why the design is where it is at this point. We are building the conceptual plan as adjusted and the only change that would need to be made to give assurances to Wes Poole is either a commitment from the city or Kokosing to remove this piece. We urge unanimous acceptance of this because it will cost the city over \$100,000 in six months if not approved tonight. Greg Lockhart said we are going to spend \$17 million which is far more than \$200,000 so we need to get this right. This should be built right the first time and people who have lived here for many years have invested their lives in this community and these are their dollars. \$200,000 out of \$17 million is far less of a risk than getting \$17 million wrong and this should be tabled until we can come to agreement to do this the right way together. If not, we do not have to do this at all today. Greg Lockhart said he is still not happy with the way the course of this is going and we do not know exactly what we are getting. Wes Poole asked for the game plan for changes on Shoreline Drive as they relate to semi-truck deliveries. Aaron Klein said a lane width can be designed from 9' and this is looked at being a 10' lane width and we have spoken with WSP, the design consultant and Osborn Engineering who feel comfortable with the turning radius. Because there are deliveries along here and dumpsters, they are very aware the turning radii are extremely important and will make sure everything is placed and located where the turns can be made. Wes Poole said he is hearing semis will not have a problem delivering to people's businesses and this has been plugged in and we are not going to hear later on there is not enough room to maneuver, stop or make deliveries. Wes Poole said he wants to be sure this has all been thought through and we have said this is the best it is going to be. Aaron Klein said we could provide a 75' wide lane and the drivers would still complain it is not wide enough and they could still go up on the curbs, but our design engineers have said it is fine.

Upon motion of Greg Lockhart and second of Wes Poole, the commission voted to table the legislation. Roll call on the motion: Yeas: Wes Poole, 1. Abstain: Dennis Murray, 1. Nays: Naomi Twine, Dave Waddington, Dick Brady and Greg Lockhart, 4.

Upon motion of Naomi Twine and second of Dick Brady, the commission voted to amend the legislation to remove Alternate A regarding closure of Shoreline Drive. Roll call on the motion to amend: Yeas: Naomi Twine, Dave Waddington, Dick Brady, Wes Poole and Greg Lockhart, 5. Abstain: Dennis Murray, 1.

Roll call on the motion: Naomi Twine, Dave Waddington, Dick Brady, Wes Poole and Greg Lockhart, 5. Abstain: Dennis Murray, 1. Roll call on the ordinance, as amended: Yeas: Naomi Twine, Dave Waddington, Dick Brady, Wes Poole and Greg Lockhart, 5. Abstain: Dennis

Murray, 1. The President declared the ordinance passed under suspension of the rules and in full accordance with Section 14 of the city charter.

**ITEM #2 - Submitted by Aaron Klein, Director of Public Works
DESIGN/BUILD AGREEMENT WITH DONLEY’S, INC. FOR THE JACKSON STREET PIER
REHABILITATION PROJECT**

Budgetary Information: The cost of \$7,865,893, which includes *add alternate B, add alternate C and add alternate D* for the Jackson Street Pier rehabilitation design/build contract will be broken down as follows:

Sewer fund, storm water	\$349,542.00
Water fund	476,580.00
Sewer fund, sanitary	166,585.00
CDBG/RLF	210,157.00
Capital fund (TIF proceeds)	4,543,536.00
State of Ohio	70,000.00
Private (various)	<u>2,049,593.00</u>
TOTAL	\$7,865,893.00

The city plans to apply for a loan from the Ohio Water Development Authority for all funds related to sewer and water. The city intends to finance a portion with notes or bond proceeds from the Chesapeake TIF to pay for the debt service. The Issue 8 and capital dollars shown have been retained within the five-year capital pan budget. The dollars from the State of Ohio have been obtained through the capital improvement community park, recreation/conservation project grant from the Ohio Department of Natural Resources and are required to be split between the Jackson Street Pier and Shoreline Drive. A portion of the TIF (\$300,000) has also been reserved for future dredging operations related to the city-owned slip used by the Pelee Islander and the Goodtime. Staff anticipates bidding this project in early 2019. Osborn’s preliminary design contract was \$333,800 paid with sewer, water, CDBG and proceeds from TIF revenues. The original contract with Osborn for conceptual design and planning was \$351,253. Incidentals, such as advertising, are not included.

ORDINANCE NO. 18-193: It is requested an ordinance be passed authorizing and directing the City Manager to enter into a design/build contract with Donley’s, Inc., of Cleveland, Ohio, for the Jackson Street Pier rehabilitation project; and declaring that this ordinance shall take immediate effect in accordance with Section 14 of the city charter.

Upon motion of Dave Waddington and second of Naomi Twine, the Commission voted to approve this ordinance under suspension of the rules and in full accordance with Section 14 of the city charter.

Discussion: Dennis Murray said as explained earlier, Hank Solowiej said essentially we would use short-term notes until we knew exactly what the amount was and then would go out to bid. The bond market moves around from time to time and then we would know exactly what the debt service was. Hank Solowiej said if passed under emergency we would be back within the next thirty to sixty days to get legislation to approve the short-term borrowing. Dick Brady said the important thing he thinks the commission and residents want to hear is we have room to do this and Hank Solowiej said this would be a revenue backed bond because the TIF would not be a general backed obligation bond; rather it would be revenue backed and does not impact our debt limits. This is a dedicated revenue stream for a certain period of time and it would fall off in 2030. Wes Poole said the TIF covers a large area and asked how much would be left to do anything else. Hank Solowiej said the intention, for what the commission has passed so far, is \$1 million for the Feick Building renovation and \$500,000 for the Cooke Building renovations. These are the only other two items we would potentially include in the borrowing. Wes Poole said this would mean there will be \$10 million committed from this TIF and asked what else we need done downtown as he does not want to end up raising the water rates. Dennis Murray asked what is estimated presently for the total capacity of the TIF payments and what they would support in terms of bond money. Hank Solowiej said it is generating about \$600,000 per year and has generated way more than the current debt service which is about \$400,000 -

\$450,000. We have been banking quite a bit of money since the creation of the TIF and there is probably about \$1 million which actually is available in this account already. Once we go to market, these are the kinds of things we will talk about and will show we have a pretty good revenue-generating stream for a long period of time that trends are expected to continue. The real estate market has been positive and valuations have been good. We feel confident that even being conservative with some numbers, we would have enough revenue generated from the TIF to cover the Jackson Street Pier and Shoreline Drive projects along with the Feick Building and Cooke Building economic development initiatives. Dennis Murray said a question was asked about whether the city would have the identity of donors once they make their contributions to this project and said he is pretty sure the answer is we cannot accept them without having a vote and they will then be disclosed. Trevor Hayberger said there are many other ways this would come up before this including a public records request. Wes Poole asked what impact the \$2 million donor contribution would have if they do not donate. Eric Wobser said he does not believe we will have an issue based on commitments; we have not had an opportunity to formalize agreements and he did not want to break the news of potential funders who are committing to this project. If any of these fell through, the alternates on the project would not be able to go forward and we have identified two specific changes which would be made to the project to mitigate these needs. We are very confident the funds will be in hand and are also very confident we will deliver the project without these funds without jeopardizing any future funding for the city from any source. Wes Poole asked what alternates will not get done. Eric Wobser said things such as the pavilion as well as the homeland security improvements. This is not all philanthropy; some funding would be from Ontario's share of a new homeland security facility which would be built as part of the project. Eric Wobser said he, Aaron Klein and Angela Byington have been in conversation with the Province of Ontario and believe the funds will be there although an agreement has not yet been finalized. Dennis Murray said he generally hates design/build contracts, but has been persuaded this is a better and smarter way to proceed in this instance. Wes Poole said he needs to know why what he thought was a reasonable request to change the angle of the parking spaces at the end of the pier so folks could actually look out into the water rather than the buildings on either side were not made. Dennis Murray said this was previously debated when the commission approved the conceptual plan. Wes Poole said he does not think it was debated; somebody said something that did not make a lot of sense and hopefully we have had five or six months to get them a better answer. Dennis Murray said the discussion, as he recalls it, was angled parking reduces the number of parking spaces and this was a process of balancing the available greenspace with the number of parking spaces. Eric Wobser said we did look very hard at this and City Architecture, the planning consultants, vehemently disagreed we should have it so a very difficult decision was made to recommend this for passage without the angled parking. It was not something we overlooked. One reason was the amount of vehicles which could park, circulation and safety issues related to sight lines although he does not remember specifically. Staff looked at whether this was something we could accommodate and there was very good feedback in ultimately making what was an uneasy decision to bring back a recommendation to leave it as head-in parking. Wes Poole said the Jackson Street Pier has had angled parking forever; all of the traffic flow and safety issues which may very well have been well studied by these folks does not meet muster to support this. We are approving the pier for our use and it should be better and this simple change makes it worse. If you are on the pier and want to look out at the water and see the boats go by and end up looking at the Chesapeake Building or Dock of the Bay Marina, this defeats the purpose of improving it. There are any number of ways they could have fixed the traffic flow but we are meeting the need for grass for the geese to have a place to go and he has decided he is not going to argue too much about that and the citizens are accepting it. The reality is we cannot have people come out with less. Engineering people's behavior by design is something he learned in crime prevention. Environmental design of making those spaces unattractive for the use intended by those folks only gives them a reason to not come down here. At Cedar Point, if people did not enjoy what they were doing or they did not meet their needs, they would not go there. This answer is just weak and in terms of parking spaces being lost, it might just be one on each side in terms of space. If ten more feet is needed to make this work, ten feet of grass should be used to shorten this. Additionally, it was suggested we are going to move the Farmer's Market

to the enclosed market pavilion area or perhaps a place for kids to play chess. The pavilion he looked at is 60' x 80' and the existing area for the Farmer's Market is conducted in a space which is 200' x 66'. The building being proposed in no way, form or fashion could handle the Farmer's Market. Additionally, it is not even 80' long for use because 20' at the end would be storage and a restroom so this actually makes it 60' x 40'. Something is proposed which is 25' in height, blocks the view of the water from Hot Dog Tony's, Kharma, the wine store and Soda Pops. The only place that has a view of the waterfront will be Oh Taco and Mosley's and suggests this does not make it better; in fact, this provides a business advantage to one of our businesses on the street because the back porch of the other businesses cannot see the water. Water is why a porch was put on the back of the buildings to serve customers. Wes Poole said he is going to vote no unless these things are changed; the public seems to be happy with the rest of it although he is not happy with the grass and sees no point to it. We have not discussed or shown how taking 171 parking spaces off of the pier impacts the businesses downtown which they may need when we grow and add 200 more people living downtown. He is going to go with the flow and hold folks responsible at the end of the day when it is done. No one should lose from a \$17 million project. Dennis Murray said he does recall this was part of the discussion when talking about angled spaces versus head-in parking as backing out did a create visibility issue and a bit of a bumper-car issue potentially and believes it was more than two parking spaces being lost. Wes Poole said he did parking for 37 years at the hospital and knows what he is talking about. Dennis Murray said this is how he recalls it and the other issue is there are many aspects of this plan he wishes had been different but we went through a very long public process took a lot of input and made a lot of modifications as a result. We conceptually approved this plan and is not going to vote against it even though there are some things he would have liked to see included in it. He is proud of how the community went through this process and said we had good, civilized debates and some of the folks in D.C. might take a page from what we did and could behave a little bit better, but will leave this national embarrassment aside and will vote in favor of this proposal. Dick Brady said we have before us tonight this legislation which represents a lot of compromise as some wanted a lot more parking and some did not want any parking; we ended up somewhere in between. On two separate occasions, this commission voted on this design and passed legislation for it with six yes votes and one abstention (first) and seven yes votes (second). To sit here and wring out of us a change in the design is wrong and if someone does not like it, they should not vote for it; if they like it, it does a service to everyone in this community.

Roll call on the motion: Yeas: Naomi Twine, Dave Waddington, Dick Brady, Dennis Murray and Greg Lockhart, 5. Nays: Wes Poole, 1. Roll call on the ordinance: Yeas: Naomi Twine, Dave Waddington, Dick Brady, Dennis Murray and Greg Lockhart, 5. Nays: Wes Poole, 1. The President declared the ordinance passed under suspension of the rules and in full accordance with Section 14 of the city charter.

ITEM #3 - Submitted by Nicole DeFreitas, Transit Administrator

AGREEMENT WITH SERVING OUR SENIORS FOR TRANSPORTATION SERVICES

Budgetary Information: STS will receive a monthly flat rate of \$14,620 from Serving Our Seniors for the length of the proposed contract to provide transportation services to existing Serving Our Seniors clients. This money collected will be used to offset the capital planning and operating expenses through the Ohio Department of Transportation.

ORDINANCE NO. 18-194: It is requested an ordinance be passed authorizing and directing the City Manager to enter into an agreement for transportation services between the City of Sandusky and Serving Our Seniors for the period of October 1, 2018 through September 30, 2019; and declaring that this ordinance shall take immediate effect in accordance with Section 14 of the city charter.

Upon motion of Naomi Twine and second of Dave Waddington, the Commission voted to approve this ordinance under suspension of the rules and in full accordance with Section 14 of the city charter.

Discussion: Greg Lockhart said our transit system serves seniors and since we have a new administrator bringing in these new contracts, it would be a good time to have a review of our old contracts to see how we can better streamline things for the Sandusky Transit System. Dennis Murray said he knows the system has made significant modifications in terms of having a central hub which is going very well and ridership seems to be much better than it has been in past years. Nicole DeFreitas said the contract with Serving Our Seniors had expired and one of the problems with the contract is the three tiered pricing structure which was priced high up to so many rides, then dropped, and after this tier was satisfied, rides dropped to zero. Ridership with Serving Our Seniors had increased so by starting at \$14 per ride, we were going through the allocated funds rather quickly. As of the middle of July, we were providing rides for free through the end of the contract. We proposed to change the structure to include a two percent increase bringing in \$175,403 for the year which would be the cap. We also would change the fee structure to a per month rate of \$14,620. Roughly, we are taking about 13,000 senior trips per month so this evens out the rate to about \$10 up to 14,620 people which is above what we are running, on average, monthly for Serving Our Seniors. We are also proposing a one-year contract to see where we are at the end of one year to get a better grasp of service and pricing. Greg Lockhart said this seems to be a sufficient explanation and is in favor of this today but going forward, would like to see a presentation with the status of where we are with the system. Dennis Murray said it would be good to get a general update on the system and said we are supportive of transit and want to make sure we can continue to afford to do this. The changes made have been well received and a longer range plan would be quite welcome.

Roll call on the motion: Yeas: Naomi Twine, Dave Waddington, Dick Brady, Dennis Murray, Wes Poole and Greg Lockhart, 6. Roll call on the ordinance: Yeas: Naomi Twine, Dave Waddington, Dick Brady, Dennis Murray, Wes Poole and Greg Lockhart, 6. The President declared the ordinance passed under suspension of the rules and in full accordance with Section 14 of the city charter.

ITEM #4 - Submitted by Jane Cullen, Project Engineer

AMENDMENT TO PROFESSIONAL DESIGN SERVICES AGREEMENT WITH JONES & HENRY ENGINEERS FOR PIER TRACK AND FARWELL PUMP STATIONS IMPROVEMENT PROJECTS

Budgetary Information: The not to exceed cost for professional design services is \$218,000 to be paid with sewer funds. The design costs of \$198,000 are split equally between the pier track pump station and the Farwell pump station. The remaining \$20,000 fee is also split equally between the two pump stations for the completion of a facility plan requirement of the WPC Loan Fund (WPCLF) loan application. City staff reviewed with Jones & Henry, Ltd. the merits of applying for an Ohio Water Development Authority loan versus an Ohio WPCLC loan. The zero percent WPCLF loan is estimated to result in an interest cost saving over the life of the loan of about \$1 million compared to an OWDA loan at the current market rate. In addition to this WPCLF loan, the city will seek appropriate reimbursement from Erie County as per the terms of the existing sewer services agreement and associated amendments.

ORDINANCE NO. 18-195: It is requested an ordinance be passed authorizing and directing the City Manager to enter into an amendment to the agreement for professional design services with Jones & Henry Engineers, Ltd., of Toledo, Ohio, for the pier track pump station and Farwell pump station improvements project; and declaring that this ordinance shall take immediate effect in accordance with Section 14 of the city charter.

Upon motion of Naomi Twine and second of Dave Waddington, the Commission voted to approve this ordinance under suspension of the rules and in full accordance with Section 14 of the city charter. Roll call on the motion: Yeas: Naomi Twine, Dave Waddington, Dick Brady, Dennis Murray, Wes Poole and Greg Lockhart, 6. Roll call on the ordinance: Yeas: Naomi Twine, Dave Waddington, Dick Brady, Dennis Murray, Wes Poole and Greg Lockhart, 6. The President declared the ordinance passed under suspension of the rules and in full accordance with Section 14 of the city charter.

ITEM #5 - Submitted by Jeff Keefe, Project Engineer

AMENDMENT TO THE PROFESSIONAL SERVICES AGREEMENT WITH CT CONSULTANTS FOR THE MCCARTNEY ROAD RECONSTRUCTION PROJECT

Budgetary Information: The amendment to the scope of work outline will increase the professional design agreement amount by \$20,000 making the not to exceed amount for the agreement \$69,850 and will be paid with sewer funds.

ORDINANCE NO. 18-196: It is requested an ordinance be passed authorizing and directing the City Manager to enter into an amendment to the agreement for professional design services with CT Consultants, Inc., of Mentor, Ohio, for the McCartney Road reconstruction, storm sewer and storm pump station design project; and declaring that this ordinance shall take immediate effect in accordance with Section 14 of the city charter.

Upon motion of Dave Waddington and second of Naomi Twine, the Commission voted to approve this ordinance under suspension of the rules and in full accordance with Section 14 of the city charter. Roll call on the motion: Yeas: Naomi Twine, Dave Waddington, Dick Brady, Dennis Murray, Wes Poole and Greg Lockhart, 6. Roll call on the ordinance: Yeas: Naomi Twine, Dave Waddington, Dick Brady, Dennis Murray, Wes Poole and Greg Lockhart, 6. The President declared the ordinance passed under suspension of the rules and in full accordance with Section 14 of the city charter.

ITEM #6 - Submitted by Stuart Hamilton, IT Manager**CONTRACT WITH OHIO TELECOM, INC. FOR THE FIBER EXTENSION PROJECT**

Budgetary Information: The total cost of the project based on bid including advertising is \$123,681.54 to be expensed out of the capital projects fund.

ORDINANCE NO. 18-197: It is requested an ordinance be passed authorizing and directing the City Manager to enter into a contract with Ohio Telecom, Inc., of Port Clinton, Ohio, for the city owned fiber extension project; and declaring that this ordinance shall take immediate effect in accordance with Section 14 of the city charter.

Upon motion of Naomi Twine and second of Dick Brady, the Commission voted to approve this ordinance under suspension of the rules and in full accordance with Section 14 of the city charter. Roll call on the motion: Yeas: Naomi Twine, Dave Waddington, Dick Brady, Dennis Murray, Wes Poole and Greg Lockhart, 6. Roll call on the ordinance: Yeas: Naomi Twine, Dave Waddington, Dick Brady, Dennis Murray, Wes Poole and Greg Lockhart, 6. The President declared the ordinance passed under suspension of the rules and in full accordance with Section 14 of the city charter.

CITY MANAGER'S REPORT

- Eric Wobser thanked the commissioners for their votes on the **Jackson Street Pier and Shoreline Drive projects** and knows they were very difficult. This is the longest and most arduous community project he has ever been involved in and it was not easy but the fact everyone has hung in there and pushed staff to make choices in line with the community's goals while also trying to move the community forward was wonderful leadership. Eric Wobser also commended the staff including Angela Byington, Aaron Klein and Megan Stookey and said the conceptual plan would not have passed without their work and the work of their staff. Eric Wobser said he believes in this project and knows it will not be easy to build it and we will have a lot more to talk about and discuss. Eric Wobser is thankful to work for a commission and with staff who handled this adversity in such a powerful way.
- **Upon motion of Naomi Twine and second of Dave Waddington, the commission voted to accept a donation of ten body-worn cameras for the Sandusky Police Department from the Erie County Sheriff's Office. The President declared the motion passed.**
- **Upon motion of Naomi Twine and second of Dave Waddington, the commission voted to accept the donation of a custom batch of traffic paint and four pails from SealMaster (\$625 value) for the Division of Streets & Traffic to create wounded**

warrior parking spots in the Jackson Street parking lot to be customized with purple paint and a gold heart. The President declared the motion passed.

- The City Manager will be **appointing Chris Parthemore, Executive Director of the Sandusky State Theatre, to the Public Arts & Culture Commission** as there has been a recent vacancy. We welcome Chris and look forward to his contribution to public art in the city. Eric Wobser thanked Beth Maiden for her service on this commission and noted she had some family health issues which caused her to not be able to continue serving.
- **Assistant Chief Phil Frost has announced his retirement**, effective October 12, after 30 plus years of service to the community. We thank him for his leadership and service to the department and our citizens.
- Police Officers participated in the **St. Jude’s Research Hospital fundraiser hosted by Chili’s restaurant** on October 3.
- **The next Audit/Finance Committee meeting is October 19 at 7:45 a.m.**
- The Street Department has been working hard to **complete in-house resurfacing of several streets, including portions of Taylor Street, Warren Street, Wayne Street and Lane One**. This work is funded by Issue 8 and the purchase of asphalt was approved by the Commission earlier this year. Once paving concludes, crews will transition to citywide leaf pick-up in November. Details on leaf collection will be released soon.
- Staff is requesting qualifications to undertake the **design of the new Justice Center facility**, including development of a site plan with certain recreational facilities, through the normal RFQ process. Qualification packets are due Monday, November 5.
- **Staff has finalized the species and locations for 32 new curbside trees to be planted** this fall.
- In November 2017, the Commission approved a **request to purchase a Vibro Screen for \$40,000**. This machine separates asphalt, rocks and other debris from soil that could be beneficially reused on city projects which would save sewer, streets and water funds the cost of purchasing new material and save landfill disposal costs. Staff estimated the return on investment to be 16 months. As of September 20, which was about ten months, the savings to purchase material was \$41,971. This does not include the estimated savings on disposal of material.
- **The Drive-Thru Drop-Off Day** was a success thanks to the valiant efforts of the SHS Gentlemen’s Club and several city residents, commissioners, staff members and police officers who donated their time to help keep Sandusky beautiful. The event serviced 550 car loads, collected 570 tires, 200 mattresses and more than 20 containers full of scrap metals, old appliances and trash.
- Unfortunately, the **city was not awarded the NRPA grant application for Green Infrastructure at Jaycee Park**. Park improvement plans will still move forward and we will continue to pursue other funding opportunities as they arise.
- The **Warren Street Community Fall Fun Day** is planned for Sunday, October 21 from 11 a.m. – 4 p.m. The event will take place in the 1100 block of Warren Street.
- The regular **Planning Commission** meeting is scheduled October 24 at 4:30 p.m. in the first floor conference room.

- The regular **Board of Zoning Appeals** meeting is scheduled for October 18 at 4:30 p.m. in the first floor conference room.
- A **Landmark Commission** meeting is scheduled for October 17 at 4:30 p.m. in the first floor conference room.
- Dave Waddington asked about the **fence at the former Keller Building site**. Eric Wobser said we are awaiting plans and the developer is pursuing this project although he has made a few changes to it. Dick Brady said the fence is not protecting anything and this area would look better without it although he would understand it being there if construction is about to begin. This is negatively impacting a neighbor next door who is trying to cut his weeds but cannot get at them because of the fence around the property. Matt Lasko said the fence was initially put up both for site security and more importantly, when he had marketing banners which ran along the full length around the site, they were ripped off pretty quickly because of the winds. He has maintained the fence in the interim but we are trying to get him to take this down until the developer is prepared to start construction.
- Wes Poole asked where we are with the **“No Wake” signage on the Washington Street Pier and Aaron Klein said this is being done by the city’s sign department as well as signage about maintaining a certain distance from the wall.**
- Greg Lockhart said he had a lot of people come to him about **recycling** and asked for an update on this issue. Eric Wobser said he, Aaron Klein and Dick Brady worked very hard over the past few weeks to help out with negotiating a price with Republic Services. They will continue the contract through April 15 although we are not real happy with this cost. They pointed out to us enough to know the costs are real to them which ultimately gives us until April 15 to figure out what we might be able to do. Different options were brought forward by some of the commissioners and we want to evaluate these internally and with the public to ultimately make a decision about continuing recycling. There are many residents who utilize recycling and want to see it expanded throughout the city. Wes Poole said he is very comfortable with the progress we have made with Republic Services to get this taken care of. With the number of people this covers, this is money well spent to lead the community in the direction of ensuring recycling is a good idea. The Sandusky Register had a nice article listing things which should or should not be recycled and this should be posted at the recycle centers so people know. At the First Street location, signage should designate which bins to put plastic or paper into as people seem to put their material into the one closest to their car. Dave Waddington said according to HB 592, recycling is the responsibility of Ohio counties. He will be going to Oberlin, Ohio, on Friday to go through their facility to see what needs to be cleaned and said materials with food are simply discarded. There used to be a transit station but wants to see for himself. Dennis Murray said he would like to know how much of the recycling truly gets recycled. We like to believe haulers are making money from the steel, glass, plastics and cardboard but the only thing which makes money are metals and cardboard. There is also handling involved so if people have a recycling contract, they are paying to get rid of them and there is no net benefit to it. Dave Waddington said in Oberlin, residents pay \$7.50 per month and they also have a fee added to their property taxes. Sandusky looked at this years ago but got the two bins instead which accounted for 10,000 residents through Erie County and would like re-educate himself on this issue. They also have a fee added to their property taxes.

OLD BUSINESS

Dave Waddington said about two months ago, he asked about the **county’s NASA pumping station** and his concern was a \$200,000 investment by the county in the pumps. Sandusky was concerned not so much about the intake in the lake but pressure testing or divers as there could be a spot one or two miles inland where it is collapsed. He supports going forward with this, but

to perhaps consider a joint effort with Erie County to pressure test so we all know since it was supposed to be done by December 31, 2017. He read in the newspaper they were ready to pump 12 MGD but asked about transmission lines going to NASA and reverse pumping to Sandusky as this is a long distance. We do need to reach out about this component first and get it resolved. Dennis Murray said we need a more reliable long-term secondary intake. We have made the one we have last a little longer and water level trends are down and we need another intake going into the lake. This could still be a savings to us but as Erie County's leading water supplier, we have to make certain we have a secure water supply for the long term and need to fish or cut bait on this option for a secondary intake. The central questions seems to be if flow testing is sufficient or if we have to pressure test.

NEW BUSINESS

Upon motion of Dennis Murray and second of Wes Poole, the commission voted to set a Public Hearing on November 13 at 5 p.m. regarding a proposed alley vacation at Cleveland Road and Farwell Street. The President declared the motion passed.

AUDIENCE PARTICIPATION

Tim Schwanger, 362 Sheffield Way, thanked the city for taking care of the no wake signage on the Washington Street Pier. Design/build probably works pretty well the new justice center or a new water or sewer plant, but when there was a long and drawn out process for Shoreline Drive and the Jackson Street Pier, several public meetings, sidebar meetings with staff and the City Manager but only 30% of both projects are done and may be a completely different project from what was presented at all these meetings and this is risky. Dennis Murray said the basic concepts are going to be honored as part of the contract and the question is just exactly how it is going to get done. Aaron Klein said on any typical project whether design/build or design/bid, the heavy lifting and the majority of the real engineering and design work is done with the first thirty percent. The rest is determining the bend being put in the sewer to get around something you may not even be sure is there because the excavation has not been done. The contractor in the field with a design/build contract would be able to incorporate this without having to specifically get into it. This heavy lifting and work is typically done within the thirty percent and then things are refined. With things such as angled parking on the Jackson Street Pier, we can bring this in later. Something like a Justice Center would not be an ideal design/build situation because that would need to be very specific and particular for a jail, for security and surveillance. Aaron Klein said he has been doing this for 18 years and this would be his fifth design/build project. As long as a very detailed approach is done initially with concepts written out, this is the perfect time to do a design/build project.

Marcie Platte, 1217 Columbus Avenue, asked what percentage of her sewer and water bill goes to the general fund. Dennis Murray said what is collected from water and sewer, as a matter of state law, has to remain within the water and sewer fund as these are utilities and not part of the general government. Marcie Platte asked where the monies from the general sewer fund come from which is being used on the Jackson Street Pier and the Shoreline Drive projects. Dennis Murray said these are coming from the water and sewer funds for the utility replacements and improvements. Marcie Platte said her actual money went to these projects from money the city made from her water and sewer; Dennis Murray said yes and it has been this way for 200 years. Marcie Platte said a lot of governments like to report the number of full-time jobs it has acquired during a certain period of time similar to the JOBS report and this could be done through RITA data. Dennis Murray said he believes some of this information is included in the CAFR but we can ask if it can be provided in more detail. Marcie Platte said one of the issues Sandusky residents have talked about is getting more full-time jobs and does not think a huge amount has been secured during the past five years. It would be good to know if the city is working on this and how they are doing quarterly. Marcie Platte said she would like to know why the city can have alternatives to their different plans as to not getting a \$200,000 commitment. Certain things can be changed, but when Wes Poole brings up issues brought to him from residents he is being criticized. When Alex Pesta was here, he could not tell us the dimensions of a handicapped

parking space and this is the last time this was discussed in this room. She is glad he has brought up some of the citizens' concerns.

Kathryn Carter, 5309 Columbus Avenue, said unlike Alex Pesta's design, hers had measurements. There are 13 parking spaces now and he did not know how big the ADA requirements were for a parking space, yet he is planning on 15 parking spaces across the end. This makes it more difficult for people in the second row to watch the boats go across the lake. She also measured the side diagonal parking and one parking space on each side would be eliminated if it were done this way. Kathryn Carter asked what the amount of the ticket would be for parking diagonally on the pier because a lot of people say they are going to do it anyway. Perkins Township has not done anything to host a recycle day or appliance or hazardous waste collection. Kathryn Carter asked if the "no smoking" signs are up in the parks. She understands trying to get something going before the end of October as costs will rise, but does not understand why it has been one year since the authorization was done to get design and pricing but all they came up with was thirty percent. The Erie Boulevard Parklet is gorgeous and they have a similar situation in Wooster where a freestyle area was created but they now have a problem with homeless people and hopes we have a plan to not let this even start.

Sharon Johnson, 1139 Fifth Street, said this design/build, is a fiasco, is poor planning and will cost us a lot of money. Sharon Johnson asked if the donations will come through the city commission. Dennis Murray said this was covered during the meeting.

At 7:30 p.m., upon motion of Dave Waddington and second of Dick Brady, the commission voted to adjourn. The President declared the motion passed.

Kelly L. Kresser, CMC
Commission Clerk

Dennis E. Murray, Jr.
President of the City Commission