

**CITY OF DELAWARE
CITY COUNCIL
MEETING TO BE HELD VIRTUALLY VIA CISCO Webex **
7:00 P.M. MEETING**

AGENDA

7:00 P.M.

OCTOBER 12, 2020

1. ROLL CALL
2. INVOCATION – Pastor Beth Gedert, Zion United Church of Christ
3. APPROVAL of the Motion Summary of the regular meeting of Council held on September 28, 2020, as recorded and transcribed.
APPROVAL of the Motion Summary of the work session meeting of Council held on October 5, 2020, as recorded and transcribed.
4. CONSENT AGENDA
 - A. Acceptance of the Motion Summary of the Planning Commission meeting held on September 2, 2020, as recorded and transcribed.
 - B. Resolution No. 20-59, a resolution authorizing the City Manager to enter into a cooperative agreement with Delaware Township, Liberty Township, and Delaware County to submit an application to the Ohio Public Works Commission (OPWC) for the project known as Hills Miller Road Improvement Project (OPWC Round 35 Application).
 - C. Resolution No. 20-60, a resolution authorizing the City Manger to enter into a cooperative agreement with the Ohio Department of Transportation to perform repairs to existing noise walls on US Route 42.
 - D. Resolution No. 20-61, a resolution appointing members to various boards, commissions, and/or committees, and specifying the term of the appointments.
 - E. Establish October 26 at 7:30 p.m. as a date and time for a public hearing and first reading of Ordinance No. 20-69, an ordinance making appropriations for the Year 2021.
 - F. Establish November 9 at 7:30 p.m. as a date and time for a public hearing and second reading of Ordinance No. 20-69, an ordinance making appropriations for the Year 2021.
5. LETTERS, PETITIONS, AND PUBLIC COMMENTS
Due to the meeting being held virtually, written public comment, maximum 500 words, is requested to be received before 3p.m. the date of the meeting through email at emccloskey@delawareohio.net. To provide live public comment please email emccloskey@delawareohio.net to sign

up by 3 p.m. the date of the meeting. Name and address are required for public comment. Comments received on Facebook may have to be addressed by staff subsequent to the meeting.

6. PRESENTATION
 - A. Proclamation recognizing Lifeline of Ohio 35th Anniversary – presented to Sharon Cindrich, Director of Communications
7. COMMITTEE REPORTS
8. FOURTH READING of Ordinance No. 20-54, an ordinance amending Section 351.14 of the Codified Ordinances relating to Heavy Vehicles and Trailers.
9. FOURTH READING of Resolution No. 20-49, a resolution adopting the 2021-2025 Five-Year Capital Improvement Plan (CIP).
10. CONSIDERATION of Ordinance No. 20-67, an ordinance approving a Preliminary Subdivision Plat for Siekmann LLC., for Rutherford Acres and Troy Acres containing 252 single-family lots on approximately 99.70 acres on property zoned R-3 (One-Family Residential District) and located east and west of Troy Road and just south and east of Smith Park.
11. CONSIDERATION of Ordinance No. 20-68, an ordinance appropriating the City's Coronavirus Relief Fund Payment to the City's COVID-19 response, directing the City Manager to employ the City's internal response to the pandemic, and declaring an emergency.
12. DISCUSSION of Partner Agency Requests for CARES Act Funding
13. CITY MANAGER'S REPORT & COVID-19 UPDATE:
14. COUNCIL COMMENTS
15. EXECUTIVE SESSION: pursuant to Ohio Revised Code Section 121.22 (G) (3) pending or imminent court action, Section 121.22 (G) (1) personnel, Section 121.22 (G) (5) matters required to be kept confidential by State statute, Section 121.22 (G) (2) acquisition of property for public purpose and 121.22(G) (8) consideration of confidential information related to a request for economic development assistance.
16. ADJOURNMENT

** This meeting will be a virtual meeting. Residents are encouraged to view online through the City of Delaware Facebook page. To comply with the CDC

recommendation prohibiting group meetings, no in person attendance by Council, staff, or the public will be available.

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Delaware City Council

Meeting

GOVERNMENT FORMS & SUPPLIES 844-224-3338 FORM NO. 10148

Held September 28 2020

The regular meeting of Council held on September 28, 2020 and was called to order at 7:09 p.m. and was held remotely through Cisco Webex and streamed Live through Facebook due to the State of Emergency – Executive Order 2020-01D. The following members of Council were remotely present: First Ward Chris Jones, Second Ward Lisa Keller, Third Ward Cory Hoffman, Fourth Ward Drew Farrell, At-Large George Hellinger, Vice-Mayor Kent Shafer and Mayor Riggle who presided. The invocation was delivered by Fire Chaplain Jonathan Smith.

Staff Present Remotely: Sean Hughes, Economic Development Director, Dave Efland, Planning and Community Development Director, Justin Nahvi, Finance Director, Bill Ferrigno, Public Works Director and City Engineer, Bruce Pijanowski, Police Chief, John Donahue, Fire Chief, Natalia Harris, Interim City Attorney, Kyle Kridler, Assistant City Manager, and Tom Homan, City Manager

ITEM 3: APPROVAL OF MINUTES

APPROVAL of the Motion Summary of the regular meeting of Council held on September 14, 2020, as recorded and transcribed.

Motion: Vice-Mayor Shafer motioned to approve the Motion Summary of the regular meeting of Council held on September 14, 2020, as recorded and transcribed, seconded by Mr. Farrell. Motion approved by a 7-0 vote.

ITEM 4: CONSENT AGENDA

- A. Acceptance of the Motion Summary of the Finance Committee meeting held on September 1, 2020, as recorded and transcribed.
- B. Acceptance of the Motion Summary of the Parks and Recreation Advisory Board meeting held on July 21, 2020, as recorded and transcribed.

Motion: Vice-Mayor Shafer motioned to approve the Consent Agenda, seconded by Mr. Farrell. Motion approved by a 7-0 vote.

ITEM 5: LETTERS, PETITIONS, AND PUBLIC COMMENTS

Brett Latta
376 North Sandusky Street
Delaware, Ohio 43015

Mr. Latta discussed the option to daylight the Delaware Run at Boardman Park and feels this would be an improvement to the park.

ITEM 6: PRESENTATION

- A. Proclamation to recognize Fire Safety Week, October 4-10, 2020, presented to Chief John Donahue

ITEM 7: COMMITTEE REPORTS

Mrs. Keller informed that Historic Preservation Commission was canceled.

Mr. Hellinger discussed that the Finance Committee met and more information will be provided by Mr. Nahvi.

ITEM 8: ORDINANCE NO. 20-54 [Third Reading]
AN ORDINANCE AMENDING SECTION 351.14 OF THE CODIFIED

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ORDINANCES RELATING TO HEAVY VEHICLES AND TRAILERS.

The Clerk read the ordinance for the third time. Council to take Ordinance No. 20-54 to a fourth reading.

ITEM 9: ORDINANCE NO. 20-58 [Public Hearing and Second Reading]

AN ORDINANCE APPROVING A CONDITIONAL USE PERMIT FOR UNITED DAIRY FARMERS INC., TO CONSTRUCT A NEW UNITED DAIRY FARMERS GAS STATION WITHIN THE FLOODWAY AND THE 100-YEAR FLOOD PLAIN AND FOR A GAS STATION ON APPROXIMATELY 0.765 ACRES ON PROPERTY ZONED B-3 (COMMUNITY BUSINESS DISTRICT) AND LOCATED AT 123 WEST WILLIAM STREET.

The Clerk read the ordinance for the second time.

APPLICANT:

Robert Pollitt
3955 Montgomery Road
Cincinnati, Ohio 45212

Rebecca Mott
Plank Law Firm
411 East Town Street, Floor 2
Columbus, Ohio

Brian Yates
Burgess & Niple
5085 Reed Road
Columbus, Ohio

PUBLIC PARTICIPATION:

Brett Latta
Via Cisco Webex
376 North Sandusky Street
Delaware, Ohio

Mr. Latta voiced his opposition of the new pipe of the Delaware Run and that a corner of a new building over the Run. He voiced concerns over the possibility for surrounding neighbors to want improvements and affect the Delaware Run.

Motion: Vice-Mayor Shafer motioned to suspend the rules for Ordinance No. 20-58, seconded by Mr. Hoffman. Motion approved by a 5-2 (Farrell and Hellinger) vote.

Motion: Vice-Mayor Shafer motioned to adopt Ordinance No. 20-58, seconded by Mr. Hoffman. Motion approved by a 6-1(Hellinger) vote.

ITEM 10: ORDINANCE NO. 20-59 [Second Reading]

AN ORDINANCE APPROVING A PRELIMINARY DEVELOPMENT PLAN FOR UNITED DAIRY FARMERS INC., TO CONSTRUCT A NEW UNITED DAIRY FARMERS GAS STATION ON APPROXIMATELY 0.765 ACRES ON PROPERTY ZONED B-3 (COMMUNITY BUSINESS DISTRICT) AND LOCATED AT 123 WEST WILLIAM STREET.

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The Clerk read the ordinance for the second time.

Motion: Vice-Mayor Shafer motioned to suspend the rules for Ordinance No. 20-59, seconded by Mr. Hoffman. Motion approved by a 5-2 (Farrell and Hellinger) vote.

Motion: Vice-Mayor Shafer motioned to adopt Ordinance No. 20-59, seconded by Mr. Hoffman. Motion approved by a 6-1(Hellinger) vote.

ITEM 11: RESOLUTION NO. 20-56 [First Reading]
A RESOLUTION ADOPTING A COMPLETE STREET POLICY FOR THE CITY OF DELAWARE.

The Clerk read the resolution for the first time.

PUBLIC PARTICIPATION:
Abby Trimble
Community Health Specialist Supervisor
Delaware General Health District
1 West Winter Street
Delaware, Ohio

Ms. Trimble discussed the benefits of the policy to the public's health and encourages residents to be physically active.

Tom Wolber
Via Email
272 Hearthstorie Drive
Delaware, Ohio 43015

Mr. Wolber wrote in support of the Complete Streets Policy.

Motion: Mr. Farrell motioned to adopt Resolution No. 20-56, seconded by Vice-Mayor Shafer. Motion approved by a 7-0 vote.

ITEM 12: RESOLUTION NO. 20-57 [First Reading]
A RESOLUTION DETERMINING THAT A PETITION TO ESTABLISH THE LIBERTY GRAND NEW COMMUNITY AUTHORITY AND DISTRICT IS SUFFICIENT AND COMPLIES WITH THE REQUIREMENTS OF SECTION 349.03 OF THE OHIO REVISED CODE IN FORM AND SUBSTANCE.

The Clerk read the resolution for the first time.

APPLICANT:
Don Hunter
Senior Vice-President
Acquisitions and Development
Schottenstein Real Estate Group
2 Easton Oval, Suite 510
Columbus, Ohio

Motion: Mrs. Keller motioned to approve Resolution No. 20-57, seconded by Vice-Mayor Shafer. Motion approved by a 7-0 vote.

ITEM 13: RESOLUTION NO. 20-58 [First Reading]

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A RESOLUTION DETERMINING THAT A PETITION TO ESTABLISH THE BERLIN MEADOWS NEW COMMUNITY AUTHORITY AND DISTRICT IS SUFFICIENT AND COMPLIES WITH THE REQUIREMENTS OF SECTION 349.03 OF THE OHIO REVISED CODE IN FORM AND SUBSTANCE.

The Clerk read the resolution for the first time.

Motion: Mrs. Keller motioned to approve Resolution No. 20-58, seconded by Vice-Mayor Shafer. Motion approved by a 7-0 vote.

ITEM 14: ORDINANCE NO. 20-60 [First Reading]
AN ORDINANCE AUTHORIZING THE CITY MANAGER TO ENTER INTO A LEASE AGREEMENT WITH THE SECOND WARD COMMUNITY INITIATIVE (SWCI).

The Clerk read the ordinance for the first time.

PUBLIC PARTICIPATION:
Ruchelle Pride
SWCI, President
50 Ross Street
Delaware, Ohio

Tajudeen Bakare
SWCI, Vice-President
50 Ross Street
Delaware, Ohio

Motion: Mrs. Keller motioned to suspend the rules for Ordinance No. 20-60, seconded by Vice-Mayor Shafer. Motion approved by a 6-1 (Hellinger) vote.

Motion: Mrs. Keller motioned to adopt Ordinance No. 20-60, seconded by Vice-Mayor Shafer. Motion approved by a 6-1 (Hellinger) vote.

ITEM 15: ORDINANCE NO. 20-61 [First Reading]
AN ORDINANCE AMENDING A 2020 COMMUNITY REINVESTMENT AREA AGREEMENT AND SCHOOL COMPENSATION AGREEMENT WITH THE CITY OF DELAWARE, INNOVATION CENTER LLC, DELAWARE CITY SCHOOLS AND DELAWARE AREA CAREER CENTER AND DECLARING AN EMERGENCY.

The Clerk read the ordinance for the first time.

APPLICANT:
Jim Bronelle
Chief Operating Officer
American Freight
680 Sunbury Road
Delaware, Ohio

Sean Byrne
Of Council of Vorys, Sater, Seymour and Pease LLP
52 East Gay Street
Columbus, Ohio

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Motion: Vice-Mayor Shafer motioned to suspend the rules for Ordinance No. 20-61, seconded by Mr. Hoffman. Motion approved by a 7-0 vote.

Motion: Vice-Mayor Shafer motioned to enact the emergency clause for Ordinance No. 20-61, seconded by Mr. Hoffman. Motion approved by a 7-0 vote.

Motion: Vice-Mayor Shafer motioned adopt Ordinance No. 20-61, seconded by Mr. Hoffman. Motion approved by a 7-0 vote.

ITEM 16: ORDINANCE NO. 20-62 [First Reading]
AN ORDINANCE APPROVING A PERFORMANCE BASED ECONOMIC INCENTIVE GRANT AGREEMENT WITH AMERICAN FREIGHT, LLC FOR MOVING, INSTALLING, AND PURCHASING FURNITURE AND FIXTURES FOR ITS HEADQUARTERS AT 109 INNOVATION COURT, DELAWARE, OHIO 43015 AND DECLARING AN EMERGENCY.

The Clerk read the ordinance for the first time.

Motion: Vice-Mayor Shafer motioned to suspend the rules for Ordinance No. 20-62, seconded by Mrs. Keller. Motion approved by a 7-0 vote.

Motion: Vice-Mayor Shafer motioned to enact the emergency clause for Ordinance No. 20-62, seconded by Mrs. Keller. Motion approved by a 7-0 vote.

Motion: Vice-Mayor Shafer motioned adopt Ordinance No. 20-62, seconded by Mrs. Keller. Motion approved by a 7-0 vote.

ITEM 17: ORDINANCE NO. 20-63 [First Reading]
AN ORDINANCE AUTHORIZING SUPPLEMENTAL APPROPRIATIONS FOR THE LOCAL CORONAVIRUS RELIEF FUND AND DECLARING AN EMERGENCY.

The Clerk read the ordinance for the first time. The Clerk read into the record the staff recommended amendment to Ordinance No. 20-63.

The amendment to the Ordinance No. 20-63 read as follows: Whereas, the City was allocated a Fund payment amount under Ohio House Bill 483 in the amount of \$2,652,332, for the receipt of which this Council adopted Resolution 20-37 and June 22, 2020, affirming said Fund payment would be expended only to cover costs consistent with the CARES Act and applicable regulations, and such Fund payment was deposited into the City's Local Coronavirus Relief Fund (Fund 284); and

Motion: Vice-Mayor Shafer motioned to amend Ordinance No. 20-63 as read into the record by the Clerk, seconded by Mrs. Keller. Motion approved by a 7-0 vote.

Motion: Vice-Mayor Shafer motioned to suspend the rules for Ordinance No. 20-63 as amended, seconded by Mrs. Keller. Motion approved by a 7-0 vote.

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Motion: Vice-Mayor Shafer motioned to enact the emergency clause for Ordinance No. 20-63 as amended, seconded by Mrs. Keller. Motion approved by a 7-0 vote.

Motion: Vice-Mayor Shafer motioned adopt Ordinance No. 20-63 as amended, seconded by Mrs. Keller. Motion approved by a 7-0 vote.

ITEM 18: ORDINANCE NO. 20-64 [First Reading]
AN ORDINANCE DIRECTING THE CITY MANAGER TO ESTABLISH A SECOND BUSINESS ASSISTANCE GRANT PROGRAM, AUTHORIZE APPROPRIATIONS, AND DECLARING AN EMERGENCY.

The Clerk read the ordinance for the first time.

ITEM 19: ORDINANCE NO. 20-65 [First Reading]
AN ORDINANCE AMENDING THE MANAGEMENT, PROFESSIONAL, TECHNICAL, CONFIDENTIAL, AND SUPERVISOR EMPLOYEES PAY PLAN AND DECLARING AN EMERGENCY.

The Clerk read the ordinance for the first time.

Motion: Mrs. Keller motioned to suspend the rules for Ordinance No. 20-65, seconded by Vice-Mayor Shafer. Motion approved by a 7-0 vote.

Motion: Mrs. Keller motioned to enact the emergency clause for Ordinance No. 20-65, seconded by Vice-Mayor Shafer. Motion approved by a 7-0 vote.

Motion: Mrs. Keller motioned to adopt Ordinance No. 20-65, seconded by Vice-Mayor Shafer. Motion approved by a 7-0 vote.

ITEM 20: RESOLUTION NO. 20-49 [Third Reading]
A RESOLUTION ADOPTING THE 2021-2025 FIVE-YEAR CAPITAL IMPROVEMENT PLAN (CIP).

The Mayor read the resolution for the third time.

Mr. Miller reviewed the CIP for the Parks and Natural Resources. He provided information on the proposed Cheshire Basketball Court that will have a shared cost with the Cheshire Crossing HOA and the replacement of the Belle Avenue Park play structure. Mr. Miller discussed Park Impact Fees and future initiatives of the Delaware Run Greenway and Mill Run Greenway. Equipment replacement includes 7-zero turn mowers for park mowing and right of way mowing and 2-zero turn mowers for Oak Grove Cemetery. He provided an update on the new Mingo Park playground.

Mr. Ferrigno reviewed the Safety Improvement Program and that funding source is from the \$5 License Tax. He discussed that included in this program are the Rectangular Rapid Flashing Beacons, crosswalks/signage, speed feedback signs and guardrail improvements. There are currently 31 identified projects that staff is working on prioritizing. The Safe Walks Program is to preserve existing sidewalk with milling. This reduces the cost and allows for faster response. This program will work with property owners with repairs.

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The Resurfacing Program includes sidewalk, curb and signage maintenance. The required funding for a sustainable program would be \$3.7 - \$4.9 M. Annual Expenditure. He reviewed the funding for 2021 with a total expenditure of \$1.94 M. The US 23/Hull Drive Safety Improvement is in design for 2020/2021 with construction expected in 2022. This project helps to address a high accident location and limits side-street to "right-out only". The John Street Bridge project will replace existing damaged structure which includes new deck beams and pavement. Construction is expected to take place in the first quarter of 2021. The Signals Phase I Improvements will cost \$2.9M and will replace 37 obsolete equipment and will help to improve communication and signal coordination. The traffic cameras will be used to identify what cars are in the path. Mr. Ferrigno provided an update of the US36/Carson Farms Signal which construction is deferred to 2022. Additional information was provided on the Penick Avenue extension and East Central Avenue improvements. Penick Avenue will have a 650 Ft. street extension that will allow for better school circulation at Schultz Elementary and allow for separate car/bus drop-off zones. Included in the design was traffic calming measures and the construction is to take place in 2021. Mr. Ferrigno discussed that the East Central Avenue improvements are in the third phase with reconstruction of Central Avenue and the Lake Street and Channing Street intersections. He reviewed that construction is estimated in 2026/2027 with a preliminary cost estimate of \$15.4M. Information was also provided on the Point Improvement Project with construction to take place in 2023/2024. Also discussed were future initiatives including the need to establish funding to support a sustainable pavement maintenance program, Merrick Parkway to Troy Road, Glenn Road extension to Curve Road, Sawmill Parkway to Section Line, West William Street and West Central Avenue reconstruction.

ITEM 21: FINANCE DIRECTOR'S REPORT

Mr. Nahvi reviewed the report with Council.

ITEM 22: CITY MANAGER'S REPORT & COVID-19 UPDATE

Mr. Homan discussed the memo provided in the Council packet from Mr. Ferrigno regarding the LED lights and brightness on East William Street.

Mr. Homan discussed the topics of the Business Grant Program and CIP for the October 5 Work Session.

Mr. Homan provided information on the recognition by the Auditor of the State of Ohio for the Del-AWARE App.

ITEM 23: COUNCIL COMMENTS

Carolyn Riggle discussed the improvements of Short-cut Alley.

ITEM 24: ADJOURNMENT

Motion: Vice-Mayor Shafer motioned to adjourn the meeting. The meeting adjourned at 10:00 p.m.

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Mayor Carolyn Kay Riggle

Elaine McCloskey, Council Clerk

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Held October 5 2020

The work session meeting of Council was held on October 5, 2020 and was called to order at 6:30 p.m. and was held remotely through Cisco Webex and streamed Live through Facebook due to the State of Emergency – Executive Order 2020-01D. The following members of Council were remotely present: First Ward Chris Jones, Second Ward Lisa Keller, Third Ward Cory Hoffman, Fourth Ward Drew Farrell, At-Large George Hellinger, Vice-Mayor Kent Shafer (exited the meeting at 7:25 p.m.) and Mayor Riggle who presided.

Staff Present Remotely: Sean Hughes, Economic Development Director, Dave Efland, Planning and Community Development Director, Justin Nahvi, Finance Director, Bill Ferrigno, Public Works Director and City Engineer, Blake Jordan, Public Utilities Director, Natalia Harris, Interim City Attorney, Kyle Kridler, Assistant City Manager, and Tom Homan, City Manager

ITEM 2: LETTERS, PETITIONS, AND PUBLIC COMMENTS

There was no public participation.

ITEM 3: ORDINANCE NO. 20-64 [Second Reading]

AN ORDINANCE DIRECTING THE CITY MANAGER TO ESTABLISH A SECOND BUSINESS ASSISTANCE GRANT PROGRAM, AUTHORIZE APPROPRIATIONS, AND DECLARING AN EMERGENCY.

The Clerk read the ordinance for the second time. Mr. Homan recommended tabling Ordinance No. 20-64 due to various changes that are presented in Ordinance No. 20-66.

Motion: Mrs. Keller motioned to table Ordinance No. 20-64, seconded by Vice-Mayor Shafer. Motion approved by a 7-0 vote.

ITEM 4: ORDINANCE NO. 20-66 [First Reading]

AN ORDINANCE APPROPRIATING THE CITY'S CORONAVIRUS RELIEF FUND PAYMENT TO THE CITY'S COVID-19 RESPONSE, DIRECTING THE CITY MANAGER TO ESTABLISH A BUSINESS ASSISTANCE GRANT PROGRAM THEREBY, AND DECLARING AN EMERGENCY.

The Clerk read the ordinance for the first time.

Motion: Vice-Mayor Shafer motioned to suspend the rules for Ordinance No. 20-66, seconded by Mr. Jones. Motion approved by a 7-0 vote.

Motion: Vice-Mayor Shafer motioned to enact the emergency clause for Ordinance No. 20-66, seconded by Mr. Jones. Motion approved by a 7-0 vote.

Motion: Vice-Mayor Shafer motioned to adopt Ordinance No. 20-66, seconded by Mr. Jones. Motion approved by a 7-0 vote.

ITEM 5: RESOLUTION NO. 20-49 [Fourth Reading]

A RESOLUTION ADOPTING THE 2021-2025 FIVE-YEAR CAPITAL IMPROVEMENT PLAN (CIP).

The Clerk read the resolution for the first time.

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Mr. Jordan reviewed the 2021-2025 CIP relating to Public Utilities. He discussed the Southwest Business Park Development and Phase One of Sawmill Parkway Utility Extension. Phase one of this extension includes design in 2021 and construction in 2022. Phases Two and Three include Route 42 extensions with design in 2023 and construction in 2024. Also included is the Industrial Loop South, with design in 2024 and construction expected in 2025. He discussed that this area of growth is a vital gateway into the City with approximately 1,300 acres of land to be newly served. Mr. Jordan discussed that the Storm Water Fund and the need of a rate evaluation due to issues of city growth and large needs from various projects including, The Point, Oak Grove Cemetery, culvert repairs along US 23 by ODOT, and the Delaware Run Needs Assessment.

ITEM 6: EXECUTIVE SESSION: pursuant to Ohio Revised Code Section 121.22 (G) (3) pending or imminent court action, Section 121.22 (G) (1) personnel, Section 121.22 (G) (5) matters required to be kept confidential by State statute, Section 121.22 (G) (2) acquisition of property for public purpose and 121.22(G) (8) consideration of confidential information related to a request for economic development assistance.

Mrs. Keller motioned to enter into executive session at 7:41 p.m. This motion was seconded by Mr. Hoffman and approved by a 6-0 vote. Council met in executive session pursuant to Ohio Revised Code Section 121.22 (G) (3) pending or imminent court action, Section 121.22 (G) (1) personnel, Section 121.22 (G) (5) matters required to be kept confidential by State statute, Section 121.22 (G) (2) acquisition of property for public purpose and 121.22(G) (8) consideration of confidential information related to a request for economic development assistance. Council conducted a discussion of those items with the following members present: First Ward Chris Jones, Second Ward Lisa Keller, Third Ward Cory Hoffman, Fourth Ward Drew Farrell, At-Large George Hellinger, Mayor Carolyn Kay Riggle. Absent from the discussion was Vice-Mayor Kent Shafer. Following the discussion at 8:22 p.m., it was moved by Mr. Jones that Council move into open session, seconded by Mrs. Keller. This motion was approved by a 6-0 vote.

ITEM 7: ADJOURNMENT

Motion: Mrs. Keller motioned to adjourn the meeting, seconded by Mr. Hoffman. The meeting adjourned at 8:25 p.m.

Mayor Carolyn Kay Riggle

Elaine McCloskey, Council Clerk

PLANNING COMMISSION
September 2, 2020
MOTION SUMMARY

ITEM 1. Roll Call

Chairman Simpson called the meeting to order at 6:30 p.m.

Members Present Virtually: Jim Halter, Dean Prall, Andy Volenik, Mayor Carolyn Kay Riggle, Vice-Chairman George Mantzoros and Chairman Stacy Simpson

Staff Present Virtually: Matt Weber, Deputy Engineer, Carrie Fortman, Project Engineer, Lance Schultz, Zoning Administrator and Dave Efland, Planning and Community Development Director

ITEM 2. APPROVAL of the Motion Summary of the Planning Commission meeting held on August 5, 2020, as recorded and transcribed.

Motion: Mr. Halter motioned to approve the Motion Summary for the Planning Commission meeting held on August 5, 2020, as recorded and transcribed, seconded by Vice-Chairman Mantzoros. Motion approved with 6-0 vote.

ITEM 3. REGULAR BUSINESS

A. UDF

- (1) 2020-1597: A request by United Dairy Farmers Inc., for approval of a Conditional Use Permit to construct a new United Dairy Farmers Gas Station within the Floodway and the 100 Year Flood Plain and for a Gas Station on approximately 0.765 acres on property zoned B-3e (Community Business District) and located at 123 West William Street.
- (2) 2020-1598: A request by United Dairy Farmers Inc., for approval of a Preliminary Development Plan to construct a new United Dairy Farmers Gas Station on approximately 0.765 acres on property zoned B-3 (Community Business District) and located at 123 West William Street.

Anticipated Process

a. Staff Presentation

Mr. Schultz discussed that the applicant had purchased the three adjacent properties to the east which have been already demolished and has plans to demolish the current UDF structure to construct a new 4,061 square foot building. The site will have two access locations from West William Street and one access location from South Liberty Street. The site will also have a 29-space parking lot with four gas pumps under a new canopy. He reviewed the zoning of the area and that the current zoning of B-3 which allows a gas station and building within the flood way and the 100-year flood

plain with the CUP. He discussed the compliance and requirements of Chapter 1150 Flood Plain Standards.

Mayor Riggle questioned the location of the underground gas tanks. Mr. Pollitt discussed the location as being close to the current location.

Mr. Halter voiced a concern over the effects of the additional flooding to the Delaware Run and who is responsible for the clean up of items that move down stream and keep floodway open.

Mr. Prall recommended a more visual representation of the grading.

b. Applicant Presentation

APPLICANTS:

Robert Pollitt
3955 Montgomery Road
Cincinnati, Ohio 45212

Rebecca Mott
Plank Law Firm
411 East Town Street, Floor 2
Columbus, Ohio

Brian Yates
Burgess & Niple
5085 Reed Road
Columbus, Ohio

c. Public Comment (public hearing)

PUBLIC PARTICIPATION:

Tom Wolber
Via Email

The Clerk read into the record an email submitted by Mr. Wolber. Mr. Wolber voiced his concerns over the proposed plans impact to the Delaware Run.

Brett Latta
Via Email

The Clerk read into the record an email submitted by Mr. Latta. Mr. Latta voiced that he did not support new development within the 15-foot setback of the Delaware Run.

d. Commission Action

Motion: Mr. Prall motioned to approve 2020-1597, along with all staff recommendations and conditions, seconded by Mr. Volenik. Motion approved by a 5-1 (Halter) vote.

Motion: Mr. Prall motioned to approve 2020-1598, along with all staff recommendations and conditions, seconded by Mr. Volenik. Motion approved by a 5-1 (Halter) vote.

B. Springer Woods – Section 3

(1) 2020-1600: A request by D.R. Horton Indiana LLC., (Westport Homes) for approval of a Final Subdivision Plat for Springer Woods Section 3 Phase 1 for 59 single family lots on approximately 18.351 acres zoned R-3 (One-Family Residential District) and located on Spring Woods Boulevard, Bevan Way, Penwell Drive, Brazos Drive and Curly Smart Circle.

(2) 2020-1601: A request by D.R. Horton Indiana LLC., (Westport Homes) for approval of a Final Subdivision Plat for Springer Woods Section 3 Phase 2 for 62 single family lots on approximately 29.218 acres zoned R-3 (One-Family Residential District) and located on Springer Woods Boulevard, Penwell Drive and Colquitt Court.

Anticipated Process

a. Staff Presentation

Mr. Schultz reviewed the property location and description and that the developer is proposing the Final Subdivision Plats for Section 3 Phase 1 and 2.

b. Applicant Presentation

APPLICANT:

Terry Andrews
507 Executive Campus Drive, Suite 100
Westerville, Ohio

Mr. Andrews informed the Commission that he was in support of staff recommendations and conditions.

c. Public Comment (not a public hearing)

There was no public comment received or request to speak at the virtual meeting.

d. Commission Action

Motion: Mr. Volenik motioned to approve 2020-1600, along with all staff recommendations and conditions, seconded by Mr. Halter. Motion approved by a 6-0 vote.

Motion: Mr. Volenik motioned to approve 2020-1601, along with all staff recommendations and conditions, seconded by Mr. Halter. Motion approved by a 6-0 vote.

ITEM 4. PLANNING DIRECTOR REPORT

Mr. Efland provided an update on the MORPC Regional Housing Strategy.

ITEM 5. COMMISSION MEMBER COMMENTS AND DISCUSSION

Mr. Prall discussed volunteer opportunities for MORPC and the work completed on Glenn Parkway.

Mayor Riggle discussed the need to hold interviews for open commission members spot.

ITEM 6. NEXT REGULAR MEETING: October 7, 2020

ITEM 7. ADJOURNMENT:

Motion: Chairman Simpson moved for the Planning Commission meeting to adjourn. The meeting adjourned at 8:05 p.m.


Chairperson


Elaine McCloskey, Clerk



FACT SHEET

AGENDA ITEM NO: CONSENT ITEM B DATE: 10/12/2020
ORDINANCE NO: RESOLUTION NO: 20-59
READING: FIRST PUBLIC HEARING: NO

TO: Mayor and Members of City Council
FROM: R. Thomas Homan, City Manager
VIA: William L. Ferrigno, P.E., Public Works Director/City Engineer

TITLE OF PROPOSED ORDINANCE/RESOLUTION:

A RESOLUTION AUTHORIZING THE CITY MANAGER TO ENTER INTO A COOPERATIVE AGREEMENT WITH DELAWARE TOWNSHIP, LIBERTY TOWNSHIP, AND DELAWARE COUNTY TO SUBMIT AN APPLICATION TO THE OHIO PUBLIC WORKS COMMISSION (OPWC) FOR THE PROJECT KNOWN AS HILLS MILLER ROAD IMPROVEMENTS PROJECT (OPWC ROUND 35 APPLICATION).

BACKGROUND:

Hills Miller Road is a township road that runs from State Route 203 to US 23. The proposed project will involve resurfacing nearly the entire length of the roadway, portions of which are located within Troy Township, Radnor Township, and City of Delaware right-of-way. The resurfacing will end near US 23 where the asphalt transitions to concrete pavement. Due to multiple jurisdictions having control of the right-of-way, an intergovernmental cooperative agreement is needed to apply for OPWC grant funding for the project. Delaware County will also be a co-applicant on the OPWC application and will provide funding through its Roadway Grant Assistance Program (RGAP) equal to \$3 for every \$1 of funds provided by Troy Township, Radnor Township, and the City of Delaware up to a maximum \$150,000.

The total length of roadway to be resurfaced is approximately 3.03 miles. The portion within city right-of-way is approximately 0.214 miles, or 7%. The City's

portion of the funding is at 1.5%, due to a large portion of the funding anticipated to come from the OPWC grant.

REASON WHY LEGISLATION IS NEEDED:

This Resolution is required in order for the City Manager to sign an intergovernmental cooperative agreement.

COMMITTEE RECOMMENDATION:

The Public Works Committee will have the opportunity to discuss the details of this project in its next regularly scheduled meeting.

FISCAL IMPACT(S):

The total project cost to all four jurisdictions is currently estimated at \$509,900. The City of Delaware's share of the project is 1.5% of the total project cost, with a not to exceed amount of \$10,000.

POLICY CHANGES:

None

PRESENTER(S):

William L. Ferrigno, P.E., Public Works Director/City Engineer

RECOMMENDATION:

Approval is recommended. The City's participation will enable the entire segment of Hills Miller Road from State Route 203 to US 23 to be resurfaced.

ATTACHMENT(S)

Hills Miller Road Improvements Project – Exhibit
Cooperative Project Agreement (unexecuted)

RESOLUTION NO. 20-59

A RESOLUTION AUTHORIZING THE CITY MANAGER TO ENTER INTO A COOPERATIVE AGREEMENT WITH DELAWARE TOWNSHIP, LIBERTY TOWNSHIP, AND DELAWARE COUNTY TO SUBMIT AN APPLICATION TO THE OHIO PUBLIC WORKS COMMISSION (OPWC) FOR THE PROJECT KNOWN AS HILLS MILLER ROAD IMPROVEMENTS PROJECT (OPWC ROUND 35 APPLICATION).

WHEREAS, the State Capital Improvement Program and the Local Transportation Improvement Program both provide financial assistance to political subdivisions for Capital Improvements to public infrastructure; and

WHEREAS, the City of Delaware in cooperation with Troy Township, Radnor Township, and Delaware County seeks to improve highway safety by rehabilitating deteriorated and damaged pavement along Hills Miller Road (TR 192); and

WHEREAS, the infrastructure improvement herein above described is considered to be a priority need for the community and is a qualified project under the OPWC Program; and

WHEREAS, a portion of the Hills Miller Road dedicated right-of-way is within the corporate limits of the City; and

WHEREAS, the city contribution toward the project is 1.5% of the total project cost with a not to exceed amount of \$10,000 (Ten Thousand Dollars).

NOW, THEREFORE, BE IT RESOLVED BY THE COUNCIL OF THE CITY OF DELAWARE, OHIO THAT:

SECTION 1. The City Manager is hereby authorized to enter into a Cooperative Agreement with Troy Township, Radnor Township, and Delaware County for a grant application for the Hills Miller Road Improvements Project.

SECTION 2. The City of Delaware will provide funding in an amount equal to 1.5% of the project cost, not to exceed \$10,000, as reimbursement to the project sponsor.

SECTION 3. That Troy Township, as project sponsor, will be the designated lead agency, signing all required applications, agreements and correspondence.

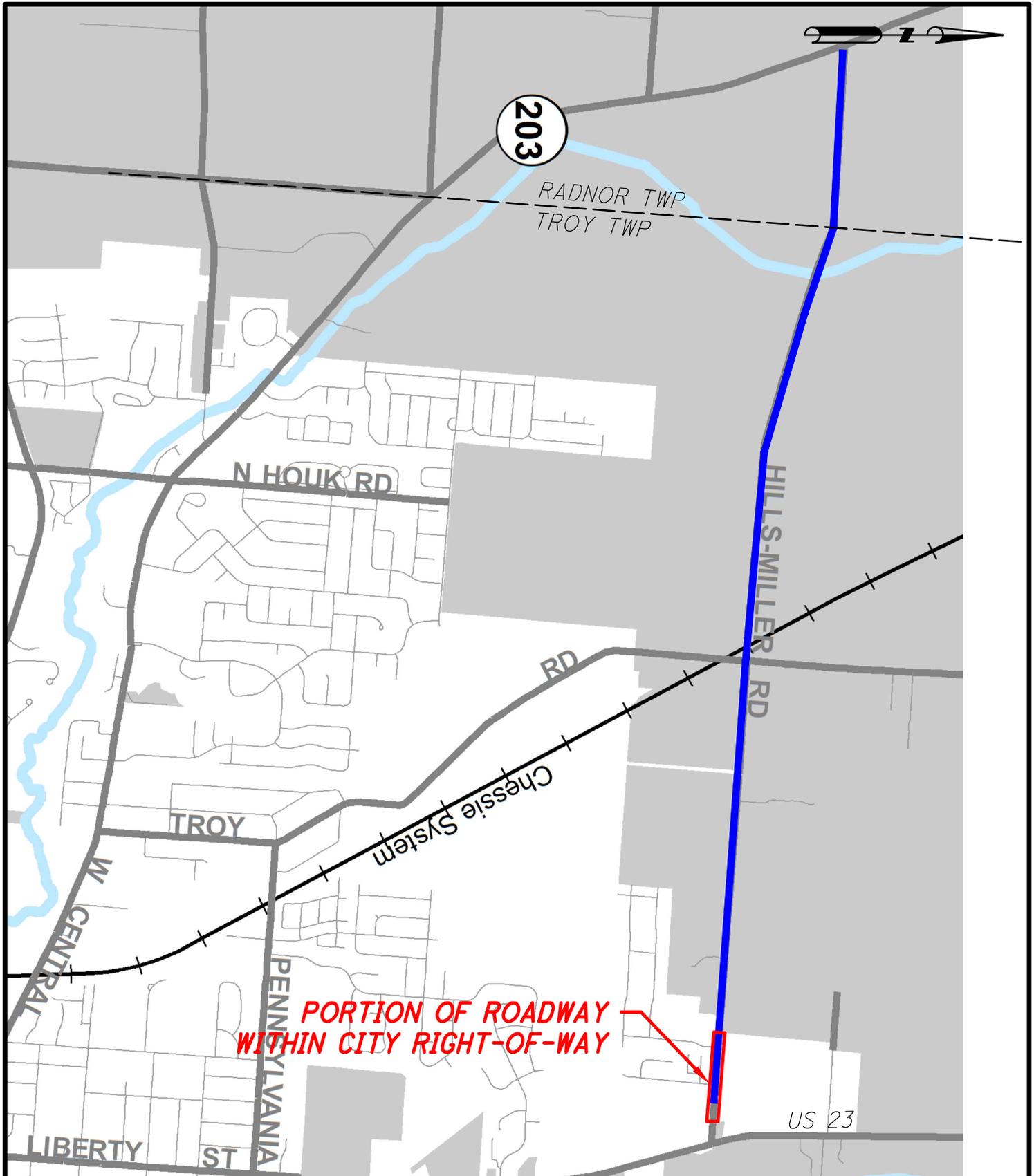
SECTION 4. That this resolution shall be in force and effect immediately upon its passage.

PASSED: _____, 2020

YEAS___ NAYS___
ABSTAIN ___

ATTEST: _____
CITY CLERK

MAYOR



**PORTION OF ROADWAY
WITHIN CITY RIGHT-OF-WAY**

HILLS MILLER ROAD RESURFACING

**COOPERATIVE PROJECT AGREEMENT
BY AND BETWEEN
TROY TOWNSHIP,
RADNOR TOWNSHIP,
CITY OF DELAWARE
AND DELAWARE COUNTY**

TROY TOWNSHIP, the Project Sponsor, RADNOR TOWNSHIP, CITY OF DELAWARE and the Delaware County Board of Commissioners hereby enter into a cooperative agreement to submit an application to the Ohio Public Works Commission (OPWC) for the Project known as HILLS MILLER ROAD IMPROVEMENTS PROJECT, for Round 35 of the OPWC programs.

TROY TOWNSHIP will provide the Local Share as described in the OPWC Application for Funding Assistance from the _____ fund not to exceed \$55,000, and will pay its Local Share as invoices are due.

RADNOR TOWNSHIP will provide its portion of the Local Share from the _____ fund in an amount equal to one percent (1.0 %) of the Total Project Cost, not to exceed \$7,000, as reimbursement to the Sponsoring Agency within 30 days of receipt of invoice, or, if requested by the Project Sponsor, shall pay directly to the awarded contractor.

CITY OF DELAWARE will provide its portion of the Local Share from the _____ fund in an amount equal to one and a half percent (1.5%) of the Total Project Cost, not to exceed \$10,000, as reimbursement to the Sponsoring Agency within 30 days of receipt of invoice, or, if requested by the Project Sponsor, shall pay directly to the awarded contractor.

Delaware County, through the **Roadway Grant Assistance Program (RGAP)**, will provide matching funds equal to three (\$3) Dollars for every (\$1) Dollar Local Share provided by TROY TOWNSHIP, RADNOR TOWNSHIP AND THE CITY OF DELAWARE, not to exceed the amount of grant funds provided by OPWC or One Hundred Fifty Thousand Dollars (\$150,000), whichever is less, from the Road and Bridge Projects fund, subject to the approved RGAP Grant Guidelines.

Delaware County agrees to pay its share of costs as construction invoices are due, or, if requested by the Project Sponsor, shall pay directly to the awarded contractor.

Delaware County, RADNOR TOWNSHIP and CITY OF DELAWARE authorize the Project Sponsor to be the lead applicant and to sign all necessary applications, agreements and certifications relating to the OPWC programs

This Agreement shall become effective the date last signed by the parties below. This Agreement shall become null and void if the Project does not receive a grant award by the OPWC in the funding round stated above, or if the required OPWC Grant Agreement is not properly executed by the Project Sponsor or if funding is revoked for any reason by the OPWC.

TROY TOWNSHIP

Authorized Township Representative

Date

RADNOR TOWNSHIP

Authorized Township Representative

Date

CITY OF DELAWARE

City Manager

Date

DELAWARE COUNTY

Barb Lewis
President, Board of County Commissioners
Pursuant to Resolutions 11-137 & _____

Date



FACT SHEET

AGENDA ITEM NO: CONSENT ITEM C DATE: 10/12/2020
ORDINANCE NO: RESOLUTION NO: 20-60
READING: FIRST PUBLIC HEARING: NO

TO: Mayor and Members of City Council
FROM: R. Thomas Homan, City Manager
VIA: William L. Ferrigno, Public Works Director/City Engineer

TITLE OF PROPOSED ORDINANCE/RESOLUTION:

A RESOLUTION AUTHORIZING THE CITY MANAGER TO ENTER INTO A COOPERATIVE AGREEMENT WITH THE OHIO DEPARTMENT OF TRANSPORTATION TO PERFORM REPAIRS TO EXISTING NOISE WALLS ON US ROUTE 42.

BACKGROUND:

The Ohio Department of Transportation (ODOT) is undertaking a project to make repairs to noise walls at various locations in Delaware, Franklin, and Madison Counties. One of these locations is along US Route 42 (US42) within the City of Delaware. The repair at this location will involve replacing missing aluminum panels from the top of one section of noise wall located near the S. Sandusky St. overpass. This project is ODOT's initiative and will not require any contribution from local municipalities towards the total cost for the replacement/upgrade of the end assemblies. Additionally, the City would only be required to contribute 100% of the cost of any features requested that that are not necessary for the improvement as determined by the State and Federal Highway Administration. It is anticipated this work will occur in the spring/summer of 2021.

REASON WHY LEGISLATION IS NEEDED:

ODOT District 6 is administering the project, and the State requires consent legislation be passed by the local government to allow for the project to occur within the corporate limits.

COMMITTEE RECOMMENDATION:

N/A

FISCAL IMPACT(S):

The projection for the City's contribution for this project is estimated to be \$0. The City would only be responsible to bear the total cost of any features requested that are not necessary for the improvement as determined by the State and Federal Highway Administration. The City has not identified nor requested any such improvements.

POLICY CHANGES:

N/A

PRESENTER(S):

William L. Ferrigno, P.E. – Public Works Director/City Engineer

RECOMMENDATION:

Approval

ATTACHMENT(S)

ODOT Consent Legislation and Certificate of Copy

RESOLUTION NO. 20-60

A RESOLUTION AUTHORIZING THE CITY MANAGER TO ENTER INTO A COOPERATIVE AGREEMENT WITH THE OHIO DEPARTMENT OF TRANSPORTATION TO PERFORM REPAIRS TO EXISTING NOISE WALLS ON US ROUTE 42.

WHEREAS, the STATE has identified the need for the described project: This project proposes to repair a noise wall on US 42 within the City limits, as part of the project PID 106877, FRA-315-7.13 Noise Wall Part 1&2; and

WHEREAS, the Ohio Department of Transportation (ODOT) will bid and construct the project in 2021.

NOW, THEREFORE, BE IT RESOLVED by the City of Delaware, Ohio:

SECTION 1. The City of Delaware, referred to as the Local Public Agency (LPA) gives consent to the Director of Transportation of the State of Ohio (Director) to complete this project;

SECTION 2. The City hereby agrees to cooperate with the Director in the planning, design and construction of the identified highway improvement project and grants consent to the Ohio Department of Transportation for its development and construction for the project in accordance with plans, specifications and estimates as approved by the Director;

SECTION 3. The Ohio Department of Transportation shall assume and bear the costs of the preliminary engineering, right-of-way, and construction administering Federal and State funds for this project;

SECTION 4. The City agrees to assume and bear one hundred percent (100%) of the total cost of those features requested by the City which are not necessary for the improvement as determined by the State and Federal Highway Administration.

SECTION 5. The LPA agrees that all right-of-way required for the described project will be acquired and/or made available in accordance with current State and Federal regulations. The LPA also understands that right-of-way costs include eligible utility costs. ODOT agrees that all utility accommodation, relocation and reimbursements will comply with the current provisions of 23 CRF 645 and the ODOT Utilities Manual.

SECTION 6. Upon completion of the project, and unless otherwise agreed, the LPA shall: (1) provide adequate maintenance for the project in accordance with all applicable state and federal law, including, but not limited to, Title 23,



OHIO DEPARTMENT OF TRANSPORTATION
Mike DeWine, Governor

Jack Marchbanks, Ph.D., Director

District 6

400 E. William St., Delaware, OH 43015

740-833-8000

transportation.ohio.gov

August 31, 2020

Matthew Weber, P.E.
Delaware City Engineer
20 E. William St.
Delaware, Ohio 43015

**RE: Consent Legislation
FRA-315-7.13 Noise Wall Part 1&2, PID 106877**

Dear Mr. Weber:

Enclosed is consent legislation to allow ODOT's contractor to perform work to repair a noise wall on US 42 within the within the City of Delaware. Tentatively, the construction work will be performed during the spring of 2021.

After your preparation and approval of the legislation document, please forward it to the Council for their necessary action. After the legislation has been executed, please return an electronic copy of the executed legislation to my email address (below).

In order to assure that project development proceeds in a timely manner, the legislation will need to be fully executed and returned to this office prior to November 6, 2020. If you have any questions, please feel free to contact me at 614-357-5430 or via e-mail at kelsey.vandia@dot.ohio.gov.

Respectfully,

A handwritten signature in cursive script that reads "Kelsey Vandia".

Kelsey Vandia
Local-Let Project Manager
ODOT D6 Planning & Engineering

Attachments*

C: Legislation file*, R. Wagner*, B. Davidson*, C. Wengerter*

Excellence in Government

ODOT is an Equal Opportunity Employer and Provider of Services

CONSENT LEGISLATION

Rev. 6/26/00

Resolution Number _____
PID Number 106877
FRA-315-7.13 Noise Wall Part 1&2

The following is a Resolution enacted by the City of Delaware, Delaware County, Ohio, hereinafter referred to as the Local Public Agency (LPA), in the matter of the stated described project.

SECTION I - Project Description

WHEREAS, the STATE has identified the need for the described project:

This project proposes to repair a noise wall on US 42 within the City limits, as part of the project PID 106877, FRA-315-7.13 Noise Wall Part 1&2.

NOW THEREFORE, be it ordained by the City of Delaware, Ohio.

SECTION II - Consent Statement

Being in the public interest, the LPA gives consent to the Director of Transportation to complete the above described project.

SECTION III - Cooperation Statement

The LPA shall cooperate with the Director of Transportation in the above described project as follows:

The City hereby agrees to cooperate with the Director of Transportation of the State of Ohio in the planning, design and construction of the identified highway improvement project and grants consent to the Ohio Department of Transportation for its development and construction of the project in accordance with plans, specifications and estimates as approved by the Director;

ODOT agrees to assume and bear the costs of preliminary engineering, right-of-way, and construction by administering Federal and State funds for this project.

The City agrees to assume and bear one hundred percent (100%) of the total cost of those features requested by the City which are not necessary for the improvement as determined by the State and Federal Highway Administration.

SECTION IV - Utilities and Right-of-Way Statement

The LPA agrees that all right-of-way required for the described project will be acquired and/or made available in accordance with current State and Federal regulations. Right-of-way costs include eligible utility costs. ODOT agrees to be responsible for all utility accommodation, relocation and reimbursement and agrees that all such accommodations, relocations, and reimbursements shall comply with the current provisions of 23 CFR 645 and the ODOT Utilities Manual.

SECTION V - Maintenance

Upon completion of the project, and unless otherwise agreed, the LPA shall: (1) provide adequate maintenance for the project in accordance with all applicable state and federal law, including, but not limited to, Title 23, U.S.C., Section 116; (2) provide ample financial resources, as necessary, for the maintenance of the project; (3) maintain the right-of-way, keeping it free of obstructions, and (4) hold said right-of-way inviolate for public highway purposes.

SECTION VI - Authority to Sign

The Manager of said City is hereby empowered on behalf of the City of Delaware to enter into contracts with the Director of Transportation necessary to complete the above described project.

Passed: _____, 2_____.
(Date)

Attested: _____
(Clerk)

(City Manager)

Attested: _____
(Title)

(President of Council)

This Resolution is hereby declared to be an emergency measure to expedite the highway project(s) and to promote highway safety. Following appropriate legislative action, it shall take effect and be in force immediately upon its passage and approval, otherwise it shall take effect and be in force from and after the earliest period allowed by law.

CERTIFICATE OF COPY
STATE OF OHIO

City of Delaware, Delaware County,, Ohio

I, _____, as Clerk of the City of Delaware, Ohio, do hereby certify that the foregoing is a true and correct copy of the Resolution adopted by the legislative Authority of the said City on the _____ day of _____, 2____, that the publication of such Resolution has been made and certified of record according to law; that no proceedings looking to a referendum upon such Ordinance have been taken; and that such Resolution and certificate of publication thereof are of record in Resolution Record Number, Page _____ .

IN WITNESS WHEREOF, I have hereunto subscribed my name and affixed my official seal, if applicable, this _____ day of _____, 2 _____.

Clerk

(SEAL)
(If Applicable)

City of Delaware, Ohio.

The foregoing is accepted as a basis for proceeding with the project herein described.

For the City of Delaware, Ohio

Attest: _____

_____, Date _____

Contractual Officer

For the State of Ohio

Attest: _____

_____, Date _____

Director, Ohio Department of Transportation



FACT SHEET

AGENDA ITEM NO: CONSENT ITEM D DATE: 10/12/2020
ORDINANCE NO: RESOLUTION NO: 20-61
READING: FIRST PUBLIC HEARING: NO

TO: Mayor and Members of City Council
FROM: R. Thomas Homan, City Manager
VIA: ---

TITLE OF PROPOSED ORDINANCE/RESOLUTION:

A RESOLUTION APPOINTING MEMBERS TO VARIOUS BOARDS, COMMISSIONS, AND/OR COMMITTEES, AND SPECIFYING THE TERM OF THE APPOINTMENTS.

BACKGROUND:

REASON WHY LEGISLATION IS NEEDED:

COMMITTEE RECOMMENDATION:

FISCAL IMPACT(S):

POLICY CHANGES:

PRESENTER(S):

Carolyn Kay Riggle, Mayor

RECOMMENDATION:

ATTACHMENT(S)

RESOLUTION NO. 20-10

A RESOLUTION APPOINTING MEMBERS TO VARIOUS
BOARDS, COMMISSIONS, AND/OR COMMITTEES, AND
SPECIFYING THE TERM OF THE APPOINTMENTS.

WHEREAS, Members are to be appointed to serve on various Committees, Commissions and Boards by the Mayor of the City of Delaware and confirmed by Council; and

WHEREAS, the Mayor has appointed, and Council has confirmed the following appointments.

NOW, THEREFORE, BE IT RESOLVED by the Council of the City of Delaware that:

SECTION 1. The following appointments are hereby made:

1. Delaware Metropolitan Housing Authority – Charlene Tynes, City Representative: Re-Appointment (term expiring February 23, 2025)

SECTION 2. This resolution shall be effective immediately upon its passage.

PASSED: _____, 2020

YEAS ____ NAYS ____
ABSTAIN ____

ATTEST: _____
CITY CLERK

MAYOR

DELAWARE METROPOLITAN HOUSING AUTHORITY

P.O. Box 1292 Delaware, OH 43015

740-369-1881 Fax: 740-369-2029

September 24, 2020

TO: R. Thomas Homan, City Manager
1 S. Sandusky St
Delaware, OH 43015

FROM: Steven F. Cooper, Executive Director
Delaware Metropolitan Housing Authority

Mr. Homan,

On February 12, 2020, just before the COVID-19 pandemic hit, I sent a letter to you (copy attached) ask that Ms. Charlene Tynes' term as a member of our Board of Directors for the Delaware Metropolitan Housing Authority. Ms. Tynes contact information is as follows:

Ms. Charlene Tynes
380 Hearthstone Dr
Delaware, OH 43015

Phone: 740-363-3805
Cell: 740-816-9798

If you should have any questions or concerns, please feel free to contact me by email at scooper@ncohiohousing.org or by cell phone at 740-815-0473.

Sincerely,



Steven F. Cooper
Executive Director

Council agenda

DELAWARE METROPOLITAN HOUSING AUTHORITY

P.O. Box 1292 Delaware, OH 43015

740-369-1881 Fax: 740-369-2029

February 12, 2020

TO: R. Thomas Homan, City Manager
1 S. Sandusky St
Delaware, OH 43015

FROM: Steven F. Cooper, Executive Director
Delaware Metropolitan Housing Authority

Mr. Homan,

Ms. Charlene Tynes' term as a member of the Board of Directors for the Delaware Metropolitan Housing Authority will expire on February 23, 2020. The Housing Authority is asking that Ms. Tynes be re-appointed for another five (5) years beginning February 23, 2020 and ending on February 23, 2025. If you have any questions or concerns, please feel free to contact me at the above number.

Thank you,



Steven F. Cooper
Executive Director



FACT SHEET

AGENDA ITEM NO: 8

DATE: 10/12/2020

ORDINANCE NO: 20-54

RESOLUTION NO:

READING: FOURTH

PUBLIC HEARING: YES
SEPTEMBER 14, 2020 @ 7:30 P.M.

TO: Mayor and Members of City Council

FROM: R. Thomas Homan, City Manager

VIA: Bruce Pijanowski, Chief of Police

TITLE OF PROPOSED ORDINANCE/RESOLUTION:

AN ORDINANCE AMENDING SECTION 351.14 OF THE CODIFIED ORDINANCES RELATING TO HEAVY VEHICLES AND TRAILERS.

BACKGROUND:

10/12/2020 UPDATE:

The attached legislation is the final recommendation for council's consideration as discussed at the 9/14/2020 and 9/28/2020 council meetings. This ordinance will change Section 351.14 of the Delaware Codified Ordinance to be descriptive in nature in order to accurately reflect the intention of the 2016 amendment. This ordinance will not change residential parking but will more clearly define that one-ton vehicles and less will be permitted to park in residential areas as long as they are configured for personal transportation. They will not be permitted to park for more than an hour in a residential district if they are outfitted for commercial purposes (such as a bucket truck). Other provisions will remain the same. This update also adds common sense language that permits commercial vehicles to park provided they are conducting work related to their commercial nature or making deliveries in residential areas.

09/28/2020 UPDATE: The following information is responsive to Councilman Hoffman's request for clarification at the September 14 meeting. Different organizations categorize trucks into different classes based on the vehicle's

gross vehicle weight rating (“GVWR”), which is the total amount of weight a vehicle can carry. It includes the vehicle itself, all fluids needed for operation (gas, oil, etc.) and any cargo and passengers. The GVWR is calculated by the manufacturer and can be found in the owner’s manual or on the vehicle’s door frame.

Incorporating the “commercial vehicle” definition from Section 341.01 of the Delaware City Code (which mirrors the Ohio Revised Code) creates consistency and makes the manufacturer’s specifications determinative as opposed to any particular classification system.

There is also a uniform calculation to determine the one-ton capacity from the GVWR.

The manufacturer specifications will also show how the vehicle was originally equipped.

09/14/2020 UPDATE: Based on further research, Council will be provided with another option to consider which would eliminate the oversight from the 2016 amendment and removes the reference to vehicle class due to confusion that it could create. The new option will restrict the parking of commercial vehicles in a residential district, based on the definition already found within the Delaware Codified Ordinance (341.01 DCO). It also delineates certain higher payload rated or passenger vehicles as still being permissible based on their respective designation if they are configured for passenger transportation. This will allow for the generally acceptable practice of take-home pick-up trucks and higher capacity vans, while maintaining the restriction on a pick-up truck configured as a commercial vehicle (such as a truck with a bucket on the back).

08/24/2020: This is a cleanup change. In 2016, Council amended this section to clarify that Class 4 vehicles cannot be parked in residential areas. In doing so, we did not account for the fact that there are vehicles that are larger than Class 4 vehicles and did not effectively define Class 4. This ordinance fixes that omission, points to the Federal Highway Administration for the classifications, and provides an exception for privately owned, non-commercial trucks.

REASON WHY LEGISLATION IS NEEDED:

This legislation will update language and make it easier to explain the prohibitions.

COMMITTEE RECOMMENDATION:

N/A

FISCAL IMPACT(S):

None

POLICY CHANGES:

PRESENTER(S):

Bruce Pijanowski, Chief of Police

RECOMMENDATION:

Approval.

ATTACHMENT(S)

ORDINANCE NO. 20-54

AN ORDINANCE AMENDING 351.14 OF THE
CODIFIED ORDINANCES RELATING TO HEAVY
VEHICLES AND TRAILERS.

WHEREAS, the Delaware Codified ordinances regulate heavy vehicles and trailers; and

WHEREAS, the code was amended in 2016 to prohibit Class 4 vehicles in residential areas; and

WHEREAS, due to the system of classifying vehicles, this created a potential loophole under which Class 4 vehicles are prohibited, but larger vehicles are not; and

WHEREAS, Council desires to make an exception for private, non-commercial vehicles which can fall under the prohibition.

NOW, THEREFORE, BE IT ORDAINED by the Council of the City of Delaware, State of Ohio:

SECTION 1. Section 351.14 of the codified ordinances shall be amended as follows:

351.14. - Heavy vehicles and trailers.

For purposes of this section, “commercial vehicle” has the same meaning as in Section 341.01

- (a) No operator or driver of any motor truck used for the delivery of merchandise to any retail dealer in the City, if prevented by lack of space from parking such truck in accordance with the parking regulations of the City, shall permit such truck to stand in or upon any street or alley for more than thirty minutes without the permission of the Police Department.
- (b) No person shall permit a motor vehicle or truck-trailer combination with an overall length of more than thirty feet, farm or construction equipment or combination thereof with an overall length of more than twenty-two feet, or unattached trailer, to be parked on any street or alley for more than one hour without the permission of the Police Department.
- (c) No person shall park any vehicle having a diesel engine and/or refrigeration unit in a residential area, or within 200 feet of a residential

area, as indicated by the Zoning Map, for longer than ten minutes with either or both of such engines running.

(d) No person shall permit a ~~CLASS 4 vehicle~~ **any commercial vehicle, any vehicle designed to carry a load greater than one ton, or any vehicle designed to carry a load of one ton or less and is manufactured or equipped for anything other than the transportation of passengers** to be parked on any street or on any residential premises in any R District for more than one hour without the permission of the Police Department, provided that nothing herein shall prevent the parking of such vehicle in a fully enclosed garage or similar permanent structure.

(e) **This ordinance shall not apply to commercial vehicles that are parked for purposes of conveying the necessary tools and materials to premises where work is to be performed or property or merchandise is being delivered, for the times required for work or delivery to occur.**

SECTION 2. This Council finds and determines that all formal actions of this Council and any of its committees concerning and relating to the passage of this Ordinance were taken in an open meeting of this Council, and that all deliberations of this Council and any of its committees that resulted in those formal actions were in meetings open to the public, all in compliance with the law including Section 121.22 of the Revised Code.

PASSED: _____, 2020

YEAS ___ NAYS ___
ABSTAIN ___

ATTEST: _____
CITY CLERK

MAYOR



FACT SHEET

AGENDA ITEM NO: 9

DATE: 10/12/2020

ORDINANCE NO:

RESOLUTION NO: 20-49

READING: FOURTH

PUBLIC HEARING: NO

TO: Mayor and Members of City Council

FROM: R. Thomas Homan, City Manager

VIA:

TITLE OF PROPOSED ORDINANCE/RESOLUTION:

A RESOLUTION ADOPTING THE 2021-2025 FIVE-YEAR CAPITAL IMPROVEMENT PLAN (CIP).

BACKGROUND:

UPDATE 9/28/2020: For the September 28 Council meeting, Council will hear from Ted Miller, Parks and Natural Resource Director, and Bill Ferrigno, Public Works Director (transportation).

The remaining review will take place:

Monday, October 5th Work Session

- Public Utilities Director, Blake Jordan

UPDATE 9/14/2020: As was discussed at the last Council Meeting, Council's review of the proposed 2021-2025 Capital Improvement Plan will be somewhat streamlined from previous years, given the fact that we are still meeting virtually due to Covid-19.

Therefore, over the course of the next two Council meetings and the October 5, 2020 work session, the CIP review will be devoted to hearing summary presentations from department directors. At the same time, the Finance Committee will continue its review as part of the its September 21 meeting.

For the September 14, 2020 Council Meeting, Council will hear from Police Chief Bruce Pijanowski, Fire Chief John Donahue, and Public Works Director, Bill Ferrigno (Airport and Refuse only). The remaining reviews would be as follows:

Monday, September 28th

- Parks & Natural Resources Director, Ted Miller
- Public Utilities Director, Blake Jordan

Monday, October 5th Work Session

- Public Works Director, Bill Ferrigno (Streets)

REASON WHY LEGISLATION IS NEEDED:

Pursuant to Section 79 of the Charter, the CIP is to be submitted to City Council by August 15 and adopted no later than October 15. Adoption is scheduled for Council's October 14 meeting.

COMMITTEE RECOMMENDATION:

N/A

FISCAL IMPACT(S):

POLICY CHANGES:

N/A

PRESENTER(S):

R. Thomas Homan, City Manager
Justin Nahvi, Finance Director

RECOMMENDATION:

ATTACHMENT(S)

CIP

RESOLUTION 20-49

A RESOLUTION ADOPTING THE 2021-2025 FIVE-YEAR CAPITAL IMPROVEMENT PLAN (CIP).

WHEREAS, a revised Five-Year Capital Improvements Plan was prepared and submitted to City Council in accordance with Article XVII, Section 79 of the City Charter; and

WHEREAS, City Council has considered the proposed plan and has determined that it shall be the future public improvement plan for the City of Delaware; and

WHEREAS, Article XVII, Section 80 of the City Charter requires that City Council adopt, by resolution, the Five-Year Capital Improvements Program on or before October 15; and

WHEREAS, City Council will review the 2021-2025 CIP at Work Sessions before October 14.

WHEREAS, Council discussed possible amendments to the plan which may be considered as part of the adopted 2021 budget.

NOW, THEREFORE, BE IT RESOLVED by the Council of the City of Delaware, State of Ohio:

SECTION 1. That the 2021-2025 Five-Year Capital Improvements Program for the General Fund, Airport, Fire, Police, Public Works, Parks, Equipment Replacement, Technology, Building Maintenance, Water, Sewer, Storm Sewer, Refuse, Parks Impact, Police Impact, and Fire Impact attached hereto as Exhibit A, is hereby adopted as the official plan for future public improvements.

SECTION 2. That this resolution shall take effect and be in force immediately after its passage.

PASSED: _____, 2020

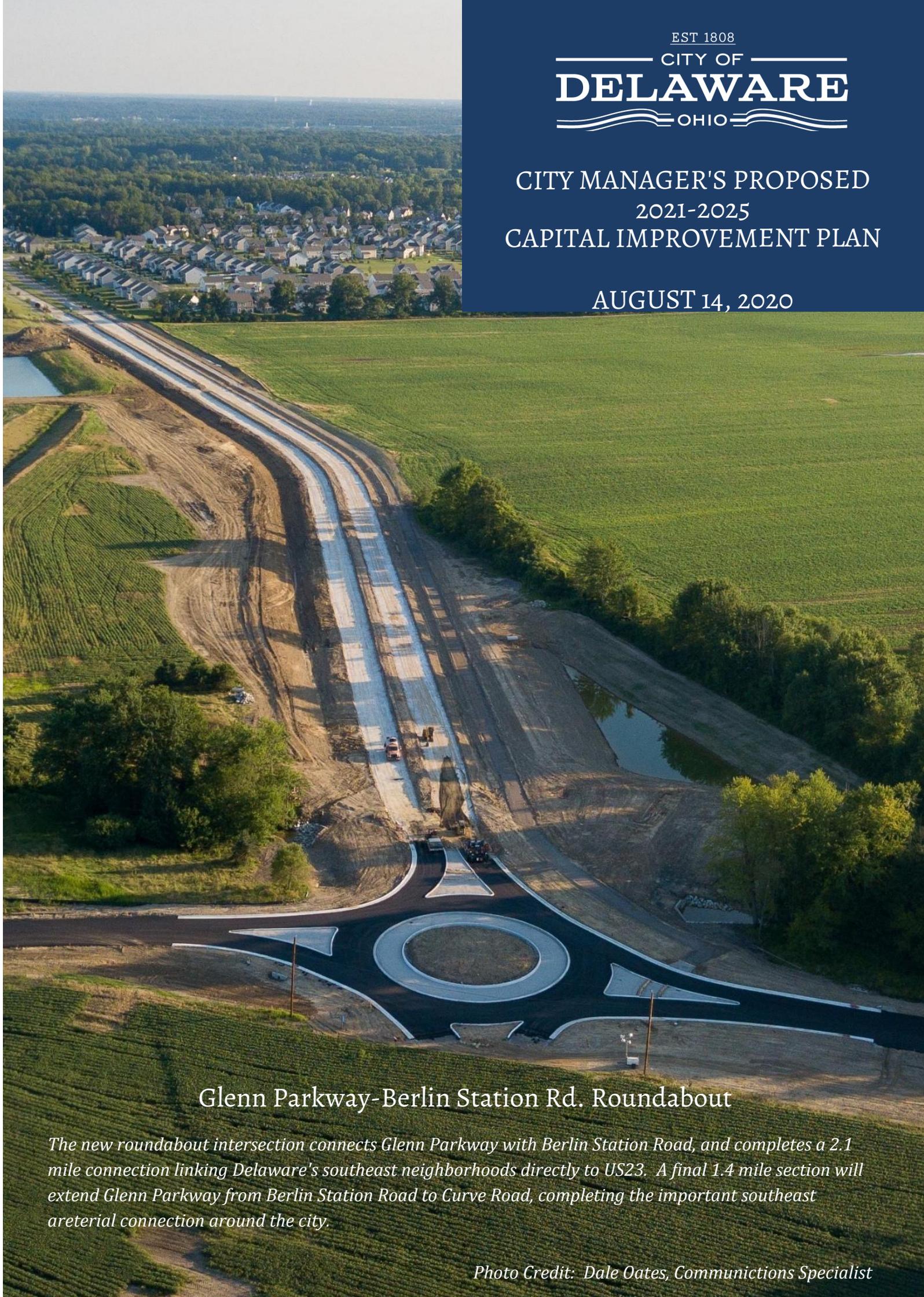
YEAS ____ NAYS ____
ABSTAIN ____

ATTEST: _____
CITY CLERK

MAYOR

CITY MANAGER'S PROPOSED
2021-2025
CAPITAL IMPROVEMENT PLAN

AUGUST 14, 2020



Glenn Parkway-Berlin Station Rd. Roundabout

The new roundabout intersection connects Glenn Parkway with Berlin Station Road, and completes a 2.1 mile connection linking Delaware's southeast neighborhoods directly to US23. A final 1.4 mile section will extend Glenn Parkway from Berlin Station Road to Curve Road, completing the important southeast arterial connection around the city.

Photo Credit: Dale Oates, Communications Specialist



MEMORANDUM

TO: Mayor Riggle and Members of City Council
FROM: R. Thomas Homan, City Manager
DATE: 08/14/20
RE: 2021-2025 Capital Improvement Plan

Pursuant to section 79 of the City Charter, submitted herewith is my proposed 2021-2025 Capital Improvement Plan, adoption of which must occur by October 15. Please see table below for the proposed review and adoption schedule. A second Work Session can be added the week of 9/22 if necessary.

Event	Time	Place
First Reading	Monday, August 24, 2020	City Council Meeting
Second Reading	Monday, September 14, 2020	City Council Meeting
Third Reading	Monday, September 28, 2020	City Council Meeting
Work Session (if needed)	Monday, October 5, 2020	Work Session
Fourth Reading & Adoption	Monday, October 12, 2020	City Council Meeting

Much has changed in the world since the adoption of the 2020-2024 Capital Improvement Plan (CIP) in the fall of 2019. Many of the projects and equipment purchases slated for 2020 were delayed or suspended to allow for assessment of the pandemic's impact on City finances. These projects will be outlined in a later section of this message.

Several funding sources experienced reduced, or at the least, delayed revenues. Income taxes, the largest source of general fund income, had declined 2.4 percent as of July 2020 compared to the same period last year. The decline is attributed to the rise in unemployment and the shifted filing due date. Based on current collections, a decline of 3.0 percent or \$488,750 of estimated revenue from this source is predicted in 2020. The proposed plan anticipates flat income tax collections in 2021 with moderate increases in the years 2022-2025.

Earnings on investments are projected to be more than 60 percent below 2020 budgeted revenues resulting in an estimated decline of \$572,437. The new gasoline tax suffered a hit early in the year with the stay at home order. Since then, revenues have rebounded but are still anticipated to fall short of budget by approximately \$145,000 or 7.6 percent. As a result of this, less funding was available for local street resurfacing.

Though the financial impacts of COVID-19 will continue to be a challenge into 2021, the proposed plan shows that the City remains dedicated to its investments in infrastructure and capital improvements with 14 percent of the estimated general fund income tax collections, representing \$2,243,099. As Council will note, 2021 is balanced. However, years 2022-2025 are out of balance and will require cutbacks, additional funding sources or a combination of the two.

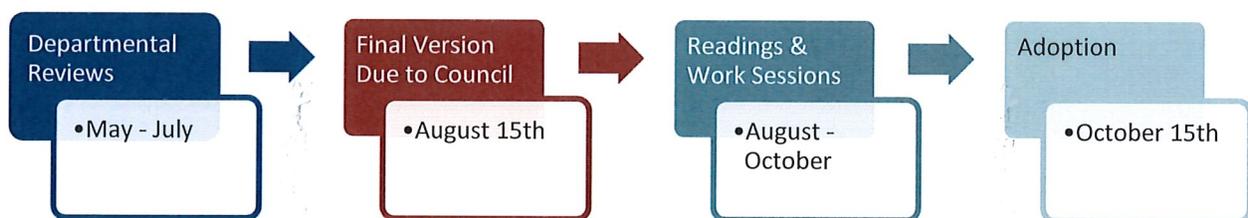
CIP: The Purpose

This capital improvement program (CIP) is a five-year strategic plan for the years 2021-2025. It is a budgetary tool enabling the City to financially plan for larger purchases and projects. The CIP itself is not an appropriation. Instead, it is a blueprint for future capital expenditures requiring ongoing reevaluation and adjustment. Formal annual CIP reviews are essential to allow for responsiveness to changing economic conditions and project prioritizations.

While this is not an exclusive list, typical projects included in the CIP achieve at least one of the following:

- Add to the value or capacity of the City's infrastructure
- Constitute permanent, physical or system improvements
- Require significant equipment purchases
- Are of a one time or limited duration nature

CIP: The Process



To begin the CIP process, the City Manager's Office and Finance Department meet with the City's department directors. They review existing project statuses discussing any amendments, changes or cancellations and anticipate new projects arising out of community concerns, changing priorities or necessity. Any potential or new funding sources are also discussed at this time.

After all departmental reviews are completed, the City Manager's Office and Finance Department work to compile a draft submission of all proposed projects. Funding sources are evaluated, and projects are prioritized with additional guidance from the department directors as needed. In accordance with the City's Charter, the City Manager is required to submit the finalized draft of the CIP to Council for review by August 15th.

2020-2024 CIP Review

As mentioned earlier, several projects scheduled for completion in 2020 were delayed, reduced or cancelled. The below table provides an update of the larger 2020 projects.

Department	Project	Status
Public Works	US 23/36 Exit Bin Wall Improvement	On Track
Public Works	Curtis and Firestone Turn Lane	Delayed
Public Works	Hills-Miller Sidewalk	On Track
Public Works	Downtown Sidewalk Repairs	Modified
Public Works	Downton Arch	Delayed
Public Works	E William St Widening	On Track
Public Works	OPWC - Belle Ave/US 36	On Track
Public Works	Local Resurfacing	On Track
Airport	Apron B Rehabilitation	Delayed
Parks	Willowbrook Park	On Track
Parks	Blue Limestone Park Playground Replacement	On Track
Parks	Mingo Park Playground Replacement	Completed
Parks	Smith Park Playground Replacement	On Track
Parks	Ross Street Park Improvement	On Track
Parks	Central Avenue Pedestrian Corridor	On Track
Water Capacity	Panhandle to US42 Water Main	On Track
Water	Water Tank Painting	Completed
Water	Lincoln Ave Waterline	On Track
Sewer Capacity	Spring Street Upsizing	Completed
Sewer	W William St CIPP Lining	Delayed
Storm	Montrose/Columbus/Toledo	Cancelled
Storm	US23 Storm Repair (ODOT)	Delayed

2021-2025 CIP Highlights

For the proposed CIP, capital investments have been modified from prior years to reflect the financial stress caused by the pandemic. With the declines within the major revenue sources sustaining the CIP, as well as declines in development-driven engineering fees and licenses and permits fees, City Administration placed a focus on investments of critical importance to the safety and welfare of the community and projects that include grant or outside funding sources. The purpose of this being to construct a CIP that allows the City to maintain adequate cash reserve balances to weather an extended period of economic decline. As a reminder, the budget gauge is currently at “Budget Restraint”.

Funds that do not have sufficient revenue sources to support the costs of capital projects rely on transfers from the General Fund. Funding summaries for each departmental category of improvements are fully balanced in terms of revenues and expenditures with the term “CIP Allocation” pertaining to the General Fund contribution to the project schedule. This accounting of transfers with the CIP aligns with past practice in capital improvement funding as supported by the General Fund.

The proceeding sections summarize the new capital expenditures for 2021. In this context, new does not include debt service for existing projects. All revenue sources, not just local funds, are considered in the total amount for each of the categories described below.

Roads & Sidewalks

The completion of the East William Street widening in 2020 is the first of three crucial projects designed to improve the pedestrian safety and flow of traffic on the east side. The second major project, the Point, is scheduled to begin construction in 2022. This CIP further includes the design work of the third major project, East Central Avenue, with construction of the project outside of the scope of this plan tentatively scheduled for 2026. In total, these three projects represent an over \$50 million investment in the infrastructure of the City.

It is these major improvements, coupled with our commitment to resurfacing local streets and improving safety and sidewalks throughout the community that plays the largest role in the imbalance of the CIP in later years. Without a dedicated funding source to support the City’s transportation infrastructure, tough funding decisions will need to be made in the capital planning process for the outlying years.

Utilities

Available balances in the City’s Water and Wastewater Capacity Funds allow for significant investments in utility infrastructure over the next five years. Included in the plan is \$9.5 million in projects to support the growth of jobs in the City through extensions of the North Sawmill, US42 and Industrial Loop water and wastewater lines.

Equipment

The plan for 2021 for equipment replacement follows the strategy employed for previous capital plans. Going into next year, City staff plans to review the fleet maintenance strategy and shift to one guided by information, best practices and centralized around mechanical expertise.

Parks

Parks saw a higher than normal infusion of general fund monies in 2020 to complete the replacement of the large play structure at Mingo. Because of this and the current situation,

only the play structures deemed essential to replace for the safety of the community or funded by partial contributions from an HOA have been included in this plan.

Park impact fees will be utilized for several trail improvements throughout the City as well as a land acquisition for a South Community Park and a splash pad at Ross Street Park.

Police

The plan includes a request for body worn cameras. The department’s current digital cruiser video recording system and body microphone system were purchased several years ago with the understanding that a body worn camera option could be added, as opposed to purchasing an entirely new system.

Parking remains a topic of concern, and 2022 reflects a \$426,965 investment in parking meters. In this instance, the term parking meters is used loosely and encompasses the funding for a parking solution. The hope is to reconvene the project team and focus anew on the downtown parking strategy in 2021.

Fire/EMS

Funding for the feasibility and design of a fire training tower is shown in 2021. The estimated construction cost of this project is \$1.25 million in 2022. This plan also reflects the potential need for a fifth fire station, Station 305, shown in 2025.

Airport

The proposed airport projects also follow the guidance of the rest of the CIP and show expenditures almost solely for the FAA grant improvements of T-Hangar resurfacing and Taxiways in the coming years.

Airport TIF revenues are proposed to be used for a corporate parking access drive in 2021. With some renewed interest in the airport, these funds may be redirected towards another project pending further staff review.

Debt Service

In the 2020-2024 CIP, the General Fund summary reflected three areas of debt service: 2012 Streetscape, 2019 City Hall/Annex, and 2019 Software. When the debt referenced on the 2019 borrowings was issued, it was listed under one bond offering of \$4 million with a final maturity in 2034. As this was a single bond offering, the debt service has been combined to one item, 2019 City Hall/Software, in this plan. Based on the amortization schedule for the debt, principal payments on the debt through 2024 are accelerated and total \$2,448,375 for the annual payments from 2020 through 2024. Commencing in 2025, the annual principal payment is

reduced to \$187,000 which explains the lower debt service payment in the financial summary for this period.

Additionally, several debt service obligations are falling off in 2021-2025.

On the General Fund summary page, the debt service for the 2012 Streetscape project falls off after 2022, leaving an additional \$260,000 for capital improvements moving forward.

Fire and EMS see the retirement of debt service after 2022 for Station 302, and after 2024 for EMS vehicles.

The Wastewater Capacity Fund will see the retirement of \$300,000 in annual debt service for the land acquisition on Armstrong Road beginning in 2023.

Closing

Over the course of the next eight weeks, staff and I look forward to reviewing this document with Council. As always, we will be as responsive as possible to Council's questions and comments.

In closing, I want to thank and acknowledge all of our departments for their hard work on, even as we face the COVID-19 pandemic. Also, sincere thanks to Finance Director Justin Nahvi and Budget Management Analyst Alycia Ballone. Finally, my thanks to my Executive Assistant, Kim Gepper and City Council Clerk Elaine McCloskey for their support and assistance.

cc: Directors



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**CITY OF DELAWARE
CAPITAL IMPROVEMENT PLAN
GENERAL FUND SUMMARY
2021-2025**

	2021	2022	2023	2024	2025
BALANCE FORWARD	698,338	333,325	(352,394)	(886,617)	(1,173,227)
REVENUES:					
Income Tax (14% of 1% GF Collections)	2,243,099	2,287,961	2,333,720	2,380,395	2,428,002
City Hall Annex Rent	84,504	84,504	81,794	78,000	78,000
BALANCE PLUS REVENUE	3,025,941	2,705,790	2,063,120	1,571,778	1,332,775
EXPENDITURES:					
DEBT SERVICE					
2012 Streetscape (\$2,542,516 through 2022)	261,067	263,538			
2019 City Hall/Software (through 2034)	446,701	527,189	547,350	548,400	214,000
TOTAL DEBT SERVICE	707,768	790,727	547,350	548,400	214,000
AMOUNT AVAILABLE FOR CAPITAL IMPROVEMENTS AFTER DEBT	2,318,173	1,915,063	1,515,770	1,023,378	1,118,775
OTHER EXPENDITURES					
Airport Improvements	176,001	-	124,756	-	-
Parks Improvements	48,000	268,000	65,000	195,000	55,000
Facilities Improvements	209,000	145,000	85,000	200,000	50,000
Streets Improvements	398,370	873,370	545,330	405,000	1,236,424
The Point	200,000	-	731,314	311,314	311,314
E Central	40,000	40,000	80,000	250,000	100,000
Police Department Improvements	260,000	16,000	64,474	96,474	331,474
Equipment Replacement	653,477	925,087	706,513	738,817	651,339
TOTAL OTHER EXPENDITURES	1,984,848	2,267,457	2,402,387	2,196,605	2,735,551
ENDING BALANCE	333,325	(352,394)	(886,617)	(1,173,227)	(1,616,776)

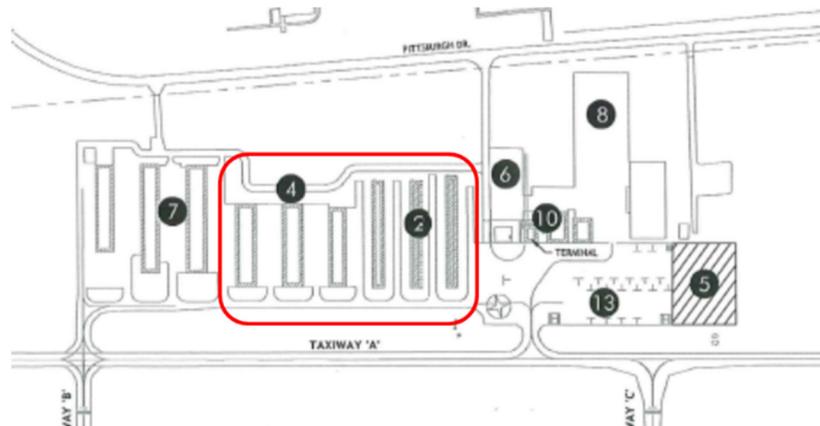
**CAPITAL IMPROVEMENT PLAN
AIRPORT IMPROVEMENTS
2021-2025**

	2021	2022	2023	2024	2025
REVENUES:					
FAA Entitlement	526,776		164,894	81,000	270,000
FAA Apportionment	21,754				
ODOT	30,474		9,161	4,500	15,000
TIF Revenue	192,000	27,000	27,000	4,500	15,000
<i>CIP Allocation (pg.1)</i>	176,001	-	124,756	-	-
TOTAL REVENUES	947,005	27,000	325,811	90,000	300,000
EXPENDITURES:					
<i>CITY NON-GRANT</i>					
Maintenance Building Improvements	15,000	15,000			
<i>GRANT IMPROVEMENTS</i>					
T-Hangar A, B & C Resurfacing	741,313				
T-Hangar D, E & F Resurfacing			325,811		
T-Hangar G, H & I Resurfacing				90,000	300,000
<i>TIF IMPROVEMENTS</i>					
Corporate Parking Access Drive	190,692				
TOTAL EXPENDITURES	947,005	15,000	325,811	90,000	300,000

T-HANGER PAVEMENT REHABILITATION

BACKGROUND

The latest pavement rating performed by ODOT Dept. of Aviation indicates the pavement between existing T-hangars is in poor condition. With the earliest sections constructed in 1987, the pavement is over 25 years old and in need of rehabilitation. The pavement composing the main taxi aisles is eligible to receive federal funding while the connections to the individual hangar doors from the taxi aisles are not and require local funds to complete. The FAA provides ‘Entitlement’ funds covering 90% of eligible project costs, with ODOT providing an additional 5%. The City is responsible for 5% of cost plus 100% of non-eligible items.



PROJECT TIMELINE

2021	Rehabilitation of T-hangar A, B & C pavement
2022	
2023	Rehabilitation of T-hangar D, E & F pavement
2024	Design of T-hangar G, H & I pavement
2025	Rehabilitation of T-hangar G, H & I pavement

FINANCING

YEAR	AMOUNT	IDENTIFIED FUNDING SOURCE(S)
2021	741,313	Construction T-Hangars A, B & C (FAA 90%; State 5%; Local)
2022		
2023	325,811	Construction T-Hangars D, E & F (FAA 90%; State 5%; Local)
2024	90,000	Design T-Hangars G, H & I (FAA 90%; State 5%; Local)
2025	300,000	Construction T-Hangars G, H & I (FAA 90%; State 5%; Local)
TOTAL	\$1,457,124	

PROJECT TEAM

CITY LEAD: Public Works – Engineering Division
DESIGN CONSULTANT: CHA
CONTRACTOR: In House

BACKGROUND

Delaware Municipal Airport Jim Moore Field is a leading Central Ohio general aviation facility. It is home to approximately 100 aircraft and handles an estimated 40,000 operations per year. To encourage additional growth opportunities, City is partnering to construct an access drive for a new corporate hanger facility proposed for construction north of the Jet Steam hanger. This corporate expansion is consistent with the City's 10-year Airport Capital Improvement Plan. The hanger owners will be responsible to construct desired parking areas off the new drive. There will be a ditch for drainage on either side of the proposed access drive that will drain to the south, and outlet into the existing runway ditch. This ditch will be sized to carry the runoff from both the roadway and new parking lots. The airport fence will need adjusted to separate the parking areas from the runway, ramp and apron areas.



PROJECT TIMELINE

2021	Preliminary & Final Design
2022	Construction
2022	

FINANCING

YEAR	AMOUNT	IDENTIFIED FUNDING SOURCE(S)
2021	\$192,000	Airport TIF
2022		
2023		
2024		
2025		
TOTAL	\$192,000	

\$192,000 is the current project estimate. Any amount above the available TIF balance would be from local funds.

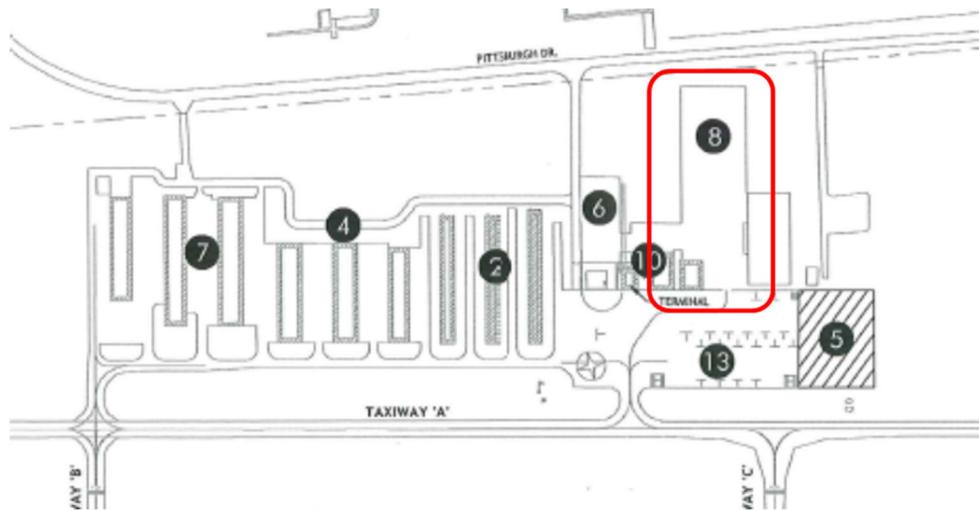
PROJECT TEAM

CITY LEAD: Public Works
DESIGN CONSULTANT: TBD
CONTRACTOR: TBD

AIRPORT APRON 'B' REHABILITATION

BACKGROUND

The latest pavement rating was completed in November 2016 and revealed that the pavement of Apron 'B' is in poor condition and in need of rehabilitation. Originally constructed in 1987, the pavement is over 25 years old and in need of significant restorative efforts including drainage improvements, subgrade repairs, and pavement replacement, collectively identified as rehabilitation. The utility of the apron is also in transition as a potential corporate hanger project may require the relocation or elimination of existing small aircraft tie-downs in order to provide ample maneuvering room for larger jet aircraft accessing the northeast quadrant of the apron. Work on the section of pavement is not eligible for federal FAA or ODOT funding, and therefore must be paid for locally.



PROJECT TIMELINE

TBD	Construction
-----	--------------

FINANCING

YEAR	AMOUNT	IDENTIFIED FUNDING SOURCE(S)
TBD	\$372,000	Local Funds. Not eligible for FAA or ODOT funds.
TOTAL	\$372,000	

PROJECT TEAM

CITY LEAD: Public Works – Engineering Division
DESIGN CONSULTANT: CHA
CONTRACTOR: TBD

**CAPITAL IMPROVEMENT PLAN
PARKS & NATURAL RESOURCES DEPARTMENT
2021-2025**

	2021	2022	2023	2024	2025
REVENUES:					
Cheshire Crossing HOA	12,000				
<i>CIP Allocation (pg.1)</i>	48,000	268,000	65,000	195,000	55,000
TOTAL REVENUES	60,000	268,000	65,000	195,000	55,000
EXPENDITURES:					
PARK IMPROVEMENTS					
Cheshire Basketball Court	25,000				
Carson Farms Court Resurfacing		60,000			
Mingo Park					
Rotary Shelter Roof			15,000		
Appliances		7,000			
Pool High Dive Platform		25,000			
PLAYGROUND REPLACEMENT					
Belle Avenue Park	35,000				
Carson Farms Park		55,000			
Cheshire Park		76,000			
Glenross Park					
Mingo Park		45,000			20,000
Nottingham Park					30,000
Smith Park			50,000		5,000
Sunnyview PPG Park				45,000	
Veterans Park				150,000	
TOTAL EXPENDITURES	60,000	268,000	65,000	195,000	55,000

BACKGROUND

The Cheshire HOA has requested the addition of a basketball court in the Cheshire Crossing Park. They have agreed to share in the cost of construction.



**PROJECT
TIMELINE**

2021	Work with HOA on cost sharing agreement
2021	Bid and construct court

FINANCING

YEAR	AMOUNT	IDENTIFIED FUNDING SOURCE(S)
2021	\$25,000	\$12,000 Cheshire HOA Contribution \$13,000 Local Funds
TOTAL	\$25,000	

**PROJECT
TEAM**

CITY LEAD: Parks & Natural Resources
DESIGN CONSULTANT: In house
CONTRACTOR: TBD

PARKS & NATURAL RESOURCES

PLAYGROUND EQUIPMENT

BACKGROUND

The Parks and Natural Resources department is responsible for 24 parks throughout the City. Every year, as part of the Capital Improvement Plan, playground equipment is replaced to maintain safe and accessible community parks. The lifespan of playground equipment is typically 15 years but depending on use that can sometimes be extended by several years.

In 2021, the play structure at the Belle Avenue Park will be replaced. It was originally installed in 1998 and has exceeded its useful life.

In 2022, the play structures and swings at Carson Farms and Cheshire Parks will be placed. They were installed in 2004 and 2007 respectively. Additionally, the tot play toy, installed in 2000, at Mingo Park will be replaced.

In 2023, improvements to the exercise equipment will be made at Smith Park.

In 2024, the playground surface at Veterans Park and the swings and play structure at Sunnyview PPG Park will be replaced.

In 2025, the swings at Mingo Park, the playground structure at Smith Park and the play toy and tot play toy at Nottingham Park are scheduled for replacements.

PROJECT TIMELINE

2021	Belle Avenue Park Playground Improvements
2022	Carson Farms, Cheshire and Mingo Parks Playground Improvements
2023	Smith Park Playground Improvements
2024	Sunnyview PPG and Veterans Parks Playground Improvements
2025	Mingo, Nottingham and Smith Parks Playground Improvements

FINANCING

YEAR	AMOUNT	IDENTIFIED FUNDING SOURCE(S)
2021	\$60,000	General Fund CIP Allocation
2022	\$176,000	
2023	\$50,000	
2024	\$195,000	
2025	\$55,000	
TOTAL	\$536,000	

PROJECT TEAM

CITY LEAD: Parks & Natural Resources
DESIGN CONSULTANT: TBD
CONTRACTOR: TBD

**CAPITAL IMPROVEMENT PLAN
FACILITIES IMPROVEMENTS
2021-2026**

	2021	2022	2023	2024	2025
REVENUES:					
<i>CIP Allocation (pg.1)</i>	209,000	145,000	85,000	200,000	50,000
TOTAL REVENUES	209,000	145,000	85,000	200,000	50,000
EXPENDITURES:					
<i>CITY HALL</i>					
Roof Repairs			35,000		
<i>JUSTICE CENTER</i>					
HVAC - Heat Pump Replacement	25,000	25,000	25,000	25,000	25,000
Carpet Replacement		25,000	25,000	25,000	25,000
Interior Painting		25,000			
Roof Repairs		70,000			
Elevator Pumps Replacement	50,000				
<i>PUBLIC WORKS BUILDING</i>					
Fire Suppression System - Lines Upgrade	134,000				
Paving Northside Fleet/Traffic Area				150,000	
TOTAL EXPENDITURES	209,000	145,000	85,000	200,000	50,000

BACKGROUND

The Public Works Facilities Division maintains the buildings and systems for several city facilities including Public Works, Justice Center, City Hall, and the 2nd floor of the Co-Hatch building at 10 E William Street. Improvements are necessary for the ongoing upkeep and maintenance of these facilities. Major maintenance items include HVAC units, roofing, flooring, interior/exterior paint, fire suppression systems, backup power systems, elevators and other building improvements. Most improvements are identified on a schedule for replacement at the end of their respective useful life.



**PROJECT
TIMELINE**

2021	Justice Center: Heat pumps, elevator pumps Public Works: Fire suppression system
2022	Justice Center: Heat pumps, carpeting, interior painting, roof repairs
2023	Justice Center: Heat pumps, carpeting City Hall: Roof repairs
2024	Justice Center: Heat pumps, carpeting Public Works: North parking lot paving
2025	Justice Center: Heat pumps, carpeting

FINANCING

YEAR	AMOUNT	IDENTIFIED FUNDING SOURCE(S)
2021	209,000	General Fund Revenues
2022	145,000	
2023	85,000	
2024	200,000	
2025	50,000	
TOTAL	\$689,000	

**PROJECT
TEAM**

CITY LEAD: Public Works – Facilities
CONSULTANT: N/A
CONTRACTOR: State Purchasing Contract

**CAPITAL IMPROVEMENT PLAN
STREETS & TRAFFIC DIVISIONS
2021-2025**

	2021	2022	2023	2024	2025
REVENUES:					
License Fees	440,000	440,000	440,000	440,000	440,000
Gas Taxes	800,000	800,000	800,000	800,000	800,000
CDBG Funding	150,000	150,000	150,000	150,000	150,000
Sidewalk Assessments	96,630	96,630	84,670	75,000	75,000
<i>CITYWIDE SIGNALS</i>					
MORPC Grant	2,500,000				
Fire Funds	385,000				
<i>US23 & HULL DR INTERSECTION MODIFICATIONS</i>					
ODOT Safety Grant		177,000			
<i>PENICK AVE CONNECTOR</i>					
Delaware City Schools Contribution	175,000				
Utility Funds	100,000				
<i>CURTIS & FIRESTONE TURN LANE</i>					
Developer Trust Funds				106,000	
Curtis Farms Infrastructure Fees		40,000			
<i>PEDESTRIAN & ROADWAY SAFETY PROJECTS</i>					
New Permissive License Fee	180,000	180,000	180,000	180,000	180,000
<i>OPWC</i>					
Grants - OPWC	450,000	450,000	450,000	450,000	450,000
Grants - County Match	150,000	150,000	150,000	150,000	150,000
<i>JOHN STREET BRIDGE REHABILITATION</i>					
Grants - OPWC	128,700				
Utility Funds	133,300				
<i>HOUK RD BRIDGE REPLACEMENT</i>					
Debt Proceeds					1,678,576
CIP Allocation (pg.1)	398,370	873,370	545,330	405,000	1,236,424
TOTAL REVENUES	6,087,000	3,357,000	2,800,000	2,756,000	5,160,000
EXPENDITURES:					
Highway Improvements					
<i>STREET LIGHTING HPS TO LED CONVERSION</i>		-	-	-	-
<i>CARSON FARMS SIGNAL</i>		250,000			
<i>CITYWIDE SIGNALS</i>					
Upgrades Phase 1 - Construction	2,500,000				
Upgrades Phase 1 - Fire Pre-Emption	385,000				
<i>US23 & HULL DR INTERSECTION MODIFICATIONS</i>		207,000			
<i>PENICK AVE CONNECTOR</i>					
Construction	640,000				
<i>CURTIS & FIRESTONE TURN LANE</i>		40,000	40,000	146,000	

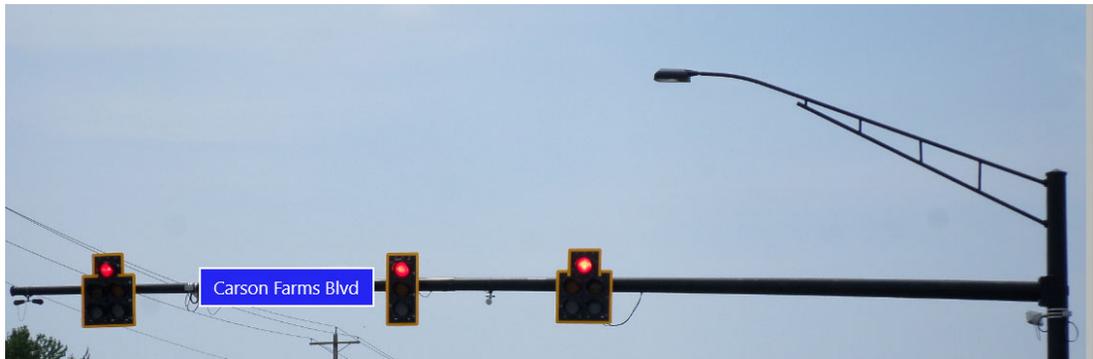
**CAPITAL IMPROVEMENT PLAN
STREETS & TRAFFIC DIVISIONS
2021-2025**

	2021	2022	2023	2024	2025
Highway Safety Program					
<i>PEDESTRIAN & ROADWAY SAFETY PROJECTS</i>	210,000	210,000	210,000	210,000	210,000
Resurfacing Program					
<i>CDBG RESURFACING</i>	120,000		120,000		120,000
<i>RLF RESURFACING</i>	30,000		30,000		30,000
<i>LOCAL RESURFACING</i>	240,000	550,000	550,000	550,000	550,000
<i>OPWC</i>	1,400,000	1,400,000	1,400,000	1,400,000	1,400,000
<i>CONSTRUCTION ENGINEERING & INSPECTION</i>	50,000	50,000	50,000	50,000	50,000
<i>ODOT URBAN RESURFACING</i>	150,000	150,000	150,000	150,000	150,000
Bridge Maintenance Program					
<i>ODOT US23 BRIDGE REPAIRS (LOCAL)</i>		300,000			
<i>JOHN STREET BRIDGE REHABILITATION</i>	262,000				
<i>HOUK RD BRIDGE REPLACEMENT</i>				100,000	2,500,000
<i>GLEASONKAMP BRIDGE IMPROVEMENT</i>		50,000			
<i>NORTH STREET BRIDGE</i>			100,000		
<i>SPRINGFIELD BRANCH BRIDGE MAINTENANCE</i>					
Safe Walks Program					
<i>SAFE WALKS SIDEWALK MAINTENANCE</i>	100,000	150,000	150,000	150,000	150,000
TOTAL EXPENDITURES	6,087,000	3,357,000	2,800,000	2,756,000	5,160,000

CARSON FARMS SIGNAL

BACKGROUND

This project consists of installing a traffic signal at the intersection of US-36 & Carson Farms Boulevard/ Valleyside Drive. Based on existing traffic volumes, a signal warrant analysis was performed per OMUTCD requirements. It was found that two (2) of the eight (8) traffic signal warrants were met. The traffic signal will be a mast arm design configuration, include intersection lighting and pedestrian accessibility to connect the bike path across US-36 on the west side of Carson Farms Boulevard/Valleyside Drive. The preliminary and final design will be completed in 2020 and the construction is scheduled to commence in 2022.



PROJECT TIMELINE

2020	Preliminary and Final Design
2021	
2022	Construction

FINANCING

YEAR	AMOUNT	IDENTIFIED FUNDING SOURCE(S)
2021		At this time, no outside funding sources have been identified and all project funding is through general fund revenues. Preliminary and final design cost \$24,400 and was funded in 2020.
2022	250,000	
2023		
2024		
2025		
TOTAL	\$250,000	

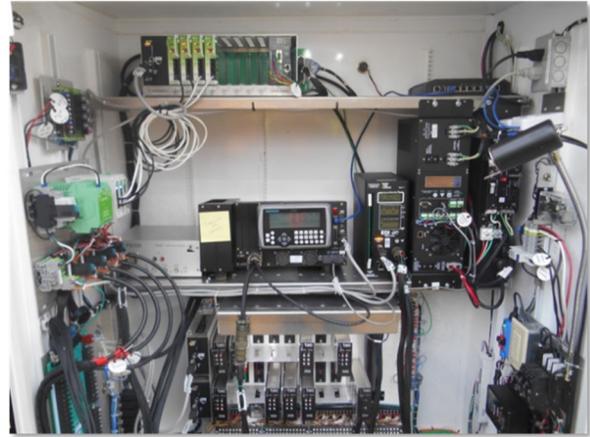
PROJECT TEAM

CITY LEAD: Public Works – Engineering
DESIGN CONSULTANT: ms consultants
CONTRACTOR: TBD

CITY SIGNAL & SAFETY IMPROVEMENTS

BACKGROUND

The project consists of upgrading signal systems along US-36 (William St), SR-37 (Central Ave), Sandusky St and London Rd, which includes 37 signalized intersections. The project will improve safety and reduce emissions by improving average travel speed and reducing delay at each signalized intersection. The upgrades include optimizing traffic signal timing for each corridor and at each intersection, system level improvements including a central software system & CCTV IP-camera system, signal equipment upgrades including cabinets/controllers, communication (fiber or spread spectrum radios), vehicle detection, emergency vehicle preemption, uninterruptible power supply and insuring the equipment is expandable for peripherals & future technology (i.e. wireless pavement temperature sensors, cameras, DSRC, Connected Vehicles, etc.), and pedestrian upgrades such as curb ramps and pedestrian pedestal & pushbutton replacements to meet ADA standards. To date preliminary design and environmental has been completed and the final design and right-of-way acquisition will be completed in 2020.



PROJECT TIMELINE

2019-2020	Preliminary Design, Environmental, Final Design and Right-of-Way Acquisition
2021	Construction
2022	Construction

FINANCING

YEAR	AMOUNT	IDENTIFIED FUNDING SOURCE(S)
2021	\$2,885,000	The City has been awarded funding through MORPC for \$2.5M to cover the construction costs. City Fire Department Levy funds will cover the cost to install emergency vehicle preemption equipment at each intersection, which is estimated at \$385,000. By the end of 2020, the City has locally funded \$350,272 of the project.
2022		
2023		
2024		
2025		
TOTAL	\$2,885,000	

PROJECT TEAM

CITY LEAD: Public Works – Engineering
DESIGN CONSULTANT: HDR, Inc.
CONTRACTOR: TBD

US23 & HULL INTERSECTION MODIFICATIONS

BACKGROUND

City staff has tracked recent accident history and traffic volumes at the US-23 and Hull Drive intersection, and based on this preliminary data collected, it was recommended that the intersection be further studied and evaluated to determine what intersection modifications should be implemented to improve the safety of the intersection. This intersection was also identified in the 2002 US-23 Access Management Plan as possibly being restricted, when needed, to improve safety and reduce the potential for accident occurrence. Based on the safety study findings, the recommended safety countermeasure is to convert the US-23 and Hull Drive intersection from a full-access intersection to a left-in/right-out (LIRO) intersection (see plan view to the right). With this modification, left and through movements from Hull Drive will be prohibited. In the eastbound direction, Hull Drive residential traffic can utilize Liberty Road to drive to various public streets such as Cottswold Drive, Hawthorn Boulevard or Belle Avenue in order to access US-12 northbound. Eastbound left turning and through vehicles from the shopping center would divert to the Delaware Plaza North signal to north on US-23. It is assumed that westbound traffic on Hull Drive would access US-23 southbound from Stratford Road to Meeker Way. The inbound access to any businesses will not be affected, as crash data indicated that left turns from US-23 onto Hull Drive are not presenting a safety issue. The proposed countermeasure will address the safety issue of left turns and through movements form Hull Drive with the least possible impacts to traffic flow and business access.



PROJECT TIMELINE

2020	Safety Study, Safety Application and Preliminary & Final Design
2021	Construction

FINANCING

YEAR	AMOUNT	IDENTIFIED FUNDING SOURCE(S)
2021	0	ODOT safety funds are being pursued to cover 90% of the costs for design and construction. Local funding will fund the remaining project cost. \$207,000 in funding has been approved allowing design to begin in 2020. Construction will commence in 2022.
2022	207,000	
TOTAL	\$207,000	

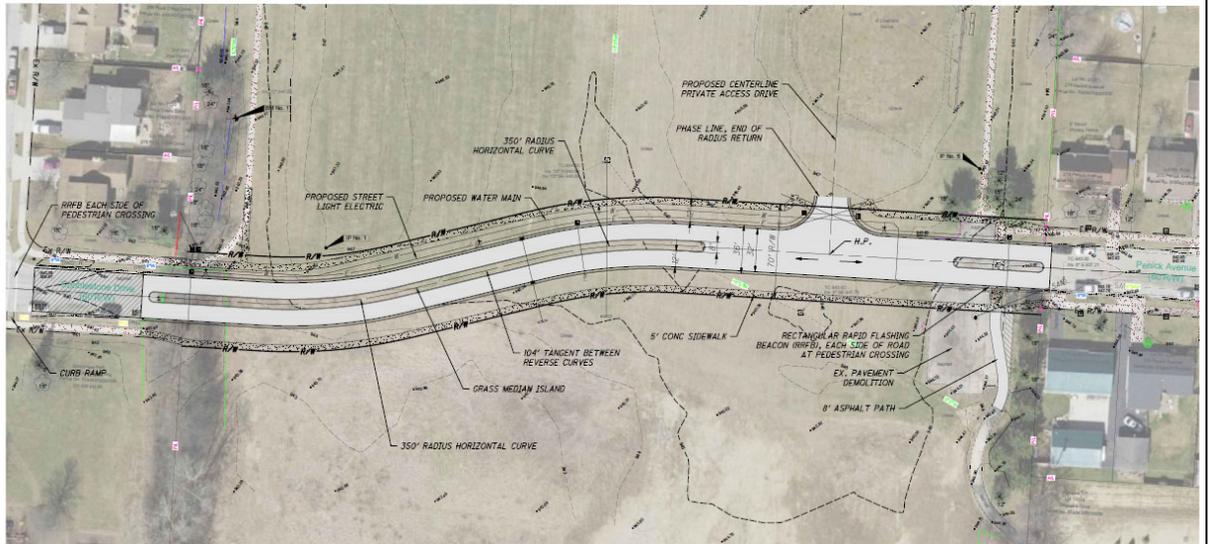
PROJECT TEAM

CITY LEAD: Public Works – Engineering
DESIGN CONSULTANT: ms consultants
CONTRACTOR: TBD

BACKGROUND

This project will extend Penick Avenue from its current ending point westward across the Schultz Elementary site to the current end of Cobblestone Drive at Rock Creek Road. The project will be performed in partnership with the Delaware City School District (DCS) as part of their Shultz Elementary expansion project. The DCS project will include a new school bus drive that will be accessed from the new portion of Penick Avenue. The project scope will include one lane of traffic in each direction separated by a raised median island for traffic calming purposes. Included with the roadway will be a water main extension to complete a loop, street lighting, multi-use path, and rapid flashing beacons at pedestrian crossings.

The required DCS participation has been recognized since a 1994 Final Development Plan for a previous project at the school. The project is also identified as a priority roadway improvement on the City’s Transportation Thoroughfare Plan.



PROJECT TIMELINE

2020	Engineering Design DCS Shultz Elementary building expansion and site work construction
2021	Roadway Construction

FINANCING

YEAR	AMOUNT	IDENTIFIED FUNDING SOURCE(S)	
2021	\$640,000	DCS Participation	\$175,000
		General Fund Contribution	\$365,000
		Water Fund	\$55,000
		Sanitary Sewer Fund	\$15,000
		Storm Sewer Fund	\$30,000
TOTAL	\$640,000		\$640,000

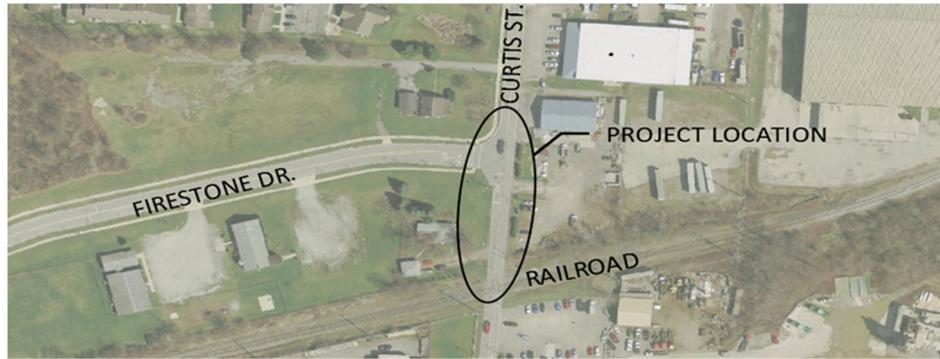
PROJECT TEAM

CITY LEAD: Public Works – Traffic & Engineering Services
DESIGN CONSULTANT: In House Engineering Design
CONTRACTOR: To Be Determined with Competitive Bidding

BACKGROUND

This project will add a left turn lane for northbound traffic on Curtis Street turning left onto Firestone Drive. Currently, during periods of heavy traffic, there is a need to separate turning vehicles from vehicles continuing to travel northbound. Curtis Street and Firestone Drives are both Collector Streets that provide routes for high volumes of traffic. The project will also include improvements to the existing railroad grade crossing. These improvements will fulfill a portion of the Curtis Street Realignment Project identified in the City’s 2016 Priority Roadway Improvements and Expansion Projects document.

The project is anticipated to cost approximately \$226,000. The City’s Transportation Trust Fund/Assessments will cover \$199,000 anticipating the Del-Mor project proposed for the northwest corner of the intersection advances. The amount includes the anticipation final collection of \$119,000 through property assessment contributions in the Curtis Farms subdivision.



PROJECT TIMELINE

2021	
2022	Design
2023	Right of Way Acquisition
2024	Construction

FINANCING

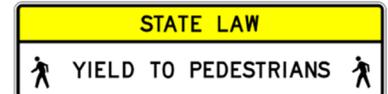
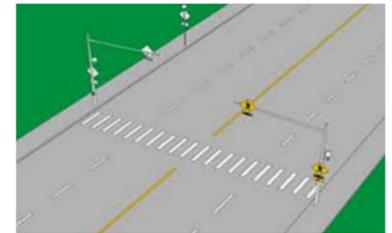
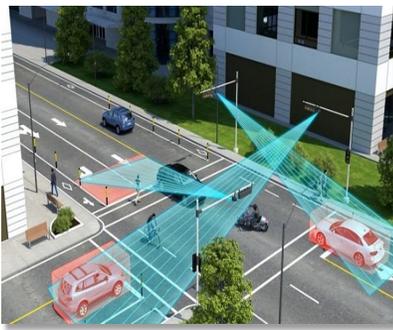
YEAR	AMOUNT	IDENTIFIED FUNDING SOURCE(S)
2021		
2022	40,000	Curtis Farms Infrastructure Fees
2023	40,000	Local Funds
2024	146,000	Developer Trust Fund
TOTAL	226,000	

PROJECT TEAM

CITY LEAD: Public Works – Administration
DESIGN CONSULTANT: TBD
CONTRACTOR: TBD

BACKGROUND

Significant improvements to the City’s traffic signal system infrastructure are becoming more frequent as the system ages and technology improvements demand modifications to equipment. The timing of these improvements is generally associated to the timeframe of area capital project initiatives such as local and state resurfacing projects and other capital transportation projects. Signal head backplates are included with these improvements when deemed feasible utilizing existing signal supports that have the structural capacity & necessary clearance heights. Advances in technology also enable the City to more effectively address pedestrian safety through use of equipment such as Rectangular Rapid Flashing Beacons (RRFB’s). These devices are becoming more prevalent as research shows that they improve motorist awareness by as much as 70% of the presence of a hazard and reduction of speed. Additional Safety improvements identified are new guardrail installations at locations meeting installation warrants along and traffic calming measures deemed necessary per the Traffic Calming Guide adopted in 2019 and approved by City Council in an attempt to slow vehicular speeds in residential neighborhoods. Such improvements include Dynamic Speed Feedback Signs (DSFS), Pavement Markings, etc..



PROJECT TIMELINE

Pedestrian Safety Enhancements	RRFB’s for Springfield Branch Trail/Liberty St (2022), Springfield Branch Trail/S. Henry St (2022), N. Liberty St/W. Winter St (2022), Pennsylvania Ave at Euclid Ave (2024); W. William St/King Ave Pedestrian Crossing Enhancements for E. Central Ave/US-23 Ramp Ped Crossing (2021), W. Central Ave/Chatham Ln; W. Central Ave/Lexington Blvd
Signal Safety Improvements & Refurbishments	London Rd/Liberty Rd (2021); London Rd/Liberty St (2021), W. William St/Elizabeth St (2023), W. Central Ave/Elizabeth St (2023) & S. Sandusky St/Spring St intersections (2023), Troy Rd/Pennsylvania Ave (2024). W. William St/Franklin St (2025), E. William St/Union St intersections (2025), W. William St/Washington (2026), W. Central Ave/N. Franklin St (2026)
New Guardrail Installations	Liberty Rd (4 locations), William St (4 locations), US-42/London Rd, Peachblow Rd/Crownover Way
Traffic Calming Improvements	Installation of traffic calming measures on residential neighborhoods streets as deemed necessary per the Traffic Calming Guidelines Policy and approved by City Council

FINANCING

YEAR	AMOUNT	IDENTIFIED FUNDING SOURCE(S)
2021	\$210,000	Funding for this initiative was established with the recent approval of the \$5 Permissive License Fee increase enacted by the City in early 2020. The funding is to be dedicated toward completing safety improvements that enhance pedestrian safety and mitigate traffic calming issues.
2022	\$210,000	
2023	\$210,000	
2024	\$210,000	
2025	\$210,000	
TOTAL	\$1,050,000	

PROJECT TEAM

CITY LEAD: Public Works – Traffic Division
DESIGN CONSULTANT: In House & Contractor
CONTRACTOR: In House & Contractor 18

BACKGROUND

This is an annual program to maintain the current street network with the City. Currently Delaware is made up of 174 miles of Arterial, Collector and Local roadway. State and Federal funds are heavily relied upon to fund repairs to the collectors and local arterials as well as State and Federal routes. Local routes are selected based on the most recent pavement condition rating identifying Good, Fair and Poor streets. Roads with 'Poor' rating are prioritized above other streets with work funded through General Fund and Gas Tax revenues. Roads with higher ADT's (Average Daily Traffic) can be eligible for OPWC (Ohio Public Works Commission) funds. State and Federal routes are eligible for 80% funding through ODOT's Urban Resurfacing Program with the local 20% from License and Gas Tax Fee that must be spend on the State Highway system. Based on the condition of the city street network, a sustainable pavement maintenance program requires an estimated \$3.5-\$4.7 million in annual funding. However, the city does not have that level funding for a sustainable pavement maintenance program and will continue to focus primarily on Arterial, and Collector Roadways, and paving a limited number of local streets as funding permits.

PROJECT TIMELINE

2021	CDBG, RLF, OPWC, Urban resurfacing (US42), Local Streets
2022	OPWC, Local Streets
2023	CDBG, RLF, OPWC, Local Streets
2024	OPWC, Local Streets, Urban Resurfacing (US36)
2025	CDBG, RLF, OPWC, Local Streets, Urban Resurfacing (SR37)

FINANCING

YEAR	AMOUNT	IDENTIFIED FUNDING SOURCE(S)
2021	\$1,990,000	CDBG Resurfacing \$120,000 every other year (LMI Local Streets) RLF Resurfacing \$30,000 every other year (LMI Local Streets)
2022	\$2,150,000	OPWC Funds \$450,000 (Collector & Arterial Streets)
2023	\$2,300,000	License Fees \$440,000 (OPWC match funds) Delaware County Grant Match \$150,000 (Collector & Arterials)
2024	\$2,150,000	Gas Tax \$800,000
2025	\$2,300,000	Local Funds
TOTAL	\$10,890,000	

PROJECT TEAM

CITY LEAD: Public Works – Engineering
DESIGN CONSULTANT: In House Engineering Design
CONTRACTOR: To be determined through competitive bidding

BACKGROUND

The City is responsible for the inspection and maintenance of (16) vehicular bridges and (6) pedestrian bridges throughout the community. They range in age from the new Springfield Branch Trail steel truss pedestrian bridge over E William Street to the 113-year-old concrete slab bridge carrying Houk Road over the Delaware Run. Annual inspections reveal deficiencies that require attention and establishes a bridge condition rating (0-9) that is an indicator of the severity of deficiencies. Federal Highway Administration (FHWA) requires us to do load ratings of all the structures of length greater than 20 feet to be in compliance with National Bridge Inspection Standards (NBIS). Structures with ratings of 4 or below are considered poor or critical.

The City has three bridges of concern with the currently closed John Street bridge as the top priority for replacement. The old abandoned mine car bridge under North Street is rated as a 4 and needs to be removed or otherwise modified to mitigate safety concerns. The bridge pier supporting the Springfield Branch Pedestrian Trail bridge over US23 shows signs of significant deterioration requiring immediate repair. Lastly, the Houk Road Bridge over the Delaware Run remains active though is approaching the end of its useful service life and plans for its eventually replacement now underway.



PROJECT TIMELINE

2021	John Street Bridge Rehabilitation
2022	Springfield Branch Trail Bridge – Pier Rehabilitation; Gleasonkamp Bridge Improvement
2023	North Street Bridge Abandonment
2024	Houk Road Bridge Design
2025	Houk Road Bridge Replacement

FINANCING

YEAR	AMOUNT	IDENTIFIED FUNDING SOURCE(S)
2021	262,000	OPWC Emergency Funds, Storm Water Fund
2022	350,000	Local Funds, Storm Water Fund
2023	100,000	Local Funds
2024	100,000	Local Funds
2025	2,500,000	Municipal Bridge Program, Local Funds
TOTAL	3,312,000	

PROJECT TEAM

CITY LEAD: Public Works – Engineering Division
DESIGN CONSULTANT: To Be Determined
CONTRACTOR: To Be Determined

BACKGROUND

Sidewalks free of trip hazards and other deficiencies are essential to pedestrian safety. The Safe Walks Program makes repairs to defective sidewalks by identifying deficiencies on an ongoing basis and making repairs each year. The vast majority of deficiencies are associated with uneven sidewalk lifted by street tree roots and as such, the City’s responsibility. Permanent repairs involve removal of concrete slabs, digging out roots below the walk, and pouring new concrete sections. This process is time consuming and expensive at an estimated \$300 per section of walk, exceeding both financial and staffing resources to complete all identified deficiencies. Where a deficiency is not related to street tree damage, the property owner is notified of their responsibility to make repairs.

With the quantity of tripping hazards on the rise, the City will implement more ‘temporary repairs’ including surface grinding sections to reduce uneven joints. Where grinding is not possible, section may be removed and replaced with temporary asphalt for a few years until permanent repairs can be completed. Though not ideal, the goal of addressing dangerous tripping hazards can be met in a more expeditious manner until such time as adequate funding becomes available for permanent repairs.



PROJECT TIMELINE

2021	Temporary and permanent sidewalk repairs community-wide.
2022	Temporary and permanent sidewalk repairs community-wide.
2023	Temporary and permanent sidewalk repairs community-wide.
2024	Temporary and permanent sidewalk repairs community-wide.
2025	Temporary and permanent sidewalk repairs community-wide.

FINANCING

YEAR	AMOUNT	IDENTIFIED FUNDING SOURCE(S)
2021	100,000	General Fund Revenues
2022	150,000	
2023	150,000	
2024	150,000	
2025	150,000	
TOTAL	\$700,000	

PROJECT TEAM

CITY LEAD: Public Works – Streets/Engineering Division
DESIGN CONSULTANT: N/A
CONTRACTOR: TBD

**CAPITAL IMPROVEMENT PLAN
THE POINT
2021-2025**

	2021	2022	2023	2024	2025	2026	2027
BALANCE FORWARD	984,573	634,573	-	-	-		-
REVENUES:							
MORPC Grant			14,000,000				
Safety Grant	300,000						
TRAC Grant	1,500,000	8,000,000					
JEDD Receipts		2,000,000					
Urban Paving Allowance		378,985					
Storm Fund		535,000					
Project Trust		340,207					
SIB Loan		15,511,235					
Debt Proceeds							
General Fund Transfer	200,000	-	731,314	311,314	311,314	311,315	311,316
TOTAL REVENUES	2,984,573	27,400,000	14,731,314	311,314	311,314	311,315	311,316
EXPENDITURES:							
DEBT SERVICE							
SIB Loan Less MORPC Grant (\$1,511,235, 3%, 5 yrs)			14,731,314	311,314	311,314	311,314	311,314
CAPITAL PROJECTS							
Engineering Services	300,000						
ROW (75% TRAC/25% Local)	2,000,000						
Private Utility Relocations	50,000						
RR Force Account (80% MORPC/20% Local)		2,925,000					
Construction		22,725,000					
Construction Admin		1,750,000					
TOTAL EXPENDITURES	2,350,000	27,400,000	14,731,314	311,314	311,314	311,314	311,314

BACKGROUND

“The Point” intersection is located at the location where US 36 and SR 37 converge on the east side of City, immediately west of the Norfolk Southern railroad overpass. The skewed alignment of the two roads, compounded by the narrow two-lane passage below the rail bridge restricting traffic to a single lane in each direction, limit the overall intersection capacity to manage current and anticipated future traffic loading. On average, 25,000 vehicles a day pass below the bridge, with traffic models projecting that number to increase to almost 40,000 vehicles a day by 2040. Traffic congestion and lengthy backups are routine during morning and afternoon peak-hour traffic conditions. In 2009 the City reconfigured the intersection slightly, relocating the signal further west on US 36 and realigning SR 37 to the new location. The improvement provided immediate relief to westbound traffic congestion and delay; however, modelling predicated that increasing eastbound traffic congestion was anticipated within seven to ten years as traffic volumes continued to increase in the area.

This project will relieve congestion and increase safety along US 36 and SR 37 by increasing the number of vehicular lanes beneath the Norfolk Southern Railroad bridge allowing for two lanes of travel in each direction beneath the railroad. The widened bridge will eliminate the notorious westbound merge on US 36 as vehicles approach the bridge. Eastbound traffic flow will benefit immediately from this improvement as dual through-lanes are established on both SR 37 and US 36 approaching the intersection adding significantly improved intersection capacity. Shared use paths connecting the east side of the community to the Glenwood Commons commercial center are also included as part of the overall improvement. Additional improvements at the US 36 with SR 521 intersection are included to address intersection safety and congestion issues there.



PROJECT TIMELINE

2021	Final Design, Right of Way Acquisition and Utility Relocates
2022	Right of Way Acquisition, Utility Relocates, and Railroad Permitting
2023	Construction of Temporary Rail Bridge and Roadway Improvements
2024	Construction of Permanent Rail Bridge and Roadway Improvements
2025	Construction Complete

FINANCING

YEAR	AMOUNT	IDENTIFIED FUNDING SOURCE(S)
2021	2,984,573	Combination of grants, JEDD receipts, developer contributions, utility funds, SIB Loans and local funds.
2022	27,400,000	
2023	731,314	
2024-2027	311,314	SIB Loan debt service is \$311,314 annually from 2024-2027.
TOTAL	\$32,361,143	Project cost reflects only interest for the year 2023.

PROJECT TEAM

CITY LEAD: Public Works – Traffic Division
DESIGN CONSULTANT: In House & Contractor
CONTRACTOR: In House

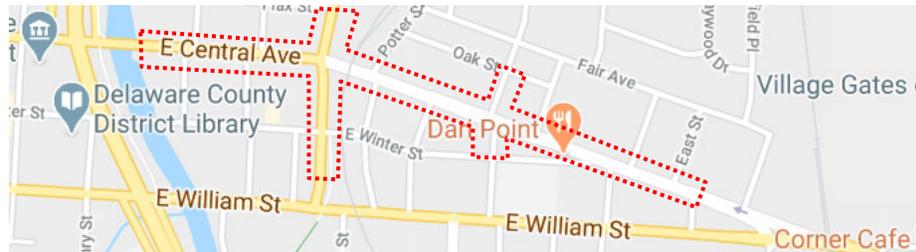
**CAPITAL IMPROVEMENT PLAN
EAST CENTRAL
2021-2025**

	2021	2022	2023	2024	2025	2026	2027
BALANCE FORWARD			-	-	-	-	-
REVENUES:							
Safety Grant	360,000	360,000	720,000	1,500,000		2,000,000	
MORPC Grant						4,500,000	
Sewer Funds					500,000		
Water Funds					500,000		
Storm Funds						1,000,000	
Debt Proceeds						2,912,017	
General Fund Transfer	40,000	40,000	80,000	250,000	100,000	587,983	299,938
TOTAL REVENUES	400,000	400,000	800,000	1,750,000	1,100,000	11,000,000	299,938
EXPENDITURES:							
DEBT SERVICE							
E Central Debt (\$2,912,017, 10 yrs, 3.0%, 2036)							299,938
Prelim & Env Engineering (90% Safety/10% Local)	400,000	400,000					
Final Engineering (90% Safety/10% Local)			800,000				
ROW				1,750,000			
Sanitary Rehab					500,000		
Water Rehab					500,000		
Private Utility Reimbursements					100,000		
Construction						10,000,000	
Construction Admin						1,000,000	
TOTAL EXPENDITURES	400,000	400,000	800,000	1,750,000	1,100,000	11,000,000	299,938

BACKGROUND

The East Central Avenue Improvements project will improve safety and reduce delay along this vital local traffic and freight movement corridor. The road itself has surpassed its useful service life and requires significant repair throughout the year. Though it will be resurfaced in 2020, the benefit of new pavement will likely be short lived before repairs are again required. It is the intent that the road be reconstructed before the next time resurfacing is required.

Improvements will include new pavement, curbs, drainage, sidewalk, and lighting. Both the Channing Street and Lake Street intersections will be realigned and widened to accommodate current and future anticipated traffic volumes. Public involvement meetings are anticipated in 2021 where design alternatives will be presented for public comment and feedback. Preliminary estimates indicate the project cost could be between \$12 - \$15 million for all the improvements required. The City will be applying for State Highway Safety Funds in 2020 as well as Federal Attributable funds through MORPC. Additional grant funding will be sought once a final design is selected.



PROJECT TIMELINE

2021	Preliminary Engineering & Environmental
2022	Preliminary Engineering & Environmental
2023	Final Engineering
2024	Right of Way Acquisition
2025	Right of Way Acquisition & Utility Relocates
2026	Construction

FINANCING

YEAR	AMOUNT	IDENTIFIED FUNDING SOURCE(S)
2021	400,000	State Safety/Local
2022	400,000	State Safety/Local
2023	800,000	State Safety/Local
2024	1,750,000	State Safety/Local
2025	1,000,000	State Safety/Local
2026	11,000,000	MORPC Attributable/Local
TOTAL	15,450,000	

PROJECT TEAM

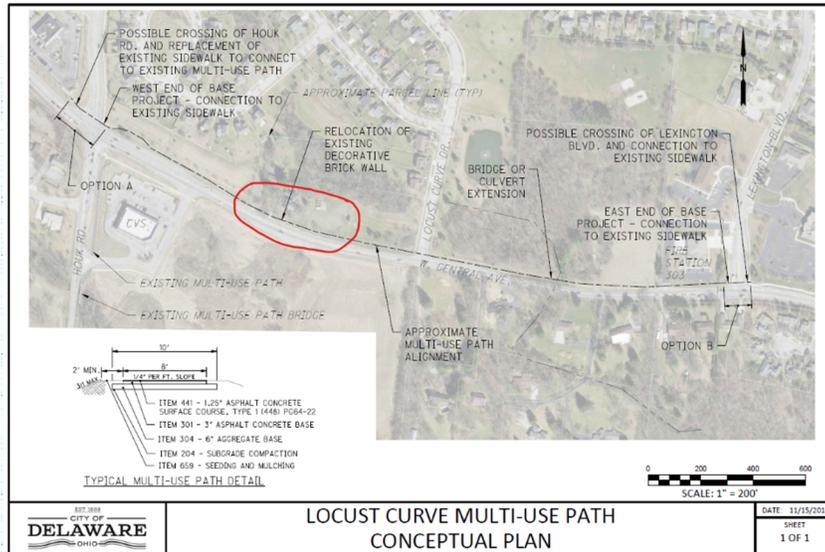
CITY LEAD: Public Works – Engineering
DESIGN CONSULTANT: ms consultants
CONTRACTOR: Competitive Bidding TBD

**CAPITAL IMPROVEMENT PLAN
PARK IMPACT FEES
2021-2025**

	2021	2022	2023	2024	2025
BALANCE FORWARD	1,829,279	1,724,279	1,039,279	539,279	89,279
REVENUES:					
Park Impact Fees	350,000	350,000	350,000	350,000	350,000
TOTAL REVENUES	2,179,279	2,074,279	1,389,279	889,279	439,279
EXPENDITURES:					
Central Avenue Trail	150,000				
South Community Park Land Acquisition			500,000	500,000	
Stratford Olentangy Trail		350,000			
Olentangy River Walk - Mingo	25,000				
Olentangy River Trail			300,000		
Delaware Run Greenway	250,000	35,000		300,000	
Lexington Glen Park		175,000			
Mingo Facility Improvements					150,000
Ross Street Improvements	30,000	475,000	50,000		
TOTAL EXPENDITURES	455,000	1,035,000	850,000	800,000	150,000

BACKGROUND

The completion of the Central Avenue trail began planning in 2018 and will be the final link for an east west pedestrian connection along Central Avenue. The remaining segment between Houk Road and Lexington Avenue will be partially built in 2020 with final segment remaining for construction in 2021. The last segment resulted in negotiation with property owner to agree on final design.



PROJECT TIMELINE

2019	Design of trail from Houk Road to Lexington Avenue
2020	Easement acquisition
2020	Project bid and construction
2021	Remaining segment bid and construction

FINANCING

YEAR	AMOUNT	IDENTIFIED FUNDING SOURCE(S)
2020	490,000	City Park Impact Fees
2021	150,000	
2022		
2023		
2023		
TOTAL	\$640,000	

PROJECT TEAM

CITY LEAD: P & NR and Public Utilities
DESIGN CONSULTANT: MS Consultants
CONTRACTOR: TBD

BACKGROUND

The river walk project at Mingo is a design project that would separate pedestrian traffic from vehicular traffic, remove invasive species along the river and allow access to the Olentangy River. The initial effort of this project would lead the way in emphasizing the value of the river as a prized natural resource.

The design would focus on the segment in Mingo Park where pedestrian and vehicular traffic share a common roadway.



**PROJECT
TIMELINE**

2021	Design trail segment
2022	Trail construction
2023	
2024	
2025	

FINANCING

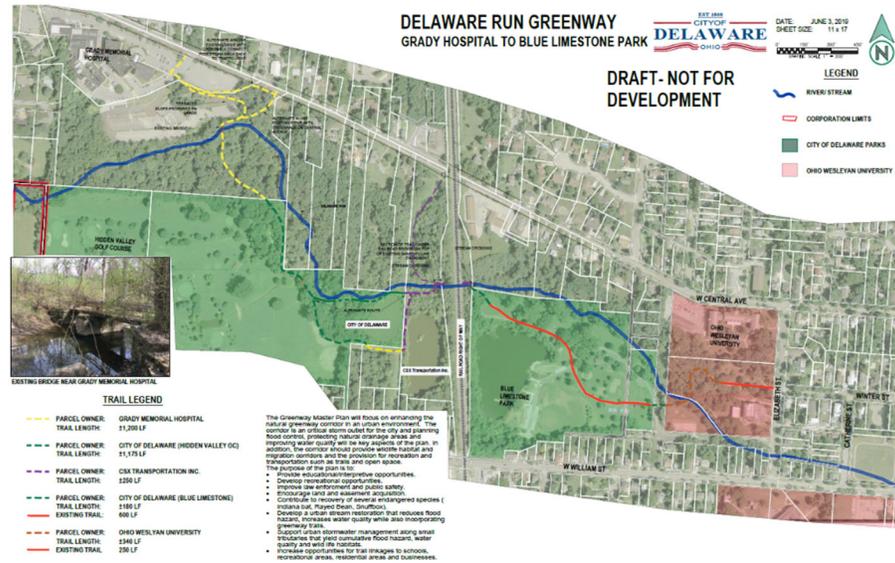
YEAR	AMOUNT	IDENTIFIED FUNDING SOURCE(S)
2021	25,000	City Park Impact Fees
2022		
2023		
2024		
2025		
TOTAL	\$25,000	

**PROJECT
TEAM**

CITY LEAD: P & NR and Public Utilities
DESIGN CONSULTANT: TBD
CONTRACTOR: TBD

BACKGROUND

The Delaware Run Greenway is an east-west pedestrian corridor that parallels Delaware Run and offers opportunities for forest preservation, flood protection, recreation and educational benefits. The proposed segment would stretch from Hidden Valley Golf Course to Blue Limestone Park, with potential to reach Grady Memorial Hospital and downtown Delaware. The proposed section would be a combination of gravel and unimproved trail approximately 1 mile in length.



PROJECT TIMELINE

2020	Feasibility study and CSX review
2021	Preliminary alignment design and begin construction of ½ segment
2022	
2023	
2024	
2025	

FINANCING

YEAR	AMOUNT	IDENTIFIED FUNDING SOURCE(S)
2021	250,000	At this time, no outside funding sources have been identified and all project funding is through Parks Impact Fees
TOTAL	\$250,000	

PROJECT TEAM

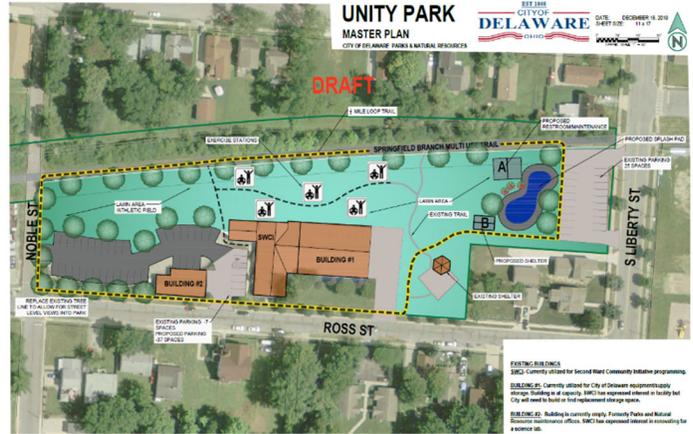
CITY LEAD: Parks & Natural Resources
DESIGN CONSULTANT: Patrick Engineering
CONTRACTOR: TBD

BACKGROUND

The proposed Ross Street park improvements evolved from several community surveys and meetings to include elements that would serve the surrounding community. The residents wanted to see a park that would promote healthy activities and provide a gathering space for community events in a safe and open environment.

Improvements began in 2020 with the removal of the existing maintenance facility along with design of an additional parking lot at the west end of the park.

Future improvements include additional parking, athletic field space, community gathering field space, exercise stations, pathways, splash pad, restroom, landscaping and pathways. Lighting and an open park plan will also be incorporated to promote a safe park setting.



PROJECT TIMELINE

2021	Landscaping and parking lot construction. Design for restroom and splash pad facility
2022	Construction of restroom and splash pad
2023	Landscaping, exercise equipment, pathways

FINANCING

YEAR	AMOUNT	IDENTIFIED FUNDING SOURCE(S)
2021	30,000	City Park Impact Fees
2022	475,000	
2023	50,000	
TOTAL	\$555,000	

PROJECT TEAM

CITY LEAD: Parks & Natural Resources
DESIGN CONSULTANT: TBD
CONTRACTOR: TBD

**CAPITAL IMPROVEMENT PLAN
POLICE DEPARTMENT
2021-2025**

	2021	2022	2023	2024	2025
REVENUES:					
Debt Proceeds		625,965			
<i>CIP Allocation (pg.1)</i>	260,000	16,000	64,474	96,474	331,474
TOTAL REVENUES	260,000	641,965	64,474	96,474	331,474
EXPENDITURES:					
<i>DEBT SERVICE</i>					
Meters/Building (\$625,965, 10 yrs, 3.0%, 2032)			64,474	64,474	64,474
Body Cameras	260,000				95,000
Parking Meter Replacement		425,965			
Evidence Storage Building		200,000			
Police Sub-Station					
Cruiser Video Replacement					172,000
Police K9 Replacement				32,000	
Tornado Siren Replacement					
Intoxilyzer		16,000			
TOTAL EXPENDITURES	260,000	641,965	64,474	96,474	331,474

BACKGROUND

The department has had a cruiser video system for many years. Our current product, purchased from WatchGuard, was originally purchased with the knowledge that the WatchGuard body worn camera product could be added to the system, thereby saving the cost of adding an entirely new server and storage system. Previous roadblocks to adding body worn cameras to the system have included cost, storage costs, lack of staffing required to manage data, and privacy concerns.

Several cruiser video systems need to be replaced due to the expiration of their warranty period.

Due to recent calls for police reform, the police department began researching and now submit this request for body worn cameras. The overall project cost will include replacement cruiser systems, body worn cameras, and additional storage.

**PROJECT
TIMELINE**

2021	Upgrade of out of warranty cruiser video cameras (\$92,000), addition of body worn cameras (\$108,000) and storage (\$60,000).
2022	
2023	
2024	
2025	Replacement of cruiser equipment – 5-year warranty.

FINANCING

YEAR	AMOUNT	IDENTIFIED FUNDING SOURCE(S)
2021	260,000	At this time, no outside funding sources have been identified and all project funding is through general fund revenues.
2022		
2023		
2024		
2025	95,000	
TOTAL	\$325,000	

**PROJECT
TEAM**

CITY LEAD: Police Department
DESIGN CONSULTANT: N/A
CONTRACTOR: N/A

BACKGROUND

While the parking situation in downtown Delaware is still under review and being developed, it is necessary to consider potential cost of new meters should the decision be made to modernize our current system. This quote will provide for smart meters throughout downtown. The numbers provided here are based on approximately 500 new meters, but the final number and quote will have to be refined in the year leading up to whenever the project is decided and scheduled.



**PROJECT
TIMELINE**

2021	Timeline of replacement is TBD.
2022	
2023	
2024	
2025	

FINANCING

YEAR	AMOUNT	IDENTIFIED FUNDING SOURCE(S)
2021		At this time, no outside funding sources have been identified and all project funding is through general fund revenues.
2022		
2023		
2024		
2025		
TOTAL	\$425,965	

**PROJECT
TEAM**

CITY LEAD: Police Department
DESIGN CONSULTANT: N/A
CONTRACTOR: N/A

BACKGROUND

The police department currently uses a secure evidence security room at the Justice Center that has been expanded in recent years. This area houses our current caseload of evidence. Additional evidence that must be stored is maintained off site in a facility is nearing its maximum capacity and without environmental control. In order to securely store and maintain our growing catalogue of evidence, we need to expand our capacity with a facility that provides for technology, utilities, environmental control and security.

This proposal would allow for the construction of a similarly sized pole barn on the site of our current property storage building on Curve Rd. The new building would include the specifications needed to insure safe long-term storage of all evidence that we are mandated to maintain.

**PROJECT
TIMELINE**

2021	
2022	Construction on currently owned city property.
2023	
2024	
2025	

FINANCING

YEAR	AMOUNT	IDENTIFIED FUNDING SOURCE(S)
2021		At this time, no outside funding sources have been identified and all project funding is through general fund revenues. Cost is estimated based on average costs for size and specifications.
2022	200,000	
2023		
2024		
2025		
TOTAL	\$200,000	

**PROJECT
TEAM**

CITY LEAD: Police Department
DESIGN CONSULTANT: N/A
CONTRACTOR: N/A

POLICE DEPARTMENT
POLICE K9 REPLACEMENT

BACKGROUND

The Delaware Police Department currently has 2 Police K9 teams that specialize in drug and article searches. The K9 working lifespan depends on many variables, but this proposal anticipates the need to retire K9 Ollie in or around 2024 which would constitute a typical working lifespan. This is subject to change based on the health of the K9.



**PROJECT
TIMELINE**

2021	
2022	
2023	
2024	K9 replacement
2025	

FINANCING

YEAR	AMOUNT	IDENTIFIED FUNDING SOURCE(S)
2021		At this time, no outside funding sources have been identified and all project funding is through general fund revenues.
2022		
2023		
2024	32,000	
2025		
TOTAL	\$32,000	

**PROJECT
TEAM**

CITY LEAD: Police Department
DESIGN CONSULTANT: N/A
CONTRACTOR: N/A

**CAPITAL IMPROVEMENT PLAN
FIRE/EMS DEPARTMENT
2021-2025**

	2021	2022	2023	2024	2025
BALANCE FORWARD					
REVENUES:					
Fire/EMS Income Tax	891,389	2,094,819	2,459,375	1,622,310	417,072
Fire Impact Fee Funds	100,000	100,000	100,000	100,000	100,000
Debt Proceeds					12,500,000
TOTAL REVENUES	991,389	2,194,819	2,559,375	1,722,310	13,017,072
EXPENDITURES:					
DEBT SERVICE					
Station 302 (\$573,416, 10 yrs, 1.52%, 2022)	60,872	60,872			
Station 303 (\$2,755,000, 2.94%, 2032)	174,569	174,569	174,569	174,569	174,569
Station 304 (\$3,500,000, 15 yrs, 2031)	285,550	284,850	284,000	281,000	282,800
EMS Vehicles (3) - (800,000, 10 yrs. 2024)	94,150	94,150	94,150	94,150	
Station 305 (\$12,500,000, 15 yrs. 2040)					
CAPITAL PROJECTS					
Fire Training Tower	250,000	1,250,000			
Station Alerting		160,000			
Computers (Station)		6,470		37,709	
Cardiac Monitors			355,186		
Vehicle MDTs			97,279		
Copiers			4,204		
City AED Replacement - 10 Years				65,450	
Fire Station 305			500,000		12,500,000
Fire Station Updates (301 & 302)					
EQUIPMENT REPLACEMENTS					
Engine Replacement			926,745		
Medic Replacement				895,540	
Rescue Replacement					
Car Replacement	106,090	163,908	56,275	115,928	59,703
New Car - Risk Reduction				57,964	
Polaris Replacement					
Pick-up Replacement			56,275		
Boat Replacement					
Mower Replacement	20,158		10,692		
TOTAL EXPENDITURES	991,389	2,194,819	2,559,375	1,722,310	13,017,072

PUBLIC WORKS LED PROJECTS

Citywide Signals - Fire Pre-Emption	385,000				
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BACKGROUND

A training facility and resources are necessary for firefighters to maintain and learn new skills. The facility would be capable of providing live fire extinguishment training, search and rescue operations, ladder drills, ventilation trainings and hose advancement drills. Many Fire Departments in Delaware County came together to create the fire training facility located on the Delaware Area Career Center property on SR 521. Since then the Career Center has relocated their Center to US 23 and has sold the property to Delaware County for additional office space. In 2020, the Fire Chiefs have decided that they are not financially able to take the necessary steps to restore the grounds. The Department has been in discussion with DACC about partnering and building the necessary facilities to train new firefighters and maintain the skills of existing firefighters.



This is an example of a combination commercial and residential multi story training tower with live fire capabilities.

**PROJECT
TIMELINE**

2021	Complete plan and confirm location of the training tower.
2022	Fire training tower purchased. Fire training tower constructed and operational.
2023	No Action
2024	No Action
2025	No Action

FINANCING

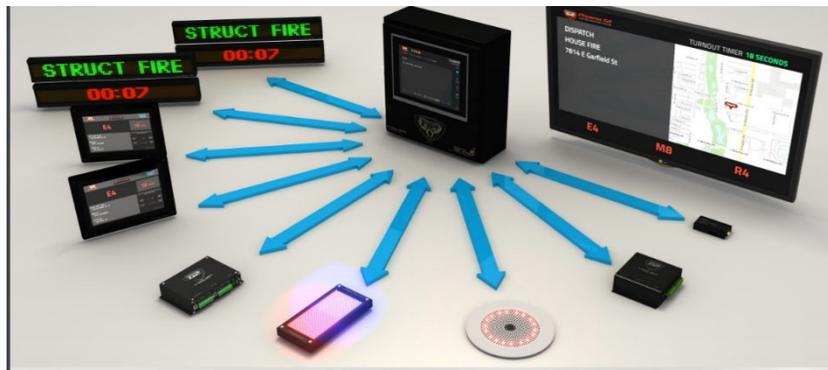
YEAR	AMOUNT	IDENTIFIED FUNDING SOURCE(S)
2021	250,000	At this time, no outside funding sources have been identified and all project funding is through general fund revenues.
2022	1,250,000	
2023	0	
2024	0	
2025	0	
TOTAL	\$1,500,000	

**PROJECT
TEAM**

CITY LEAD: Fire Department
DESIGN CONSULTANT: Fire Department and DACC
CONTRACTOR: Vendor to be determined later

BACKGROUND

In 2021, Delaware County Communication System will be installing a new Computer Aided Dispatch (CAD) System. Included with this CAD will be an automated voice dispatching system from US Digital Designs, known as the Phoenix G2. The system will allow the calls to be dispatched by a computer voice announcement permitting rapid processing of the announcement and allowing the dispatcher to remain in contact with the caller to obtain additional information. With a separate purchase by the city of additional equipment, the system will improve notification throughout the stations and will provide the dispatch center with a monitored line ensuring the Fire Stations receive the alarms. This will also assist with our Insurance Service Office communication rating.



**PROJECT
TIMELINE**

2021	CAD System installation and interface developed. Design of the station alerting system.
2021 2022	Construction – Installation at the 4 fire stations of the station alerting system.

FINANCING

YEAR	AMOUNT	IDENTIFIED FUNDING SOURCE(S)
2021	0	At this time, no outside funding sources have been identified and all project funding is through general fund revenues.
2022	160,000	
2023	0	
2024	0	
2025	0	
TOTAL	\$160,000	

**PROJECT
TEAM**

CITY LEAD: Fire Department
DESIGN CONSULTANT: Fire Department/US Digital Design
CONTRACTOR: US Digital Design

BACKGROUND

In 2022, the Department will begin replacing aging technology. The Fire Department uses technology that includes station computers, printer/copiers and mobile data computers. Mobile data computers provide access to dispatch information, access to information in existing databases, researching hazardous materials and the uploading of medical reports to the hospital. Mobile data computers are replaced every 5-years. The replacement of the computers, mobile data terminals, mobile wireless ports are anticipated to cost roughly \$145,662 over the next 5 years. This project will be funded utilizing the Fire Fund. The Fire Department will be looking for alternative funding sources for this equipment.

- 2022 - Replacement of station computers
- 2023 - Mobile data computers located in all the medical apparatus and two copiers and the Mobile Data Computers located in all fire and EMS apparatus.
- 2024 – Replacement of remaining station computers



Mobile Data Terminal (MDT)

**PROJECT
TIMELINE**

2021	No Action
2022	Computers specified, purchased and operations
2023	MDTs and copiers specified, purchased and operations
2024	Computers specified, purchased and operations
2025	No Action

FINANCING

YEAR	AMOUNT	IDENTIFIED FUNDING SOURCE(S)
2021	0	At this time, no outside funding sources have been identified and all project funding is through general fund revenues.
2022	6,470	
2023	101,483	
2024	37,709	
2025	0	
TOTAL	\$145,662	

**PROJECT
TEAM**

CITY LEAD: Fire Department
DESIGN CONSULTANT: Fire Department and IT Department
CONTRACTOR: Vendor to be determined later

CARDIAC MONITORS/DEFIBRILLATORS

BACKGROUND

The Department’s 12-Lead cardiac monitor/defibrillator and automated external defibrillators (AEDs) are aging and will be reaching their life expectancy. This is one of the primary pieces of equipment that is used on all medical calls. The 12-Lead cardiac monitor/defibrillator also includes the capability of monitoring blood pressure, oxygen saturation, breathing wave forms, CPR feedback, and is an external cardiac pacemaker. These devices are located on all paramedic ambulances, the EMS quick response/community paramedic vehicle and one spare unit. The life expectancy of the 12-Lead Monitor/Defibrillator is 5-years. The Department also has placed AEDs in all other fire department vehicles, police cruisers and all city facilities. The life expectancy of the AEDs units are 10-years.

2023 – Replacement of (6) 12-Lead cardiac monitor/defibrillator and (22) AEDs

2024 – Replacement of (35) AEDs for City Facilities and Police Department Vehicles



Because CPR Is a Focus for Cardiac Arrest

Because Pediatric Needs Are Different

Because Medics Carry More Than Ever

PROJECT TIMELINE

2021	No Action
2022	No Action
2023	12-Lead cardiac monitor/defibrillator and AEDs ordered and placed in-service
2024	AEDs ordered and placed in-service
2025	No Action

FINANCING

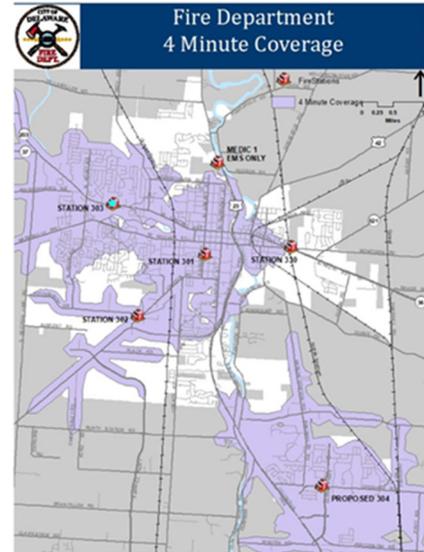
YEAR	AMOUNT	IDENTIFIED FUNDING SOURCE(S)
2021	0	At this time, no outside funding sources have been identified and all project funding is through general fund revenues.
2022	0	
2023	355,186	
2024	65,450	
2025	0	
TOTAL	\$420,636	

PROJECT TEAM

CITY LEAD: Fire Department
DESIGN CONSULTANT: Fire Department
CONTRACTOR: Outside contractor to be determined later

BACKGROUND

Fire Station 301 was built in 1972. The Station was located on Liberty St. because of its central location in the City. This was the only Fire Station at the time. Since that time the city has grown considerably in all directions from this central location. Fire and EMS coverage on the eastside of the city in many cases is in excess of the desired 6-minute total response time. For several years we have had discussion about the relocation of Fire Station 301 or the addition of a fire station to the City's east side including the Fire Department Headquarters. This preliminary and conceptual idea will be more explored in 2021-2022. Consideration and research will include the related costs, impact of services provided and the impact to the community due to the relocation. With the projected growth on Glenn Parkway, consideration will also be given to a separate Station in this area. In 2026 we are planning the update of fire station 301 and 203.



PROJECT TIMELINE

2021	Research cost, impact of services provided and impact to the community
2022	Finalize cost estimates and impact
2023	Finalize Location and purchase property
2024	Construction plan development and bid
2025	Construction

FINANCING

YEAR	AMOUNT	IDENTIFIED FUNDING SOURCE(S)
2021	0	At this time, no outside funding sources have been identified and all project funding is through general fund revenues.
2022	0	
2023	500,000	
2024	0	
2025	12,500,000	
TOTAL	\$13,000,000	

PROJECT TEAM

CITY LEAD: Fire Department
DESIGN CONSULTANT: Fire Department and architect to be determined later
CONTRACTOR: Outside contractor to be determined later

FIRE DEPARTMENT

SELF CONTAINED BREATHING APPARATUS

BACKGROUND

Self-Contained Breathing Apparatus is a device worn by firefighters to provide breathable air in an immediately dangerous to life or health atmosphere (IDLH). This equipment is used during fire operations, as well as hazardous material and technical rescue operations. In 2025, this essential equipment will be 10-years old and nearing the end of its expected life.



Self-Contained Breathing Apparatus (SCBA)



Rapid Intervention Pack (RIT Pak)

PROJECT TIMELINE

2021	No Action
2022	No Action
2023	No Action
2024	No Action
2025	Research and specification development
2026	SCBAs purchased and placed in operations

FINANCING

YEAR	AMOUNT	IDENTIFIED FUNDING SOURCE(S)
2021	\$0	At this time, no outside funding sources have been identified and all project funding is through general fund revenues.
2022	\$0	
2023	\$0	
2024	\$0	
2025	\$0	
2026	560,000	
TOTAL	\$560,000	

PROJECT TEAM

CITY LEAD: Fire Department
DESIGN CONSULTANT: Fire Department
CONTRACTOR: Outside vendor to be determined later

BACKGROUND

The Fire Department capital improvement plan projects the replacement of all existing and new vehicles. Fire apparatus are replaced based on age and typically replaced on a 25-year basis. Steps are taken to extend the life expectancy of the apparatus through the rotation of the vehicles to other fire stations, when possible, and through a designated period serving as a reserve/back-up apparatus. As part of the 2010 Fire Levy, many apparatuses have been replaced; however, due to the prior age of the existing apparatus, some vehicles have extended past the replacement schedule. In 2021, the 1989 engine will be replaced with a new engine that is currently under construction and funded as part of the 2021 budget. It takes approximately 1-year for a new truck to be built. In 2023, the 1997 engine is scheduled to be replaced.



1989 E-One Engine (replaced in 2021)



1997 Pierce Engine (replaced in 2023)

PROJECT TIMELINE

2021	2021 engine and equipment will be received and placed in-service
2022	Specification for new 2023 engine will be developed
2023	2023 engine and equipment ordered
2024	
2025	No action

FINANCING

YEAR	AMOUNT	IDENTIFIED FUNDING SOURCE(S)
2021	0	At this time, no outside funding sources have been identified and all project funding is through general fund revenues.
2022	0	
2023	926,745	
2024	0	
2025	0	
TOTAL	\$926,745	

PROJECT TEAM

CITY LEAD: Fire Department
DESIGN CONSULTANT: In House & Contractor
CONTRACTOR: Outside contractor to be determined later

BACKGROUND

The Fire Department capital improvement plan projects the replacement of all existing and new paramedic vehicles. Paramedic apparatus are replaced based on age and typically replaced on a 12-year basis. Steps are taken to extend the life expectancy of the apparatus through the rotation of the vehicles to other fire stations. As part of the 2010 Fire Levy, all EMS vehicles have been replaced. The paramedic units are the workhorse of the fire department operations, as 80% of responses are for medical calls. In 2024, the 2012 Braun Ambulance will be replaced, and a sister vehicle will also be purchased bringing the fleet to 5 paramedic units. Currently the Department does not have a reserve ambulance. This means if a paramedic unit is down for maintenance, one of the stations (typically St 302) operates without a paramedic unit. It takes approximately 9 months for a new paramedic unit to be built.

2012 Braun Ambulance (replaced in 2024)



**PROJECT
TIMELINE**

2021	No action
2022	No action
2023	Specification for the new 2024 paramedic units will be developed
2024	2024 paramedic unit ordered and placed in-service
2025	No action

FINANCING

YEAR	AMOUNT	IDENTIFIED FUNDING SOURCE(S)
2021	0	At this time, no outside funding sources have been identified and all project funding is through general fund revenues.
2022	0	
2023	0	
2024	895,540	
2025	0	
TOTAL	\$895,540	

**PROJECT
TEAM**

CITY LEAD: Fire Department
DESIGN CONSULTANT: In House & Contractor
CONTRACTOR: Outside contractor to be determined later

FIRE DEPARTMENT STAFF VEHICLES

BACKGROUND

The Fire Department capital improvement plan projects the replacement of all existing and new staff vehicles. Staff vehicles are used in the fleet for a multitude of purposes including the incident command, EMS quick response vehicle/community paramedicine, fire inspections and Station cars. Staff vehicles are replaced based on age and typically replaced on a 10-year basis. Prior to 2017, the Fire Department was receiving 1 used police car annually. These cars were needed for other City Departments, which has resulted in the Fire Department now purchasing new vehicles. Steps are taken to extend the life expectancy of the apparatus through the rotation of the vehicles from an emergency response use to being used by the fire inspectors and as Station cars.

2021 – Replacement of 2 (2011) staff vehicles originally used by the Police Department

2022 – Replacement of 2 (2006) and 1 (2011) staff vehicles (staff vehicle and pick-up truck)

2023 – Replacement of 1 (2011) staff vehicle and 1 (2006) pick-up/utility truck

2024 – Replacement of 2 (2014) staff vehicles and 1 new vehicle for proposed public educator

2025 – Replacement of 1 (2014) staff vehicle

PROJECT TIMELINE

2021	Staff vehicles ordered and placed in-service
2022	Staff vehicles ordered and placed in-service
2023	Staff vehicles ordered and placed in-service
2024	Staff vehicles ordered and placed in-service
2025	Staff vehicles ordered and placed in-service

FINANCING

YEAR	AMOUNT	IDENTIFIED FUNDING SOURCE(S)
2021	106,090	At this time, no outside funding sources have been identified and all project funding is through general fund revenues.
2022	163,908	
2023	112,550	
2024	173,892	
2025	59,703	
TOTAL	\$616,143	

PROJECT TEAM

CITY LEAD: Fire Department
DESIGN CONSULTANT: In House & Contractor
CONTRACTOR: Outside contractor to be determined later

BACKGROUND

The Fire Department capital improvement plan projects the replacement of all existing station mowers. Station mowers are designed to mow the 2.5 acres or more of property at each fire station. Station mowers are replaced on a 10-year basis.

2021 – Replacement of 2 (2009) Station mowers (St 301 and 304)

2022 – None

2023 – Replacement of 1 (2013) Station mowers (St 303)

2024 – None

2025 – None



**PROJECT
TIMELINE**

2021	Station mowers ordered and placed in-service
2022	No Action
2023	Station mowers ordered and placed in-service
2024	No Action
2025	No Action

FINANCING

YEAR	AMOUNT	IDENTIFIED FUNDING SOURCE(S)
2021	20,158	At this time, no outside funding sources have been identified and all project funding is through general fund revenues.
2022	0	
2023	10,692	
2024	0	
2025	0	
TOTAL	\$30,850	

**PROJECT
TEAM**

CITY LEAD: Fire Department

DESIGN CONSULTANT: In House & Parks and Natural Resources Department

CONTRACTOR: Outside contractor to be determined later

EMERGENCY VEHICLE PRE-EMPTION

BACKGROUND

Emergency vehicle pre-emption is an important piece of technology deployed at signalized intersections where normal traffic operations impede emergency vehicles and where traffic conditions create a potential for conflicts between emergency and non-emergency vehicles. Emergency vehicle pre-emption can reduce emergency vehicle response times and is especially useful along corridors that emergency vehicles use to travel longer distances. It also can provide both a safety and operational benefit on roadways where emergency vehicles need to enter the intersection from the minor road. The new technology being deployed with this project leverages GPS and existing CAD AVL systems to successfully calculate the vehicle ETA at signalized intersections. This in turn enables the traffic controllers to render tailored priority to first responder vehicles and return to normal operation in a more efficient time frame to reduce delays to non-emergency vehicles. This new system has the ability to be utilized throughout the City and Delaware County by all First Responders. Using this type of technology requires less hardware to be installed in vehicles and at each signalized intersection, which will reduce upfront hardware costs and routine maintenance required by Technicians. The first part of this project began in 2019 and consists of integrating the new emergency vehicle pre-emption software with the Delaware County Emergency Management dispatch system and installing Emergency Vehicle Pre-emption equipment at 32 of the 62 signalized intersections. This work is planned to be completed in 2020. The remaining 30 signalized intersections will be equipped with emergency vehicle pre-emption as part of the Citywide Signal Upgrade Phase 1 Project planned for construction in 2021-2022.

Key Benefits

- ✓ Significantly reduces preemption across the system
- ✓ Greatly reduces in-street hardware and maintenance costs
- ✓ Provides much more efficient and effective transit priority with the use of ETA
- ✓ Uses existing AVL and GPS CAD and dispatch systems
- ✓ Improves safety by getting traffic out of the way of emergency vehicles



PROJECT TIMELINE

2020	Construction – Installation at 32 signalized intersections and CADD software integration complete
2021	Construction – Installation at 30 signalized intersection with Citywide Signals Upgrade Phase 1 project
2022	Upgrade Phase 1 project

FINANCING

YEAR	AMOUNT	IDENTIFIED FUNDING SOURCE(S)
2021	385,000	The total project is anticipated to cost roughly \$565,000, which will be covered 100% utilizing the Fire Fund. The cost of the first part of the project set to be completed by the end of 2020 will cost \$385,000.
2022	0	
2023	0	
2024	0	
2025	0	
TOTAL	\$385,000	

PROJECT TEAM

CITY LEAD: Public Works – Traffic Division
DESIGN CONSULTANT: In House/HDR
CONTRACTOR: Path Master/TBD

**CAPITAL IMPROVEMENT PLAN
STORM CAPITAL PROJECTS
2021-2025**

	2021	2022	2023	2024	2025
REVENUES:					
Storm Water Fees	732,805	360,000	705,000	425,000	625,000
TOTAL REVENUES	732,805	360,000	705,000	425,000	625,000
EXPENDITURES:					
<i>CAPITAL PROJECTS</i>					
Storm Water Repair	125,000	125,000	125,000	125,000	125,000
Storm Water I&I Remediation		100,000		100,000	
Bernard Avenue (Sandusky to Liberty)	400,000				
US23 Storm Culvert Inspection/Design	207,805				
US23 Storm Culvert Construction			210,000		
Vernon Avenue		135,000			
Chamberlain/Channing St			350,000		
Pittsburgh Drive				200,000	
Cemetery Storm Pipe Replacement					500,000
<i>EQUIPMENT</i>					
One-ton Dump Truck			20,000		
Mini Excavator					
TOTAL EXPENDITURES	732,805	360,000	705,000	425,000	625,000

PUBLIC WORKS LED PROJECTS

Penick Ave Connector	30,000				
John Street Bridget	133,300				
The Point		535,000			
E Central Avenue					

BACKGROUND

As storm water lines age, deteriorate, and begin to fail, they must be replaced. A failed storm water line can lose its ability to properly convey storm flows, potentially causing flooding to Delaware neighborhoods. As storm water lines are found to be in a failed condition via camera inspections, they will be scheduled for replacement by City staff.

**PROJECT
TIMELINE**

2021	Storm water line repairs
2022	Storm water line repairs
2023	Storm water line repairs
2024	Storm water line repairs
2025	Storm water line repairs

FINANCING

YEAR	AMOUNT	IDENTIFIED FUNDING SOURCE(S)
2021	125,000	Project will be funded from the storm water fund
2022	125,000	
2023	125,000	
2024	125,000	
2025	125,000	
TOTAL	\$625,000	

**PROJECT
TEAM**

CITY LEAD: Public Utilities
DESIGN CONSULTANT: TBD
CONTRACTOR: TBD

STORM WATER INFLOW-INFILTRATION

BACKGROUND

As storm water lines age, they begin to allow ground water infiltration into the storm flows. During rain events, these areas of infiltration can cause storm water lines to become full sooner, leading to possible storm drain backups and localized flooding. As areas in need of repair are found via camera inspection, they will be scheduled for repair.



**PROJECT
TIMELINE**

2021	
2022	Storm water I&I remediation
2023	
2024	Storm water I&I remediation
2025	

FINANCING

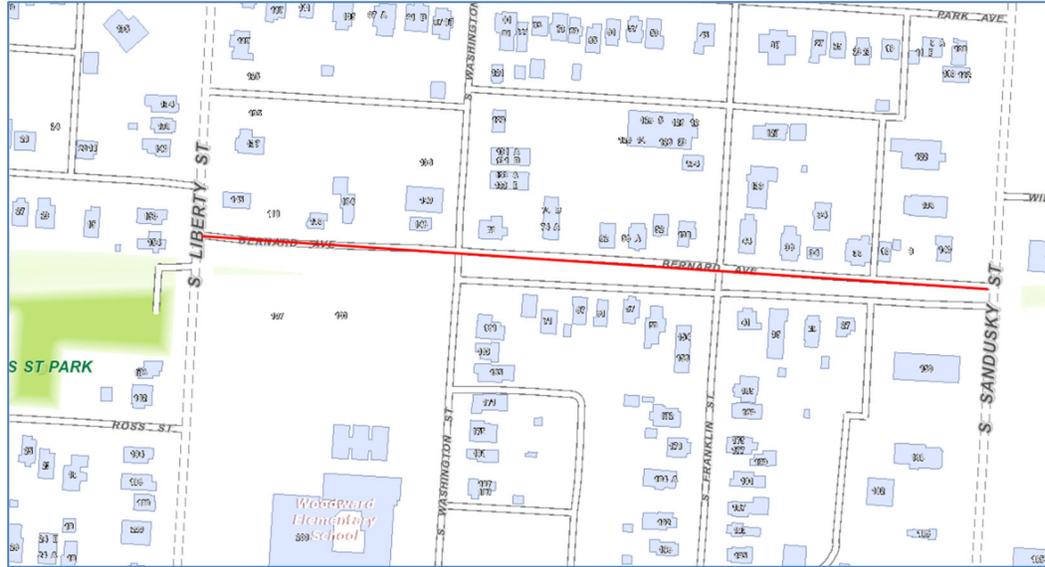
YEAR	AMOUNT	IDENTIFIED FUNDING SOURCE(S)
2021	0	Project will be funded from the storm water fund
2022	100,000	
2023	0	
2024	100,000	
2025	0	
TOTAL	\$200,000	

**PROJECT
TEAM**

CITY LEAD: Public Utilities
DESIGN CONSULTANT: TBD
CONTRACTOR: TBD

BACKGROUND

Bernard Avenue’s storm sewer has been found to be in failed condition, unable to properly convey storm flows from the area and causing localized flooding. The existing storm sewer will be removed and replaced with good condition storm sewer lines. Work is currently scheduled to be performed by City of Delaware utilities staff.



**PROJECT
TIMELINE**

2021	Storm sewer replacement by City staff
2022	
2023	
2024	
2025	

FINANCING

YEAR	AMOUNT	IDENTIFIED FUNDING SOURCE(S)
2021	400,000	Project will be funded from the storm water fund
2022	0	
2023	0	
2024	0	
2025	0	
TOTAL	\$400,000	

**PROJECT
TEAM**

CITY LEAD: Public Utilities
DESIGN CONSULTANT: TBD
CONTRACTOR: TBD

US 23 STORM CULVERT REPAIRS

BACKGROUND

ODOT District 6 has initiated a project to inspect/design/repair the storm culvert structures along the US-23 corridor. Per Ohio Revised Code the City is responsible to comply with their project by funding the portions of work that fall within City boundaries. Project cost estimates were provided by ODOT. Public Utilities staff have worked with ODOT and elected to self-perform portions of the project to reduce the City's financial obligation.

**PROJECT
TIMELINE**

2021	Inspection and Design of repairs by ODOT's consultant
2022	
2023	Repair of deficiencies found in 2021
2024	
2025	

FINANCING

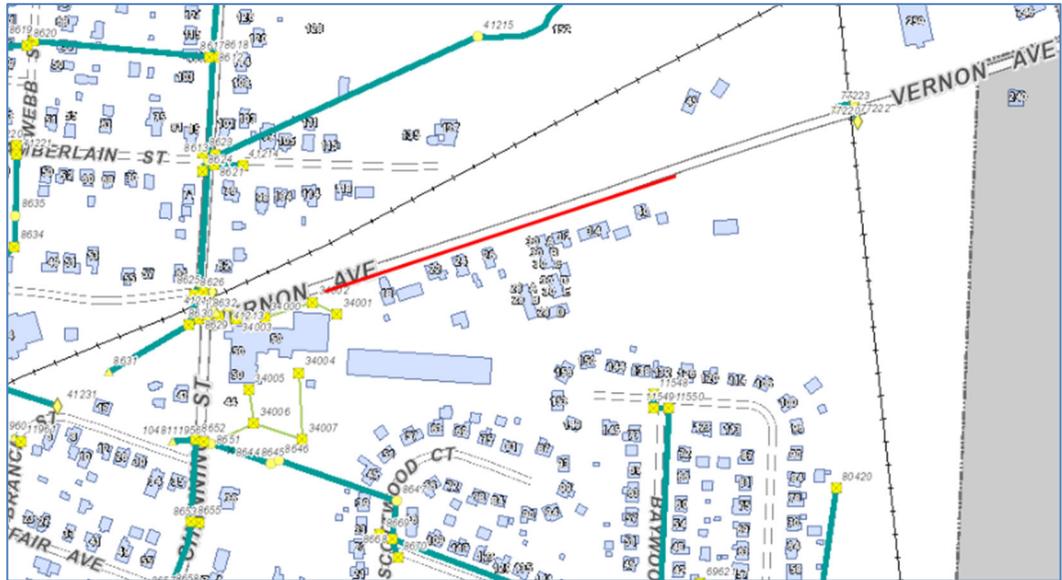
YEAR	AMOUNT	IDENTIFIED FUNDING SOURCE(S)
2021	207,805	Project will be funded from the storm water fund
2022	0	
2023	210,000	
2024	0	
2025	0	
TOTAL	\$417,805	

**PROJECT
TEAM**

CITY LEAD: Engineering
DESIGN CONSULTANT:
CONTRACTOR:

BACKGROUND

The Vernon Avenue ditch ways are no longer able to convey the required storm flows from the area. This is due to buildup of sediment from years of storm water conveyance. Ditches are as integral a part of storm water removal as storm sewers are and must also be maintained to ensure needed levels of flow.



**PROJECT
TIMELINE**

2021	
2022	Planned repairs scheduled to be performed by City staff
2023	
2024	
2025	

FINANCING

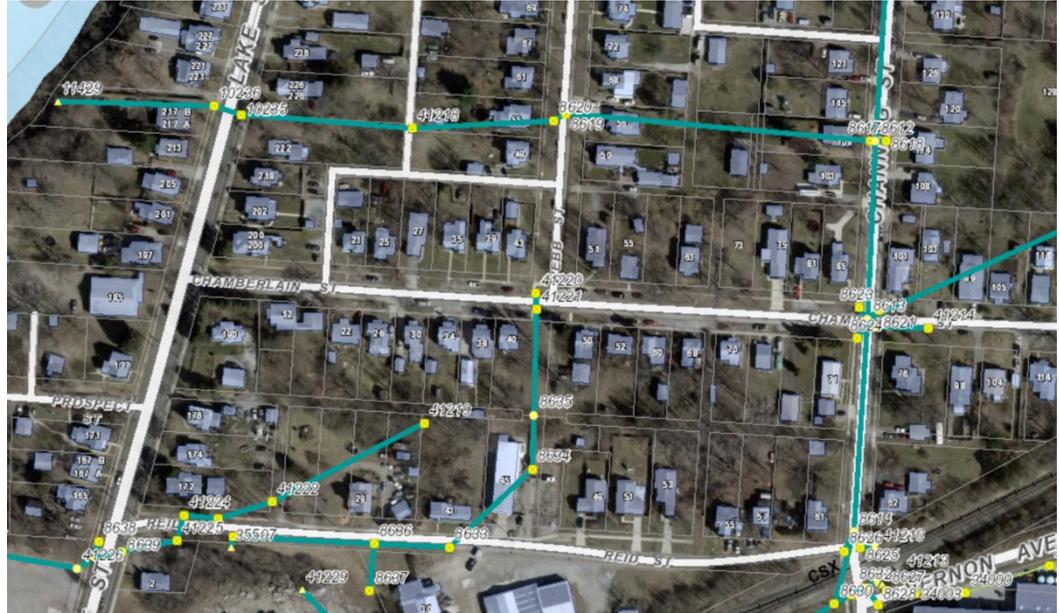
YEAR	AMOUNT	IDENTIFIED FUNDING SOURCE(S)
2021	0	Project will be funded from the storm water fund
2022	135,000	
2023	0	
2024	0	
2025	0	
TOTAL	\$135,000	

**PROJECT
TEAM**

CITY LEAD: Public Utilities
DESIGN CONSULTANT: TBD
CONTRACTOR: Public Utilities

BACKGROUND

The area of Chamberlain Street and Channing Street is experiencing storm sewer failure shown by area flooding during rain events. This project is intended to open up flow in the area to reduce the likelihood of flooding events.



PROJECT TIMELINE

2021	
2022	
2023	Planned repairs scheduled to be performed by City staff
2024	
2025	

FINANCING

YEAR	AMOUNT	IDENTIFIED FUNDING SOURCE(S)
2021	0	Project will be funded from the storm water fund
2022	0	
2023	350,000	
2024	0	
2025	0	
TOTAL	\$350,000	

PROJECT TEAM

CITY LEAD: Public Utilities
DESIGN CONSULTANT: TBD
CONTRACTOR: Public Utilities

BACKGROUND

The Pittsburgh Drive ditch ways are no longer able to convey the required storm flows from the area. This is due to buildup of sediment from years of storm water conveyance. Ditches are as integral a part of storm water removal as storm sewers are and must also be maintained to ensure needed levels of flow.



PROJECT TIMELINE

2021	
2022	
2023	
2024	Planned repairs scheduled to be performed by City staff
2025	

FINANCING

YEAR	AMOUNT	IDENTIFIED FUNDING SOURCE(S)
2021	0	Project will be funded from the storm water fund
2022	0	
2023	0	
2024	200,000	
2025	0	
TOTAL	\$200,000	

PROJECT TEAM

CITY LEAD: Public Utilities
DESIGN CONSULTANT: TBD
CONTRACTOR: Public Utilities

BACKGROUND

Below sections of the City’s cemetery are large stormwater conveyance pipes. These pipes see substantial flows during storm events due to the large size of the land tributary to this drainage way. The storm sewer is built up brick and has begun failing and falling apart in areas. The City recently completed a cemetery master plan, which also called out the repair of the storm lines. This work will require the utmost care as much of it lies below existing burial sites.



PROJECT TIMELINE

2021	
2022	
2023	
2024	
2025	Planned repairs scheduled to be performed by City staff

FINANCING

YEAR	AMOUNT	IDENTIFIED FUNDING SOURCE(S)
2021	0	Project will be funded from the storm water fund
2022	0	
2023	0	
2024	0	
2025	500,000	
TOTAL	\$500,000	

PROJECT TEAM

CITY LEAD: Public Utilities
DESIGN CONSULTANT: TBD
CONTRACTOR: Public Utilities

BACKGROUND

The Public Utilities Department uses a variety of equipment for the operations and maintenance of its infrastructure. Vehicles and equipment are replaced based on hours of operation, mileage, equipment maintenance cost and whether it is a primary or secondary piece.

**PROJECT
TIMELINE**

2021	
2022	
2023	Replacement of 1-ton dump – Collections (#554)
2024	
2025	

FINANCING

YEAR	AMOUNT	IDENTIFIED FUNDING SOURCE(S)
2021	0	Purchases will be funded from the storm water fund
2022	0	
2023	20,000	
2024	0	
2025	0	
TOTAL	\$20,000	

**PROJECT
TEAM**

CITY LEAD: Public Utilities
DESIGN CONSULTANT: N/A
CONTRACTOR: N/A

**CAPITAL IMPROVEMENT PLAN
WATER FUND MAINTENANCE PROJECTS
2021-2025**

	2021	2022	2023	2024	2025
BALANCE FORWARD	1,532,970	1,299,621	824,319	1,061,526	1,067,212
REVENUES:					
Transfer from Water Fund	800,000	800,000	800,000	800,000	800,000
Water Debt Meter Fee Allocation	1,152,379	1,175,427	1,198,935	1,222,914	1,247,372
TOTAL REVENUES	3,485,349	3,275,047	2,823,254	3,084,440	3,114,584
EXPENDITURES:					
DEBT SERVICE					
Treatment Plant (\$22,400,000 - 25 yrs, 3.23%, 2039)	1,285,728	1,285,728	1,285,728	1,285,728	1,285,728
WATER PLANT MAINTENANCE					
Plant Maintenance	100,000	100,000	100,000	100,000	100,000
SCADA Hardware Replacement	25,000				
West Lagoon Valving Changes	60,000				
Well Cleaning			31,000	45,500	
UF/NF Membrane Replacement		675,000		276,000	
NF Feed Pump Motor Replacement					134,000
PLC & HMI Replacement					169,000
WATER DISTRIBUTION PROJECTS					
Water Tank Painting					750,000
Large Meter Replacement		25,000		25,000	
Water Line Improvements:					
Small Main/Service Replacement	50,000	50,000	50,000	50,000	50,000
Fire Flow Improvement	75,000	75,000	75,000	75,000	75,000
S. Washington St. Waterline		90,000			
Pennsylvania Ave. Waterline	525,000				
S. Franklin St. Waterline			190,000		
N. Franklin St. Waterline				160,000	
Fountain Ave. Waterline					100,000
EQUIPMENT REPLACEMENT					
One-ton Dump Truck	65,000				
Utility Truck		150,000			
Pickup Truck			30,000		
Two-ton Dump Truck					130,000
Pickup Truck					
TOTAL EXPENDITURES	2,185,728	2,450,728	1,761,728	2,017,228	2,793,728

PUBLIC WORKS LED PROJECTS

E Central Water Rehab					500,000
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2021 PLANT SCADA REPLACEMENT

BACKGROUND

Replacement of the (2) plant supervisory control and data acquisition (SCADA) computers may be necessary for the optimum operation of plant processes. This also includes; new software, new server, (2) computers, (8) monitors, and any integration assistance.

In 2021 these (2) plant SCADA computers will be 6 years old. The City’s IT Dept. has suggested that we have this money allocated to be proactive instead of reactive, so that chances of hardware failure are minimized. The SCADA is necessary for the operation of the complex plant processes.

**PROJECT
TIMELINE**

2021	SCADA Hardware Replacement
2022	
2023	
2024	
2025	

FINANCING

YEAR	AMOUNT	IDENTIFIED FUNDING SOURCE(S)
2021	25,000	Water fund
2022	0	
2023	0	
2024	0	
2025	0	
TOTAL	\$25,000	

**PROJECT
TEAM**

CITY LEAD: Water Treatment
CONSULTANT: IT / SOS Integration
CONTRACTOR: IT / SOS Integration

2021 WEST LAGOON VALVING

BACKGROUND

The project will enable the City to utilize the West lagoon for daily filter backwash waters and sediment from the settling basins along with daily maintenance CEB membrane cleaning waste and quarterly membrane cleaning waste streams. Currently the valving only allows these waste flows to enter the East lagoon. This new valving will give the City the ability to put these waste streams in the West lagoon. This will allow the City more time before these lagoons are full and need to be cleaned. When these lagoons were cleaned in the past, the waste sludge in these lagoons was beneficial to farmers fields from the lime that was used in the treatment processes. Being able to locally land apply this waste helped keep the sludge removal cost lower. The wastes mentioned above from the new treatment process have no benefit to farmland and will be a landfill application which will require considerably more capital cost from the past when this sludge is removed in the future.

**PROJECT
TIMELINE**

2021	Valve Installation
2022	
2023	
2024	
2025	

FINANCING

YEAR	AMOUNT	IDENTIFIED FUNDING SOURCE(S)
2021	60,000	Water Fund
2022	0	
2023	0	
2024	0	
2025	0	
TOTAL	\$60,000	

**PROJECT
TEAM**

CITY LEAD: Water Treatment
CONSULTANT: Prime AE /Rawdon Myers
CONTRACTOR: TBD

2022 NF MEMBRANE REPLACEMENT

BACKGROUND

The NF membrane flows deteriorate over time which steadily increases operating pressure to the point where the NF feed pumps cannot push water thru the membranes. The conservative estimates for life of these NF membranes are 5-7 years. The plant started in December 2014. Current projections (5/2020) show that the NF membranes should go another 2-3 years. In saying this in 2022 would be a conservative estimate for replacement. At the end of the NF life the high-pressure conditions can begin to increase rapidly so having the funds available to replace these NF membranes will be essential.

We currently clean these NF Membranes every 3 months when operating pressures increase to the point of losing design flow thru the membranes. At the end of the life of the NF membranes the cleaning frequency increases substantially. Having this funding available when necessary will ensure the ability to provide the necessary volume of water for the daily needs of our customers.

**PROJECT
TIMELINE**

2021	
2022	NF Membrane replacement
2023	
2024	
2025	

FINANCING

YEAR	AMOUNT	IDENTIFIED FUNDING SOURCE(S)
2021	0	Water Fund
2022	675,000	
2023	0	
2024	0	
2025	0	
TOTAL	\$675,000	

**PROJECT
TEAM**

CITY LEAD: Water Treatment
CONSULTANT: H2O Innovation
CONTRACTOR: TBD

2023 RIVERVIEW WELL CLEANING

BACKGROUND

The project will help maintain proper flows to each of the (2) raw groundwater wells at the Riverview well field. Over time the well flows gradually start deteriorating. This is mostly due to iron and other minerals getting hard and plugging the caverns and voids in the limestone which block groundwater flow to the well pumps. If this iron and other mineral are not cleaned every five years or so the well flow will not ever be restored to original well flow and the necessary volume of groundwater.

This is good a preventative maintenance plan to ensure that the wells maintain their original flows so we can produce enough finished water for our customers.

**PROJECT
TIMELINE**

2021	
2022	
2023	Riverview Well Cleaning
2024	
2025	

FINANCING

YEAR	AMOUNT	IDENTIFIED FUNDING SOURCE(S)
2021	0	Water Fund
2022	0	
2023	31,000	
2024	0	
2025	0	
TOTAL	\$31,000	

**PROJECT
TEAM**

CITY LEAD: Water Treatment
CONSULTANT:
CONTRACTOR: TBD

2024 PENRY WELL CLEANING

BACKGROUND

The project will help maintain proper flows to each of the (3) raw groundwater wells at the Penry road well field. Over time the well flows gradually start deteriorating. This is mostly due to iron and other minerals getting hard and plugging the caverns and voids in the limestone which block groundwater flow to the well pumps. If this iron and other mineral are not cleaned every five years, the well flow cannot ever be restored to original flow rates and the necessary volume of groundwater.

This is good a preventative maintenance plan to ensure that the wells maintain their original flows so we can produce enough finished water for our customers.

**PROJECT
TIMELINE**

2021	
2022	
2023	
2024	Penry Well cleaning
2025	

FINANCING

YEAR	AMOUNT	IDENTIFIED FUNDING SOURCE(S)
2021	0	Water Fund
2022	0	
2023	0	
2024	45,500	
2025	0	
TOTAL	\$45,500	

**PROJECT
TEAM**

CITY LEAD: Water Treatment
CONSULTANT:
CONTRACTOR: TBD

2024 UF MEMBRANE REPLACEMENT

BACKGROUND

The ultra-filtration (UF) membrane permeability, or waters overall ability to flow thru the membranes, will deteriorate over time. As the permeability decreases so does production ability, creating the need for membrane replacement to provide the daily water demand for our customers. Manufacturer estimated life span for these membranes are 7-10 years. In December 2024 these UF membranes will be 10 years old, requiring replacement.

We currently clean these UF Membranes every 3 months when permeability decreases to the point of losing design flow. At the end of the life of the UF membranes the cleaning frequency will substantially increase. Having this funding available when necessary will ensure the ability to provide the necessary volume of water for the daily needs of our customers.

**PROJECT
TIMELINE**

2021	
2022	
2023	
2024	UF Membrane Replacement
2025	

FINANCING

YEAR	AMOUNT	IDENTIFIED FUNDING SOURCE(S)
2021	0	Water Fund
2022	0	
2023	0	
2024	276,000	
2025	0	
TOTAL	\$276,000	

**PROJECT
TEAM**

CITY LEAD: Water Treatment
CONSULTANT: H2O Innovation
CONTRACTOR: TBD

BACKGROUND

Replacement of the motors for the (5) plant process Nano filtration (NF) feed pumps. (3) of the motors are for surface water (SW) NF membrane skids and (2) are for ground water (GW) NF membrane skids.

We currently operate these motors continually to power the SW & GW NF feed pumps. The life expectancy of these motors is normally 15 – 20 years of continuous operation. Due to the need to run these motors at the top of their operating parameters, as designed during plant construction, effective life span is effectively shortened from 15-20 years to around 10 years. In 2025 these motors will be 10 years old. Having this funding available when necessary will be crucial to maintain the ability to produce the necessary volume of water for the daily demands of our customers.

**PROJECT
TIMELINE**

2021	
2022	
2023	
2024	
2025	NF Feed Pump Motor Replacement

FINANCING

YEAR	AMOUNT	IDENTIFIED FUNDING SOURCE(S)
2021	0	Water Fund
2022	0	
2023	0	
2024	0	
2025	134,000	
TOTAL	\$134,000	

**PROJECT
TEAM**

CITY LEAD: Water Treatment
CONSULTANT: Ohio Electric Motor Service LLC
CONTRACTOR: TBD

2025 PLC & HMI REPLACEMENT

BACKGROUND

Replacement of the programmable logic controllers and human-machine interfaces for each for the; ultra-filtration, nano-filtration & pressure filters. This includes potential Ethernet upgrades, IO wiring, and site testing.

The PLC's have regular firmware updates, but eventually they become outdated, this causes need for replacement for security and performance updates. These PLC / HMI are essential for the proper and efficient function of each of the processes in the water treatment process. Conservatively these needs replaced every 10 years. In 2025, these will be 10 years old.

**PROJECT
TIMELINE**

2021	
2022	
2023	
2024	
2025	Replacement

FINANCING

YEAR	AMOUNT	IDENTIFIED FUNDING SOURCE(S)
2021	0	Water Fund
2022	0	
2023	0	
2024	0	
2025	169,000	
TOTAL	\$169,000	

**PROJECT
TEAM**

CITY LEAD: Water Treatment & IT
CONSULTANT: H2O Innovation /SOS Integration
CONTRACTOR: H2O Innovation / SOS Integration

2025 WATER TANK PAINTING

BACKGROUND

The project will maintain the structural integrity of the SE water tank. Water tank paint normally lasts 15- 20 years. When performed the exterior and interior surfaces may need sandblasted prior to being painted. The City will use an engineering firm to help with the bidding of the project and to inspect the work being done on-site. This also helps the utility department provide the highest quality of finished water to the citizens of the City of Delaware.

In the fall of 2005 this water tank was designed, built, and painted prior to be placed into service. In 2025 the SE 2MG water tank surfaces will be 20 years old and will need resurfacing to protect the City’s investment.

**PROJECT
TIMELINE**

2021	
2022	
2023	
2024	
2025	SE Water Tank Painting

FINANCING

YEAR	AMOUNT	IDENTIFIED FUNDING SOURCE(S)
2021	0	Water Fund
2022	0	
2023	0	
2024	0	
2025	750,000	
TOTAL	\$750,000	

**PROJECT
TEAM**

CITY LEAD: Water Treatment
CONSULTANT: TBD
CONTRACTOR: TBD

LARGE METER REPLACEMENT

BACKGROUND

With normal use a water meter loses accuracy during the span of its life expectancy, the loss of flow reading ability is most pronounced in large-diameter meters. This rotating fund is aimed at replacing the large-diameter meters used by the high flow business users of the City. This ensures proper water use tracking within the system.



PROJECT TIMELINE

2021	Replacement of aged large meters by City crews
2022	Replacement of aged large meters by City crews
2023	Replacement of aged large meters by City crews
2024	Replacement of aged large meters by City crews
2025	Replacement of aged large meters by City crews

FINANCING

YEAR	AMOUNT	IDENTIFIED FUNDING SOURCE(S)
2021	25,000	Funding will alternate yearly between the water maintenance fund and the sewer maintenance fund. Sewer in odd years and Water in even years.
2022	25,000	
2023	25,000	
2024	25,000	
2025	25,000	
TOTAL	\$125,000	

PROJECT TEAM

CITY LEAD: Public Utilities
DESIGN CONSULTANT: In House
CONTRACTOR: In House

BACKGROUND

The small main and service replacement program is primarily focused on the removal of old style lead lines still within the system. Lead service lines were the primary style of service lines used for many years. While the locations of all lead lines are not known, we find several every year, and this fund is used for the replacement to current water safety standards.

Additionally, current City fire flow standards require 8” water mains be installed in order to meet the demands of fire department needs when battling fires. Many existing lines within the City are smaller than 8”, and with the help of system flow testing, the areas of the City with the most flow restriction are scheduled for replacement.

**PROJECT
TIMELINE**

2021	Replacement of lines as found or identified
2022	Replacement of lines as found or identified
2023	Replacement of lines as found or identified
2024	Replacement of lines as found or identified
2025	Replacement of lines as found or identified

FINANCING

YEAR	AMOUNT	IDENTIFIED FUNDING SOURCE(S)
2021	125,000	Funding will come from the water maintenance fund.
2022	125,000	
2023	125,000	
2024	125,000	
2025	125,000	
TOTAL	\$625,000	

**PROJECT
TEAM**

CITY LEAD: Public Utilities
DESIGN CONSULTANT: In House
CONTRACTOR: In House

2022 S WASHINGTON WATERLINE

BACKGROUND

This project will remove 1,175 linear ft. of 4" water main along South Washington St., from Park Ave. to West Harrison St., and replace with an 8" main. The size of the water main along S. Washington St. has become a constriction to the water distribution system, and also does not meet current fire flow requirements.



PROJECT TIMELINE

2021	
2022	Replacement of line by City crews
2023	
2024	
2025	

FINANCING

YEAR	AMOUNT	IDENTIFIED FUNDING SOURCE(S)
2021	0	At this time, no outside funding sources have been identified and all project funding is through the water maintenance fund.
2022	90,000	
2023	0	
2024	0	
2025	0	
TOTAL	\$90,000	

PROJECT TEAM

CITY LEAD: Public Utilities
DESIGN CONSULTANT: In House
CONTRACTOR: In House

2021 PENNSYLVANIA AVE WATERLINE

BACKGROUND

The project will replace the 6" water main along Pennsylvania Ave. from N. Sandusky St. to Euclid Ave. Waterlines are in "failed" condition when they have experienced three or more breaks. At such time, they are planned and scheduled for replacement, as is the case for this waterline. In addition, the current main size is deficient for today's required fire flows and will be replaced with an 8" line.



PROJECT TIMELINE

2021	Replacement of line by City crews
2022	
2023	
2024	
2025	

FINANCING

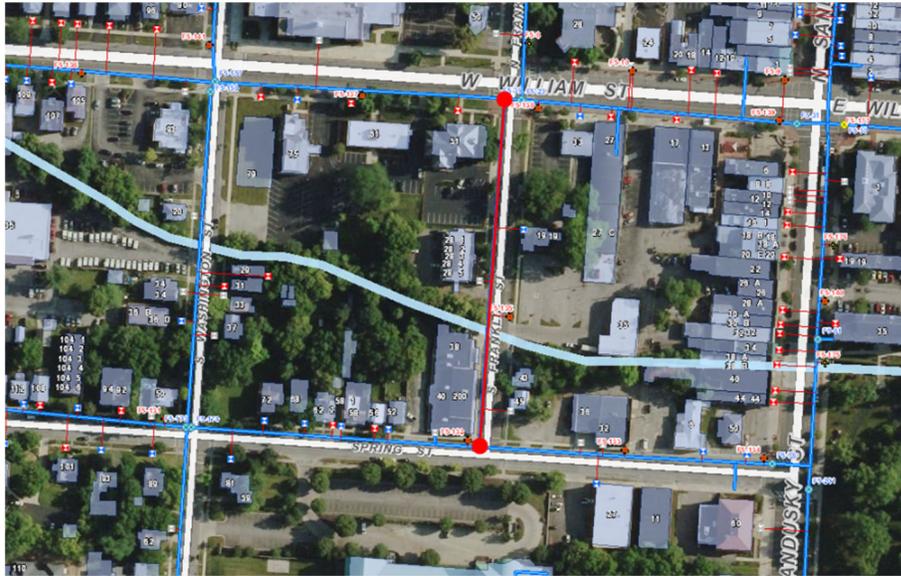
YEAR	AMOUNT	IDENTIFIED FUNDING SOURCE(S)
2021	525,000	At this time, no outside funding sources have been identified and all project funding is through the water maintenance fund.
2022	0	
2023	0	
2024	0	
2025	0	
TOTAL	\$525,000	

PROJECT TEAM

CITY LEAD: Public Utilities
DESIGN CONSULTANT: In House
CONTRACTOR: In House

BACKGROUND

This project will replace the 6" water main along S. Franklin St. from W. William St. to Spring St. Waterlines are in "failed" condition when they have experienced three or more breaks. At such time they are planned and scheduled for replacement, as is the case for this waterline. In addition, the current main size is deficient for today's required fire flows, new line will be 8".



PROJECT TIMELINE

2021	
2022	
2023	Replacement of line by City crews
2024	
2025	

FINANCING

YEAR	AMOUNT	IDENTIFIED FUNDING SOURCE(S)
2021	0	At this time, no outside funding sources have been identified and all project funding is through the water maintenance fund.
2022	0	
2023	\$190,000	
2024	0	
2025	0	
TOTAL	\$190,000	

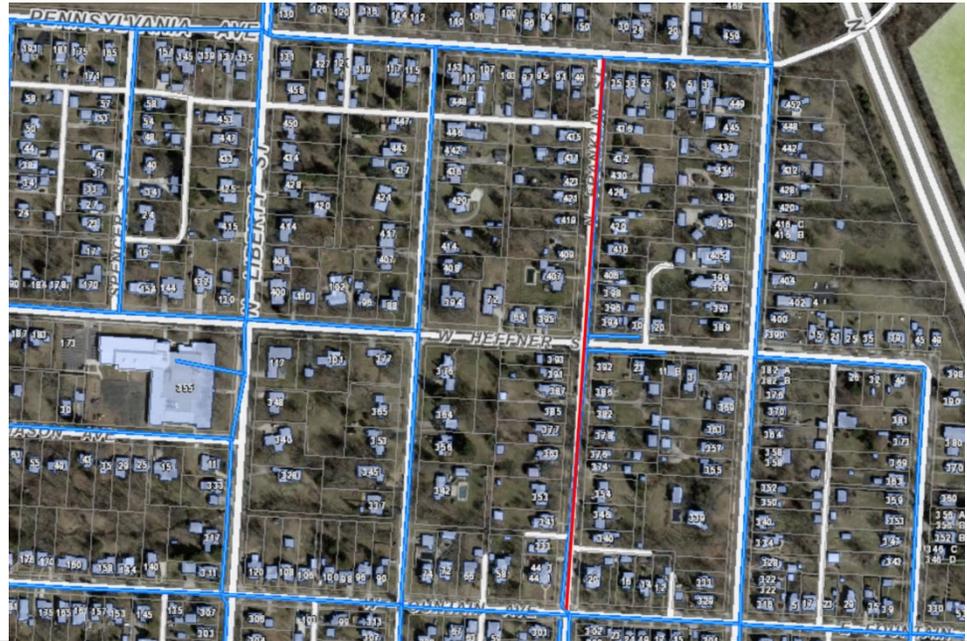
PROJECT TEAM

CITY LEAD: Public Utilities
DESIGN CONSULTANT: In House
CONTRACTOR: In House

2024 N FRANKLIN WATERLINE

BACKGROUND

This project will remove 1,600 linear ft. of 6" water main along North Franklin St., from West Fountain Ave to Pennsylvania Avenue, and replace with an 8" main. The size of the water main along N. Franklin St. has become a constriction to the water distribution system, and also does not meet current fire flow requirements.



PROJECT TIMELINE

2021	
2022	
2023	
2024	Replacement of line by City crews
2025	

FINANCING

YEAR	AMOUNT	IDENTIFIED FUNDING SOURCE(S)
2021	0	At this time, no outside funding sources have been identified and all project funding is through the water maintenance fund.
2022	0	
2023	0	
2024	160,000	
2025	0	
TOTAL	\$160,000	

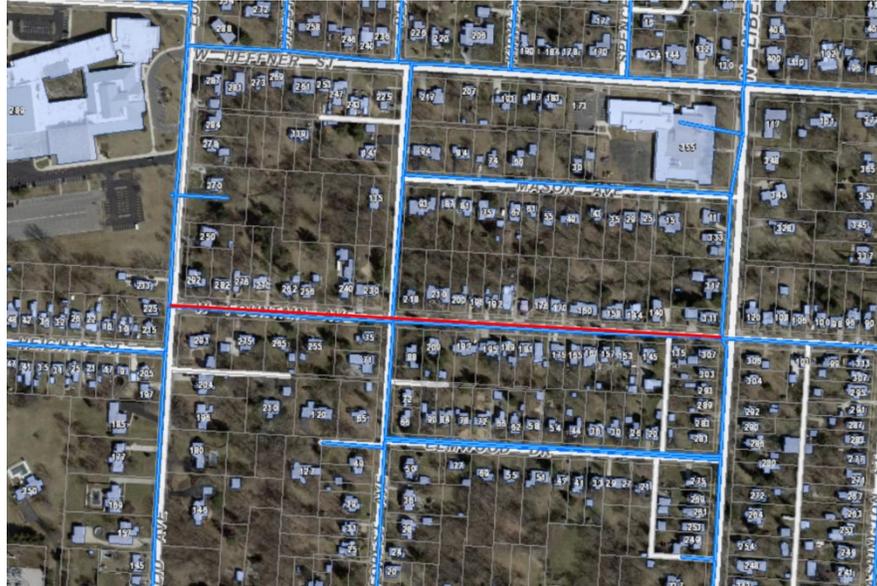
PROJECT TEAM

CITY LEAD: Public Utilities
DESIGN CONSULTANT: In House
CONTRACTOR: In House

2025 FOUNTAIN AVE WATERLINE

BACKGROUND

This project will replace 1,700 linear ft. of 8" water main along Fountain Ave., from Euclid Ave to North Liberty St. When a section of watermain has experience 3 or more breaks it is considered to be in failed condition, requiring replacement. This section of waterline is currently in failed condition due to its break history and has been scheduled for this replacement.



PROJECT TIMELINE

2021	
2022	
2023	
2024	
2025	Replacement of line by City crews

FINANCING

YEAR	AMOUNT	IDENTIFIED FUNDING SOURCE(S)
2021	0	At this time, no outside funding sources have been identified and all project funding is through the water maintenance fund.
2022	0	
2023	0	
2024	0	
2025	100,000	
TOTAL	\$100,000	

PROJECT TEAM

CITY LEAD: Public Utilities
DESIGN CONSULTANT: In House
CONTRACTOR: In House

BACKGROUND

The Public Utilities Department uses a variety of equipment for the operations and maintenance of its infrastructure. Vehicles and equipment are replaced based on hours of operation, mileage, equipment maintenance cost and whether it is a primary or secondary piece.

**PROJECT
TIMELINE**

2021	Replacement of 1-ton dump – Distribution (#459)
2022	Replacement of utility truck – Distribution (#453)
2023	Replacement of pick-up truck – Distribution (#423)
2024	
2025	Replacement of 2-ton dump – Distribution (#574)

FINANCING

YEAR	AMOUNT	IDENTIFIED FUNDING SOURCE(S)
2021	65,000	Purchases will be funded from the water maintenance fund
2022	150,000	
2023	30,000	
2024	0	
2025	130,000	
TOTAL	\$375,000	

**PROJECT
TEAM**

CITY LEAD: Public Utilities
DESIGN CONSULTANT: N/A
CONTRACTOR: N/A

**CAPITAL IMPROVEMENT PLAN
WATER CAPACITY FUND PROJECTS
2021-2025**

	2021	2022	2023	2024	2025
BALANCE FORWARD	10,640,541	10,133,561	8,091,581	7,229,601	5,067,621
REVENUES:					
Water Capacity Fees	1,500,000	1,200,000	1,200,000	1,200,000	1,200,000
Debt Proceeds					
TOTAL REVENUES	12,140,541	11,333,561	9,291,581	8,429,601	6,267,621
EXPENDITURES:					
<i>DEBT SERVICE</i>					
Westside Trans Line (\$2,225,051, 25 yrs, 3.67%, 2036)	136,750	136,750	136,750	136,750	136,750
Penry Rd. Waterline (\$1,000,000, 25 yrs, 3.55%, 2037)	62,976	62,976	62,976	62,976	62,976
Kingman Hill Tower (\$3,545,000, 25 yrs, 4.51%, 2031)	211,228	211,228	211,228	211,228	211,228
Plant Expansion (\$9,600,000, 25yrs, 3.23%, 2039)	551,026	551,026	551,026	551,026	551,026
<i>CAPITAL PROJECTS</i>					
Water Master Plan Update	100,000				
Gleasonkamp Dam Breach	25,000	250,000			
New Line Oversizing/Extension	250,000	200,000	200,000	200,000	200,000
Panhandle to US 42 Water Main	570,000	570,000			
Braumiller Rd 16" Water Main		160,000	800,000	800,000	
North Sawmill Watermain Extension	100,000	1,100,000			
US42 Watermain Extension			100,000	1,200,000	
South Industrial Loop Watermain				200,000	2,100,000
Troy Rd Loop (Hills-Miller to Buttermilk Hill)					200,000
TOTAL EXPENDITURES	2,006,980	3,241,980	2,061,980	3,361,980	3,461,980

PUBLIC WORKS LED PROJECTS

Penick Ave Connector	55,000				
Gleasonkamp Bridge Improvement		50,000			

BACKGROUND

The City of Delaware’s current water master plan will be 12 years old in the year 2021. This plan update is meant to reanalyze the water distribution system, and adjust planned needs based on actual City development. This will allow the utilities department to better plan projects going forward, to best meet the needs of such a rapidly growing customer base.

**PROJECT
TIMELINE**

2021	RFQ and Award of project, completion in late 2021
2022	
2023	
2024	
2025	

FINANCING

YEAR	AMOUNT	IDENTIFIED FUNDING SOURCE(S)
2021	100,000	At this time, no outside funding sources have been identified and all project funding is through the water capacity fund.
2022	0	
2023	0	
2024	0	
2025	0	
TOTAL	\$100,000	

**PROJECT
TEAM**

CITY LEAD: Public Utilities
DESIGN CONSULTANT: TBD
CONTRACTOR: N/A

BACKGROUND

The City of Delaware is currently the owner and maintainer of a watershed dam that was pre-existing on a property purchased for future Utility uses. The most recent inspection performed by the Ohio Department of Natural Resources on the dam showed it to be in need of rehabilitation. However, the inspection report also noted that the dam was no longer needed and that removal would remove maintenance requirements of the dam that would continue in perpetuity if it remained. It was decided that removal of the dam, and thus removal of the City’s required lifetime maintenance was the best option given from the report.

**PROJECT
TIMELINE**

2021	Design of dam removal by an engineering/environmental consultant
2022	Bid/Award/Performance of dam removal project
2023	
2024	
2025	

FINANCING

YEAR	AMOUNT	IDENTIFIED FUNDING SOURCE(S)
2021	25,000	At this time, no outside funding sources have been identified and all project funding is through the water capacity fund. This project was purchased as a site for a future above ground reservoir to increase total system allowable capacity, as such this project falls under the capacity fund.
2022	250,000	
2023	0	
2024	0	
2025	0	
TOTAL	\$275,000	

**PROJECT
TEAM**

CITY LEAD: Public Utilities
DESIGN CONSULTANT: TBD
CONTRACTOR: TBD

BACKGROUND

The City of Delaware continues to experience rapid growth, with several new developments beginning each year. Each new development is expected to install all the needed connections needed for their utilities needs, including taking those services to the edge of their property for the next development to continue. When the City requires a developer to put in larger service lines than their development requires, this fund is used to pay the City’s portion of the oversizing.

**PROJECT
TIMELINE**

2021	Oversizing and extension as needed
2022	Oversizing and extension as needed
2023	Oversizing and extension as needed
2024	Oversizing and extension as needed
2025	Oversizing and extension as needed

FINANCING

YEAR	AMOUNT	IDENTIFIED FUNDING SOURCE(S)
2021	250,000	At this time, no outside funding sources have been identified and all project funding is through the water capacity fund.
2022	200,000	
2023	200,000	
2024	200,000	
2025	200,000	
TOTAL	\$1,250,000	

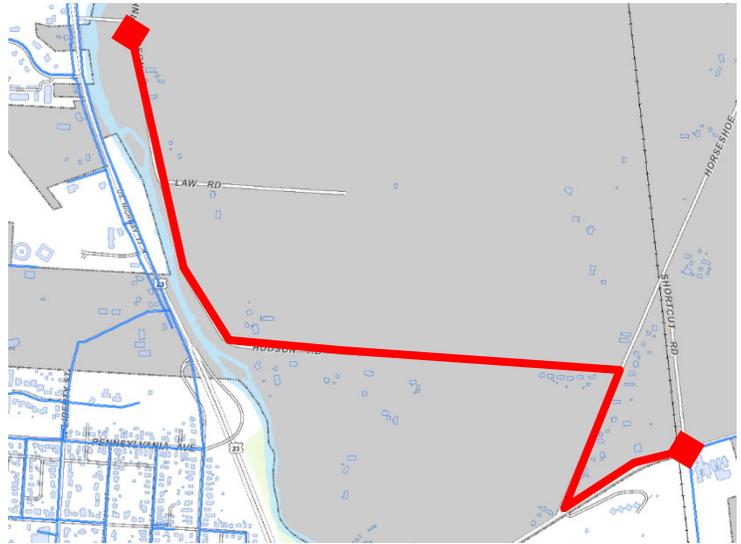
**PROJECT
TEAM**

CITY LEAD: Public Utilities
DESIGN CONSULTANT: N/A
CONTRACTOR: N/A

PANHANDLE TO US 42 WATERMAIN

BACKGROUND

Currently, the areas of the City that are east of the Olentangy Rivers main source of supply is the 1960 - 16" water main from the water plant, then through the 16" East/West Connector which runs along Central Avenue. If the water supply from the plant treatment to the East/West Connector is interrupted the distribution system has issues with supplying water to the Eastside tower. This project will give the City an addition larger main feed to the Eastside water tank and provide the areas citizens with the proper level of service which should be provided.



PROJECT TIMELINE

2021	Bid and Award of project. Begin construction
2022	Completion of project started in 2021
2023	
2024	
2025	

FINANCING

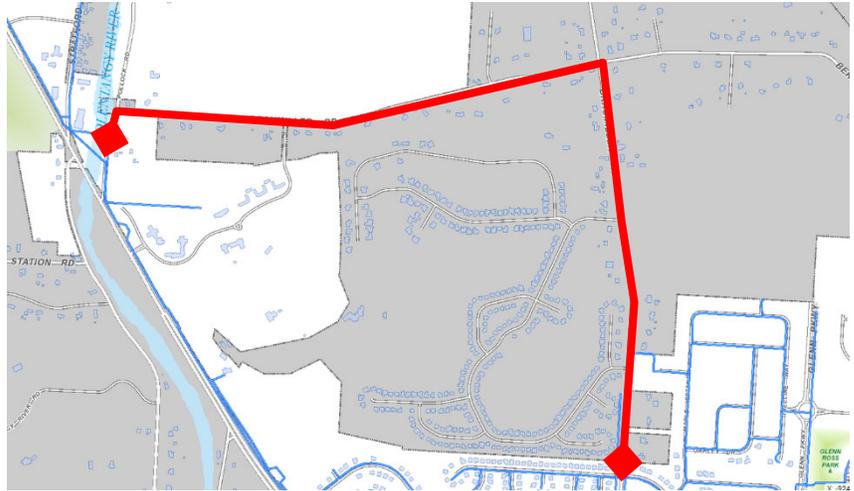
YEAR	AMOUNT	IDENTIFIED FUNDING SOURCE(S)
2021	570,000	At this time, no outside funding sources have been identified and all project funding is through the water capacity fund.
2022	570,000	
2023	0	
2024	0	
2025	0	
TOTAL	\$1,140,000	

PROJECT TEAM

CITY LEAD: Public Utilities
DESIGN CONSULTANT: TBD
CONTRACTOR: TBD

BACKGROUND

Currently, the areas of the City that are South of Pollock Road only have 1 main source of water feeding from the distribution network. Should a shutdown or break occur between the S.E. Water Tank and the primary distribution network, we have no reliable way to keep pace with long term water demand of the area. This project will give the City an additional supply to our S.E. water tank, and provide the area citizens with the proper level of service which should be provided.



PROJECT TIMELINE

2021	
2022	RFQ and award of project design services to an engineering consultant
2023	Bid and award construction of project, begin construction
2024	Completion of construction begun in 2023
2025	

FINANCING

YEAR	AMOUNT	IDENTIFIED FUNDING SOURCE(S)
2021	0	At this time, no outside funding sources have been identified and all project funding is through the water capacity fund.
2022	160,000	
2023	800,000	
2024	800,000	
2025	0	
TOTAL	\$1,760,000	

PROJECT TEAM

CITY LEAD: Public Utilities
DESIGN CONSULTANT: TBD
CONTRACTOR: TBD

BACKGROUND

Through ongoing discussion between Public Utilities, Planning, and Economic Development, as well as initial input from the new in-development comprehensive plan, it is agreed that the South-West industrial corridor of the City is of vital importance to our future growth and health. By creating utility ready land for industrial, commercial and mixed-use, developers will be more likely to choose the City of Delaware as their new home.

This project will extend the existing 16" watermain along Sawmill Parkway and then bring it down to connect with watermain that will have been extended down U.S. 42. This will both serve new development land, as well as provide critical watermain looping to both Sawmill and U.S. 42 watermains.



PROJECT TIMELINE

2021	Plan and bid package development
2022	Project bid, award, and construction
2023	
2024	
2025	

FINANCING

YEAR	AMOUNT	IDENTIFIED FUNDING SOURCE(S)
2021	100,000	At this time, no outside funding sources have been identified and all project funding is through the water capacity fund.
2022	1,100,000	
2023	\$0	
2024	\$0	
2025	\$0	
TOTAL	\$1,200,000	

PROJECT TEAM

CITY LEAD: Public Utilities
DESIGN CONSULTANT: TBD
CONTRACTOR: TBD

US 42 16" WATERMAIN EXTENSION

BACKGROUND

Through ongoing discussion between Public Utilities, Planning, and Economic Development, as well as initial input from the new in-development comprehensive plan, it is agreed that the South-West industrial corridor of the City is of vital importance to our future growth and health. By creating utility ready land for industrial, commercial and mixed-use, developers will be more likely to choose the City of Delaware as their new home.

This project will extend the existing 16" watermain along U.S. 42, giving the City the ability to serve a large portion of the undeveloped land present.



PROJECT TIMELINE

2021	
2022	
2023	Plan and bid package development
2024	Project bid, award, and construction
2025	

FINANCING

YEAR	AMOUNT	IDENTIFIED FUNDING SOURCE(S)
2021	0	At this time, no outside funding sources have been identified and all project funding is through the water capacity fund.
2022	0	
2023	100,000	
2024	1,200,000	
2025	0	
TOTAL	\$1,300,000	

PROJECT TEAM

CITY LEAD: Public Utilities
DESIGN CONSULTANT: TBD
CONTRACTOR: TBD

BACKGROUND

Through ongoing discussion between Public Utilities, Planning, and Economic Development, as well as initial input from the new in-development comprehensive plan, it is agreed that the South-West industrial corridor of the City is of vital importance to our future growth and health. By creating utility ready land for industrial, commercial and mixed-use, developers will be more likely to choose the City of Delaware as their new home.

This project will create a large-scale loop of the industrial area while also creating greater water availability for the region. This project is also the first step in allowing watermain extension down Sawmill Parkway South from U.S. 42.



PROJECT TIMELINE

2021	
2022	
2023	
2024	Plan and bid package development
2025	Project bid, award, and construction

FINANCING

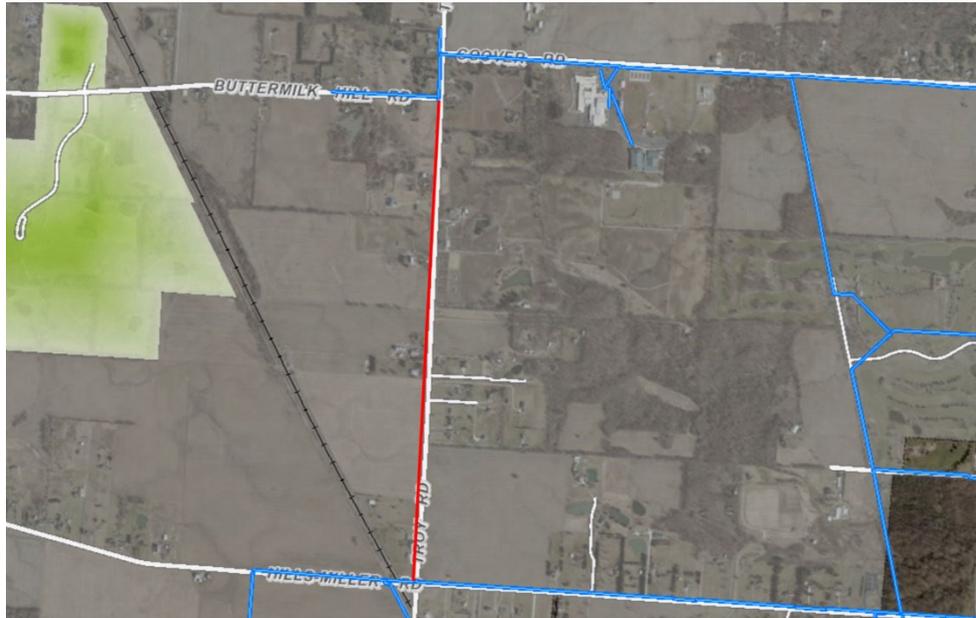
YEAR	AMOUNT	IDENTIFIED FUNDING SOURCE(S)
2021	0	At this time, no outside funding sources have been identified and all project funding is through the water capacity fund.
2022	0	
2023	0	
2024	200,000	
2025	2,100,000	
TOTAL	\$2,300,000	

PROJECT TEAM

CITY LEAD: Public Utilities
DESIGN CONSULTANT: TBD
CONTRACTOR: TBD

BACKGROUND

Currently, the waterlines extending out Coover Rd. and a portion of Buttermilk Hill Rd are dead-end lines. Water industry best practices include the looping of waterlines when possible for both water quality, as it prevents water stagnation, as well as service redundancy. This project will open this dead-end, as well as provide rural level service along this section of Troy Rd.



PROJECT TIMELINE

2021	
2022	
2023	
2024	
2025	Project is projected for completion in 2025

FINANCING

YEAR	AMOUNT	IDENTIFIED FUNDING SOURCE(S)
2021	0	At this time, no outside funding sources have been identified and all project funding is through the water capacity fund.
2022	0	
2023	0	
2024	0	
2025	200,000	
TOTAL	\$200,000	

PROJECT TEAM

CITY LEAD: Public Utilities
DESIGN CONSULTANT: TBD
CONTRACTOR: TBD

**CAPITAL IMPROVEMENT PLAN
WASTEWATER FUND MAINTENANCE PROJECTS
2021-2025**

	2021	2022	2023	2024	2025
BALANCE FORWARD	2,847,445	2,060,270	2,078,220	1,101,897	1,546,916
REVENUES:					
Transfer from Wastewater Fund	1,506,239	1,536,364	1,567,091	1,598,433	1,630,402
TOTAL REVENUES	4,353,684	3,596,634	3,645,311	2,700,330	3,177,317
EXPENDITURES:					
<i>DEBT SERVICE</i>					
Plant Rehabilitation (\$2,230,000 20 yrs. 3.59%, 2026)	153,414	153,414	153,414	153,414	153,414
<i>WASTEWATER TREATMENT PROJECTS</i>					
Aeration Tank Diffuser Replacement	50,000				
Plant Arc Flash Study	50,000				
Belt Filter Press Replacement	750,000				
Plant Maintenance	125,000	125,000	150,000	150,000	150,000
Influent Pump Replacement		150,000			
Settling Tank Rehabilitation	325,000	325,000			
EQ Basin Repairs		300,000			
Electrical Transformer Testing/Repair	15,000	15,000	15,000		
Site Concrete Repairs	50,000	50,000	50,000	50,000	50,000
Influent Bar Screen Replacemet					250,000
Influent VFD Upgrade	50,000	50,000			
PLC Upgrades	50,000	50,000	50,000	100,000	
Building Improvement	100,000				
Odor Control Unit Replacement				400,000	
UV Disinfection Replacement			1,500,000		
Gravity Belt Thickener Replacement					
<i>WASTEWATER COLLECTION PROJECTS</i>					
Large Meter Replacement	25,000		25,000		25,000
Inflow/Infiltration Remediation	175,000	175,000	175,000	175,000	175,000
Sanitary Sewer Replacement	75,000	100,000	100,000	100,000	100,000
Weslyan Woods Sewer Rehab	150,000				
Pump Station Repair/Upgrade		25,000		25,000	
West William St CIPP lining	150,000				
East William (Lake St. to Point)					300,000
Shelbourne Forest CIPP Lining			280,000		
<i>EQUIPMENT REPLACEMENT</i>					
One-ton Truck			45,000		
Pickup Truck					
Mini Excavator					
TOTAL EXPENDITURES	2,293,414	1,518,414	2,543,414	1,153,414	1,203,414
<i>PUBLIC WORKS LED PROJECTS</i>					
E Central Wastewater Rehab					500,000

BACKGROUND

The project will replace out of date diffusers in the aeration system. These diffusers have exceeded their life expectancy and should be replaced to increase the efficiency of the new high-speed turbo blowers that were installed in 2017. In turn this should allow for the blowers to sustain a lower working stress level.



PROJECT TIMELINE

2021	Purchase and installation of diffusers by plant maintenance personnel
2022	
2023	
2024	
2025	

FINANCING

YEAR	AMOUNT	IDENTIFIED FUNDING SOURCE(S)
2021	50,000	Project will be funded from the sewer maintenance fund
2022	0	
2023	0	
2024	0	
2025	0	
TOTAL	\$50,000	

PROJECT TEAM

CITY LEAD: Public Utilities
DESIGN CONSULTANT: N/A
CONTRACTOR: N/A

BACKGROUND

The Utilities Department is committed to a high degree of safety in the workplace. Many of our safety practices are governed by the Occupational Safety and Health Administration (OSHA), which has established workplace safety standards. Working around electrical equipment requires Personal Protective Equipment (PPE) as specified under OSHA 29CFR 1910.335. The standards for meeting this requirement have been developed by the National Fire Protection Association (NFPA) and is referred to as NFPA 70E, Standard for Electrical Safety in the Workplace.

NFPA 70E includes provisions related to safe work practices and provides guidance related to arc flash. An arc flash hazard is an uncontrolled flow of electrical current through the air that can result in an explosive discharge of high temperature gas or molten metal from the electrical cabinet that can result in substantial damage to equipment and serious human injury or death within the arc flash boundary. An arc flash can occur when a person accidentally comes in contact with energized electrical equipment or improperly maintained or malfunctioning equipment. Conducting an arc flash hazard analysis utilizes procedures developed under NFPA 70E. The arc flash analysis will introduce safety precautions and training to protect workers near electrical hazards.

**PROJECT
TIMELINE**

2021	Completion of study to be performed by Power Solutions Group
2022	
2023	
2024	
2025	

FINANCING

YEAR	AMOUNT	IDENTIFIED FUNDING SOURCE(S)
2021	50,000	Project will be funded from the sewer maintenance fund
2022	0	
2023	0	
2024	0	
2025	0	
TOTAL	\$50,000	

**PROJECT
TEAM**

CITY LEAD: Public Utilities
DESIGN CONSULTANT: Power Solutions Group
CONTRACTOR: Power Solutions Group

WWTP BELT FILTER PRESS REPLACEMENT

BACKGROUND

The project will replace the belt filter press which has exceeded its life expectancy. Replacement parts are becoming obsolete and very difficult to find. The Plant’s belt filter press has been refurbished at least once in the past to prolong its lifespan, but that is no longer an option as current generation parts are no longer compatible with the existing unit.



PROJECT TIMELINE

2021	Replacement of BFP with help from an engineering consultant
2022	
2023	
2024	
2025	

FINANCING

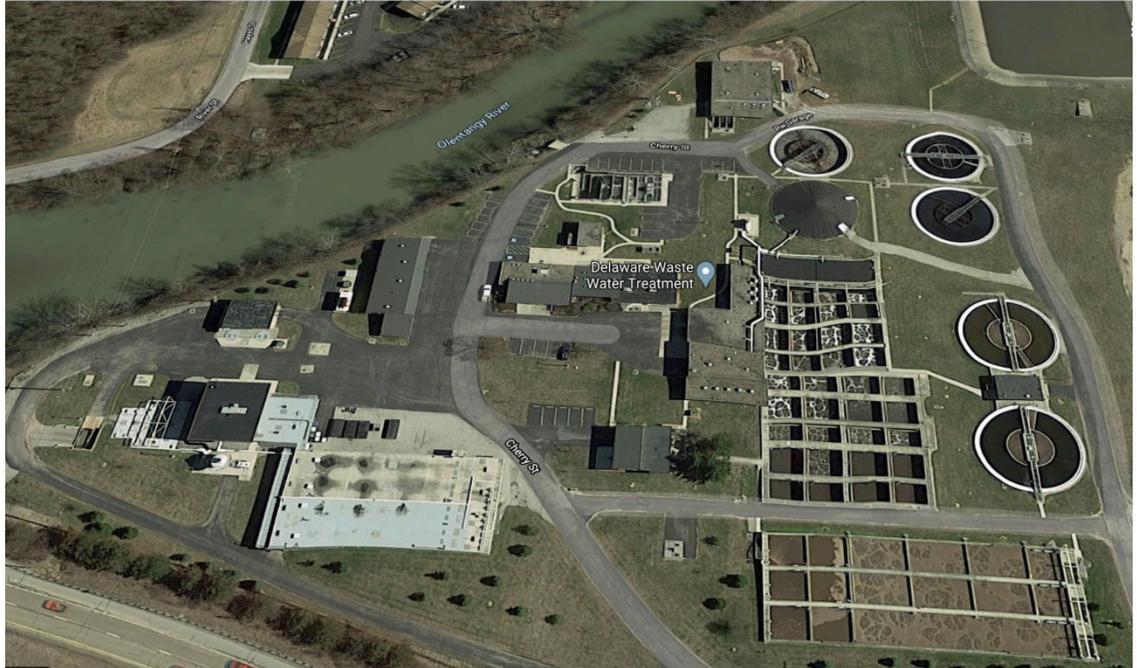
YEAR	AMOUNT	IDENTIFIED FUNDING SOURCE(S)
2021	750,000	Project will be funded from the sewer maintenance fund
2022	0	
2023	0	
2024	0	
2025	0	
TOTAL	\$750,000	

PROJECT TEAM

CITY LEAD: Public Utilities
DESIGN CONSULTANT: TBD
CONTRACTOR: TBD

BACKGROUND

While the department does its best to pre-identify all plant maintenance needs, unforeseen equipment or plant structural failures do occur. In order to react to these unforeseen circumstances, this item provides unallocated funds for emergencies.



PROJECT
TIMELINE

2021	
2022	
2023	
2024	
2025	

FINANCING

YEAR	AMOUNT	IDENTIFIED FUNDING SOURCE(S)
2021	125,000	Project will be funded from the sewer maintenance fund
2022	125,000	
2023	150,000	
2024	150,000	
2025	150,000	
TOTAL	\$700,000	

PROJECT
TEAM

CITY LEAD: Public Utilities
DESIGN CONSULTANT: N/A
CONTRACTOR: N/A

WWTP INFLUENT PUMP REPLACEMENT

BACKGROUND

This project will replace an influent pump at each of the budgeted times. The pumps were installed during the 2007 plant expansion and have begun to require semi-regular major repairs. Each pump has been repaired at least once during its life span, some multiple times. A typical repair ranges from \$25,000 to \$35,000 and repairs are becoming more expensive and difficult to get rebuilt as they continue to age. The WWTP has 6 influent pumps, by cycling the replacement of oldest or most problematic pumps the risk of having to replace multiple at a time or experiencing process failure are minimized.



PROJECT TIMELINE

2021	
2022	Purchase and installation of 1 new pump
2023	
2024	
2025	

FINANCING

YEAR	AMOUNT	IDENTIFIED FUNDING SOURCE(S)
2021	0	Project will be funded from the sewer maintenance fund
2022	150,000	
2023	0	
2024	0	
2025	0	
TOTAL	\$150,000	

PROJECT TEAM

CITY LEAD: Public Utilities
DESIGN CONSULTANT: N/A
CONTRACTOR: N/A

BACKGROUND

The project is aimed to replace the internal assembly and rotating mechanism within two settling tanks. These tanks are nearing 50 years in operation, the structures are starting to crumble and become unsafe for employees. Additionally, the treatment technology of these tanks is out of date and inefficient, this work will allow for better wastewater treatment.



**PROJECT
TIMELINE**

2021	Complete removal and replacement of a single tank
2022	Complete removal and replacement of a single tank
2023	
2024	
2025	

FINANCING

YEAR	AMOUNT	IDENTIFIED FUNDING SOURCE(S)
2021	325,000	Project will be funded from the sewer maintenance fund
2022	325,000	
2023	0	
2024	0	
2025	0	
TOTAL	\$650,000	

**PROJECT
TEAM**

CITY LEAD: Public Utilities
DESIGN CONSULTANT: TBD
CONTRACTOR: TBD

WWTP EQUALIZATION BASIN REPAIRS

BACKGROUND

This project will repair the concrete structure called the equalization basin. The basin was modified during the 2007 plant expansion, and the concrete has since settled and needs major rehab work. The concrete ballasts supporting the airlines in the tank are in disrepair.



**PROJECT
TIMELINE**

2021	
2022	Repair of floor pad and airline supports
2023	
2024	
2025	

FINANCING

YEAR	AMOUNT	IDENTIFIED FUNDING SOURCE(S)
2021	0	Project will be funded from the sewer maintenance fund
2022	300,000	
2023	0	
2024	0	
2025	0	
TOTAL	\$300,000	

**PROJECT
TEAM**

CITY LEAD: Public Utilities
DESIGN CONSULTANT: TBD
CONTRACTOR: Odle

BACKGROUND

Through best practices learned, WWTP personnel have begun the regular testing, with resulting repairs, of plant electrical system transformers. Electrical system professionals are brought in to perform the very specialized work required. Full plant shut-down is required during this testing/repair procedure.

**PROJECT
TIMELINE**

2021	Testing to be performed
2022	Testing to be performed
2023	Testing to be performed
2024	
2025	

FINANCING

YEAR	AMOUNT	IDENTIFIED FUNDING SOURCE(S)
2021	15,000	Project will be funded from the sewer maintenance fund
2022	15,000	
2023	15,000	
2024	0	
2025	0	
TOTAL	\$45,000	

**PROJECT
TEAM**

CITY LEAD: Public Utilities
DESIGN CONSULTANT: N/A
CONTRACTOR: Power Solutions Group

WWTP SITE CONCRETE REPAIRS

BACKGROUND

This project will repair concrete tanks and structure around the facility. With portions of the plant going on 50 years old areas of concrete are starting to crumble and are becoming unsafe for the employees to walk on or around.



**PROJECT
TIMELINE**

2021	
2022	
2023	
2024	
2025	

FINANCING

YEAR	AMOUNT	IDENTIFIED FUNDING SOURCE(S)
2021	50,000	Project will be funded from the sewer maintenance fund
2022	50,000	
2023	50,000	
2024	50,000	
2025	50,000	
TOTAL	\$250,000	

**PROJECT
TEAM**

CITY LEAD: Public Utilities
DESIGN CONSULTANT: N/A
CONTRACTOR: Odle

WWTP BAR SCREEN RELACEMENT

BACKGROUND

The project will replace the aged influent bar screens, which have been in operation since 2005. With age the screens have begun to break down, lowering their effectiveness to remove debris from the waste stream flow. Catching as much of this debris as possible is important to the health of the equipment that is downstream of the bar screens.



**PROJECT
TIMELINE**

2021	
2022	
2023	
2024	
2025	Purchase with manufacturer install of new influent bar screens

FINANCING

YEAR	AMOUNT	IDENTIFIED FUNDING SOURCE(S)
2021	0	Project will be funded from the sewer maintenance fund
2022	0	
2023	0	
2024	0	
2025	250,000	
TOTAL	\$250,000	

**PROJECT
TEAM**

CITY LEAD: Public Utilities
DESIGN CONSULTANT: TBD
CONTRACTOR: TBD

BACKGROUND

The project will replace the variable frequency drives (VFD) for the influent pumps at the wastewater plant. The VFD's were installed during the 2007 plant expansion and are nearing the end of their life expectancy according to the manufacturer. The current VFD's are obsolete and have become increasingly difficult to repair and maintain.



**PROJECT
TIMELINE**

2021	Replacement of half of the existing VFDs
2022	Replacement of the remaining VFDs
2023	
2024	
2025	

FINANCING

YEAR	AMOUNT	IDENTIFIED FUNDING SOURCE(S)
2021	50,000	Project will be funded from the sewer maintenance fund
2022	50,000	
2023	0	
2024	0	
2025	0	
TOTAL	\$100,000	

**PROJECT
TEAM**

CITY LEAD: Public Utilities
DESIGN CONSULTANT: N/A
CONTRACTOR: TBD

BACKGROUND

This project will begin the process of upgrading the Plant’s influent pump programmable logic controllers (PLC) at the wastewater plant. The PLC’s were installed during the 2007 plant expansion and are nearing the end of their life expectancy, according to the manufacturer. Plant PLC and communications with the SCADA system is in need of major retrofitting in the near future, as we are currently using software that will soon be obsolete and no longer supported.



**PROJECT
TIMELINE**

2021	Phase 1 of PLC replacements
2022	Phase 2 of PLC replacements
2023	Phase 3 of PLC replacements
2024	Phase 4 of PLC replacements
2025	

FINANCING

YEAR	AMOUNT	IDENTIFIED FUNDING SOURCE(S)
2021	50,000	Project will be funded from the sewer maintenance fund
2022	50,000	
2023	50,000	
2024	100,000	
2025	0	
TOTAL	\$250,000	

**PROJECT
TEAM**

CITY LEAD: Public Utilities
DESIGN CONSULTANT: TBD
CONTRACTOR: TBD

BACKGROUND

This project is the next in continuing the slow and phased upgrade of Utility personnel’s working spaces. This step will be a refresh and improvement to the working space of Public Utility Administration employees. Goals of the refreshed space include the ability to conduct semi-private conversations by using ceiling height modular office walls, replacing the current cubical structures. The PU department is currently looking to expand, this project will also make space for soon to filled positions within, as well as removing employees who are currently overflow working within our conference room.



PROJECT TIMELINE

2021	Repaint wall surfaces, purchase/installation of new office structures and surfaces
2022	
2023	
2024	
2025	

FINANCING

YEAR	AMOUNT	IDENTIFIED FUNDING SOURCE(S)
2021	100,000	Project will be funded from the sewer maintenance fund
2022	0	
2023	0	
2024	0	
2025	0	
TOTAL	\$100,000	

PROJECT TEAM

CITY LEAD: Public Utilities
DESIGN CONSULTANT: TBD
CONTRACTOR: TBD

WWTP ODOR CONTROL UNIT

BACKGROUND

The project will replace the aged and undersized odor control unit which is not meeting the needs required of it by plant staff. The stresses placed on the equipment from sizing result in regular equipment and piping failures within the system. The replacement of this system will both lower the maintenance costs that have been required and result in less down time of the plants odor control measures, something all the plants neighbors can appreciate.



PROJECT TIMELINE

2021	
2022	
2023	
2024	Purchase with manufacturer install of new odor control equipment
2025	

FINANCING

YEAR	AMOUNT	IDENTIFIED FUNDING SOURCE(S)
2021	0	Project will be funded from the sewer maintenance fund
2022	0	
2023	0	
2024	400,000	
2025	0	
TOTAL	\$400,000	

PROJECT TEAM

CITY LEAD: Public Utilities
DESIGN CONSULTANT: TBD
CONTRACTOR: TBD

WWTP UV EQUIPMENT REPLACEMENT

BACKGROUND

The project will replace the aged influent ultra-violet treatment equipment, which has been in place since 2005. Replacement parts for the existing system are becoming harder to source as well as having become much more expensive due to their scarcity. By bringing the UV system up to current technology standards a more efficient E Coli treatment should be expected, allowing the WWTP to continue meeting ever increasing OEPA regulations going forward.



PROJECT TIMELINE

2021	
2022	
2023	Purchase with manufacturer install of new UV equipment
2024	
2025	

FINANCING

YEAR	AMOUNT	IDENTIFIED FUNDING SOURCE(S)
2021	0	Project will be funded from the sewer maintenance fund
2022	0	
2023	1,500,000	
2024	0	
2025	0	
TOTAL	\$1,500,000	

PROJECT TEAM

CITY LEAD: Public Utilities
DESIGN CONSULTANT: TBD
CONTRACTOR: TBD

LARGE METER REPLACEMENT

BACKGROUND

With normal use a water meter loses accuracy during the span of its life expectancy, the loss of flow reading ability is most pronounced in large-diameter meters. This rotating fund is aimed at replacing the large-diameter meters used by the high flow business users of the City. This ensures proper water use tracking within the system.



**PROJECT
TIMELINE**

2021	Replacement of aged large meters by City crews
2022	Replacement of aged large meters by City crews
2023	Replacement of aged large meters by City crews
2024	Replacement of aged large meters by City crews
2025	Replacement of aged large meters by City crews

FINANCING

YEAR	AMOUNT	IDENTIFIED FUNDING SOURCE(S)
2021	25,000	Funding will alternate yearly between the water maintenance fund and the sewer maintenance fund. Sewer funds odd years and Water funds even years.
2022	25,000	
2023	25,000	
2024	25,000	
2025	25,000	
TOTAL	\$125,000	

**PROJECT
TEAM**

CITY LEAD: Public Utilities
DESIGN CONSULTANT: In House
CONTRACTOR: In House

BACKGROUND

As sewer lines age, they begin to allow ground water infiltration into the sewers. During rain events these areas of I&I allow large amounts of water into the system, which disrupts wastewater treatment plant operations. Once introduced, the City must also absorb the cost of treating this otherwise clean water. As areas in need of repair are found via camera inspection, they will be scheduled for repair.



**PROJECT
TIMELINE**

2021	Reactive repair of deficiencies found during camera inspections
2022	Reactive repair of deficiencies found during camera inspections
2023	Reactive repair of deficiencies found during camera inspections
2024	Reactive repair of deficiencies found during camera inspections
2025	Reactive repair of deficiencies found during camera inspections

FINANCING

YEAR	AMOUNT	IDENTIFIED FUNDING SOURCE(S)
2021	175,000	Project will be funded from the sewer maintenance fund
2022	175,000	
2023	175,000	
2024	175,000	
2025	175,000	
TOTAL	\$875,000	

**PROJECT
TEAM**

CITY LEAD: Public Utilities
DESIGN CONSULTANT: TBD
CONTRACTOR: TBD

BACKGROUND

As sewer lines age, deteriorate, and begin to fail, they must be replaced. A failed sewer line can allow wastewater to discharge into the surrounding soil, potentially poisoning natural soils and waterways. This is also a required maintenance item, as knowingly allowing the exfiltration of sewers into the environment would be a violation of the City’s OEPA permits. As sewer lines are found to be in a failed condition via camera inspections, they will be scheduled for replacement by City staff.



PROJECT TIMELINE

2021	Reactive repair of deficiencies found during camera inspections
2022	Reactive repair of deficiencies found during camera inspections
2023	Reactive repair of deficiencies found during camera inspections
2024	Reactive repair of deficiencies found during camera inspections
2025	Reactive repair of deficiencies found during camera inspections

FINANCING

YEAR	AMOUNT	IDENTIFIED FUNDING SOURCE(S)
2021	75,000	Project will be funded from the sewer maintenance fund
2022	100,000	
2023	100,000	
2024	100,000	
2025	100,000	
TOTAL	\$475,000	

PROJECT TEAM

CITY LEAD: Public Utilities
DESIGN CONSULTANT: TBD
CONTRACTOR: TBD

BACKGROUND

Through sewer system camera inspections, areas of the Wesleyan Woods subdivision have been found to be a high source of system inflow & infiltration (I&I). The size and scope of repairs needed within the subdivision exclude it from fitting within the revolving I&I remediation line item. The remediation efforts entail grout injection into cracks, from within, to seal off these sources of infiltration.

**PROJECT
TIMELINE**

2021	Rehabilitation of sewers throughout the development
2022	
2023	
2024	
2025	

FINANCING

YEAR	AMOUNT	IDENTIFIED FUNDING SOURCE(S)
2021	150,000	Project will be funded from the sewer maintenance fund
2022	0	
2023	0	
2024	0	
2025	0	
TOTAL	\$150,000	

**PROJECT
TEAM**

CITY LEAD: Public Utilities
DESIGN CONSULTANT: TBD
CONTRACTOR: TBD

BACKGROUND

This allocation is for the routine maintenance required with keeping the City’s 12 pump stations in good operating order. As items require replacement or repair, this fund will allow for the work to happen.



**PROJECT
TIMELINE**

2021	
2022	Pump station repairs
2023	
2024	Pump station repairs
2025	

FINANCING

YEAR	AMOUNT	IDENTIFIED FUNDING SOURCE(S)
2021	0	Project will be funded from the sewer maintenance fund
2022	25,000	
2023	0	
2024	25,000	
2025	0	
TOTAL	\$50,000	

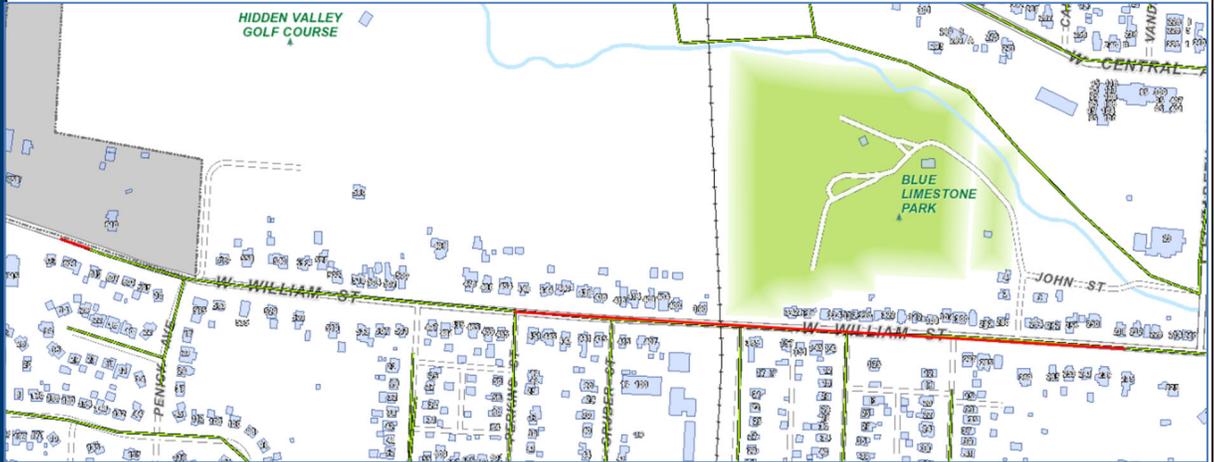
**PROJECT
TEAM**

CITY LEAD: Public Utilities
DESIGN CONSULTANT: TBD
CONTRACTOR: TBD

WEST WILLIAM SEWER CIPP LINING

BACKGROUND

Cast in-place pipe (CIPP) is a form of sewer repair that can be used in lieu of digging up and replacement. The W. William St. sewer has been found to be in failed condition, in need of replacement, and CIPP lining will work in this location to correct failures. Approximately 2,344 linear foot of 8” to 12” diameter pipe will be lined. This will also reduce the areas inflow & infiltration rates during rain events.



PROJECT TIMELINE

2021	Rehabilitation of indicated sewer mains
2022	
2023	
2024	
2025	

FINANCING

YEAR	AMOUNT	IDENTIFIED FUNDING SOURCE(S)
2021	150,000	Project will be funded from the sewer maintenance fund
2022	0	
2023	0	
2024	0	
2025	0	
TOTAL	\$150,000	

PROJECT TEAM

CITY LEAD: Public Utilities
DESIGN CONSULTANT: TBD
CONTRACTOR: TBD

BACKGROUND

Through sewer system camera inspections, areas of the E. Williams St. sewer have been found to be a high source of system inflow & infiltration (I&I). The size and scope of repairs needed in the area exclude it from fitting within the revolving I&I remediation line item. The remediation efforts entail lining of approximately 2700 linear foot of 8" sewer main.



PROJECT TIMELINE

2021	
2022	
2023	
2024	
2025	Rehabilitation of sewer main along E. William

FINANCING

YEAR	AMOUNT	IDENTIFIED FUNDING SOURCE(S)
2021	0	Project will be funded from the sewer maintenance fund
2022	0	
2023	0	
2024	0	
2025	300,000	
TOTAL	\$300,000	

PROJECT TEAM

CITY LEAD: Public Utilities
DESIGN CONSULTANT: TBD
CONTRACTOR: TBD

BACKGROUND

This allocation is for the CIPP lining of sanitary sewers within the Shelbourne Forest area that require more than routine maintenance to keep the collection system in good operating order. This type of rehabilitation work will extend the collection systems life cycle.



PROJECT TIMELINE

2021	
2022	
2023	CIPP Lining
2024	
2025	

FINANCING

YEAR	AMOUNT	IDENTIFIED FUNDING SOURCE(S)
2021	0	Project will be funded from the sewer construction fund
2022	0	
2023	280,000	
2024	0	
2025	0	
TOTAL	\$280,000	

PROJECT TEAM

CITY LEAD: Public Utilities
DESIGN CONSULTANT: TBD
CONTRACTOR: TBD

BACKGROUND

The Public Utilities Department uses a variety of equipment for the operations and maintenance of its infrastructure. Vehicles and equipment are replaced based on hours of operation, mileage, equipment maintenance cost and whether it is a primary or secondary piece.

**PROJECT
TIMELINE**

2021	
2022	
2023	Replacement of 1-ton dump – Collections (#554)
2024	
2025	

FINANCING

YEAR	AMOUNT	IDENTIFIED FUNDING SOURCE(S)
2021	0	Purchases will be funded from the sewer maintenance fund
2022	0	
2023	45,000	
2024	0	
2025	0	
TOTAL	\$45,000	

**PROJECT
TEAM**

CITY LEAD: Public Utilities
DESIGN CONSULTANT: N/A
CONTRACTOR: N/A

**CAPITAL IMPROVEMENT PLAN
WASTEWATER CAPACITY FUND PROJECTS
2021-2025**

	2021	2022	2023	2024	2025
BALANCE FORWARD	7,814,375	8,283,633	7,678,740	6,379,954	4,865,689
REVENUES:					
Water Capacity Fees	1,500,000	1,150,000	1,150,000	1,150,000	1,150,000
SE Highland Sewer ERU Fees	366,000	256,200	179,340	125,538	87,877
Riverby Sewer Reimbursement	250,000				
Sewer Fees Transfer - 2007,2008,2009	1,730,851	1,765,468	1,800,778	1,836,793	1,873,529
TOTAL REVENUES	11,661,226	11,455,302	10,808,857	9,492,285	7,977,095
EXPENDITURES:					
<i>DEBT SERVICE</i>					
Land Armstrong Rd. (\$2,915,000 10 yrs. 1.49%, 2022)	301,700	300,900			
23 North Sewer (\$1,000,000, 25 yrs, 4.51%, 2031)	59,115	59,684	59,325	58,518	59,430
SE Highland Sewer (\$15,000,000, 25 yrs, 4.49%, 2037)	825,400	824,600	828,200	826,700	824,200
SE Highland Sewer (\$2,750,000, 20 yrs, 3.59%, 2026)	189,305	189,305	189,305	189,305	189,305
Plant Expansion (\$20,882,000, 20 yrs, 3.59%, 2026)	1,437,073	1,437,073	1,437,073	1,437,073	1,437,073
<i>COLLECTION CAPACITY PROJECTS</i>					
Sewer Oversizing/Extension	200,000	200,000	200,000	200,000	200,000
Riverby Sewer Extension	250,000				
US 42 Sewer Extension			150,000	1,500,000	
North Sawmill Sewer Extension	50,000	500,000			
Industrial Loop South Sewer				200,000	2,300,000
Slack Rd Force Main Rerouting			1,500,000		
Belle Ave Sewer Capacity Improvements				150,000	
London Rd Sewer Capacity Improvements					200,000
Greenlawn Dr Sewer Extension		200,000			
Reimbursement - 245 Cherry St	65,000	65,000	65,000	65,000	65,000
TOTAL EXPENDITURES	3,377,593	3,776,562	4,428,903	4,626,596	5,275,008

PUBLIC WORKS LED PROJECTS

Penick Ave Connector	15,000				
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RIVERBY SEWER EXTENSION

BACKGROUND

The Riverby subdivision, located on Pollock Rd, has been ordered by the Ohio EPA to abandon their private wastewater treatment plant, and tie into a public sewer system. The City of Delaware has the closest existing sewer system and has agreed to Riverby's integration into the City's system.



**PROJECT
TIMELINE**

2021	Project to be bid and completed
2022	
2023	
2024	
2025	

FINANCING

YEAR	AMOUNT	IDENTIFIED FUNDING SOURCE(S)
2021	250,000	Project expenses will be reimbursed to the City through an intergovernmental agreement with Delaware County Commissioners, assessed to the properties of residents of Riverby.
2022	0	
2023	0	
2024	0	
2025	0	
TOTAL	\$250,000	

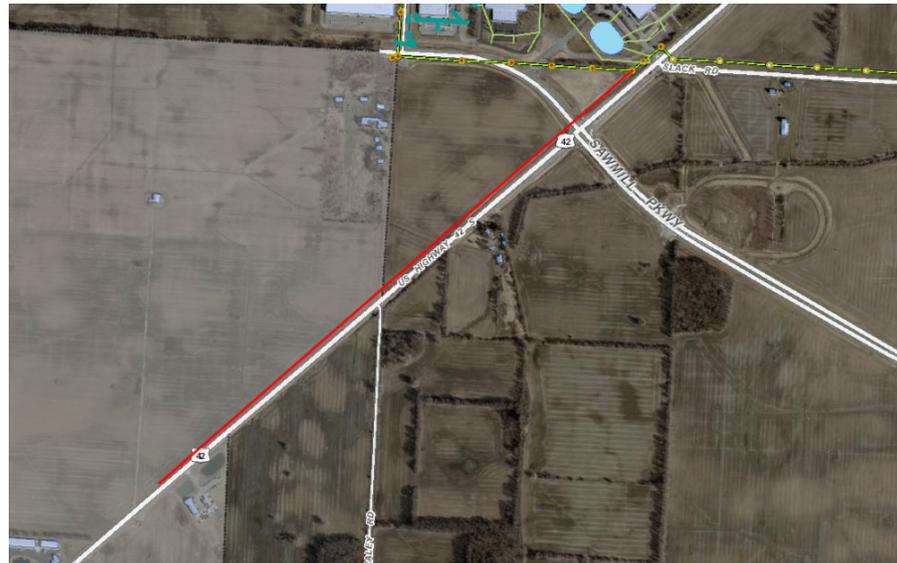
**PROJECT
TEAM**

CITY LEAD: Public Utilities
DESIGN CONSULTANT: City Engineering Dept
CONTRACTOR: TBD

BACKGROUND

Through ongoing discussion between Public Utilities, Planning, and Economic Development, as well as initial input from the new in-development comprehensive plan, it is agreed that the South-West industrial corridor of the City is of vital importance to our future growth and health. By creating utility ready land for industrial, commercial and mixed-use, developers will be more likely to choose the City of Delaware as their new home.

This project will extend sewer service from the Slack Rd area and travel along US 42, giving the City the ability to serve a large portion of the undeveloped land present.



**PROJECT
TIMELINE**

2021	
2022	
2023	Plan and bid package development
2024	Project bid, award, and construction
2025	

FINANCING

YEAR	AMOUNT	IDENTIFIED FUNDING SOURCE(S)
2021	0	At this time, no outside funding sources have been identified and all project funding is through the water capacity fund.
2022	0	
2023	150,000	
2024	1,500,000	
2025	0	
TOTAL	\$1,650,000	

**PROJECT
TEAM**

CITY LEAD: Public Utilities
DESIGN CONSULTANT: TBD
CONTRACTOR: TBD

BACKGROUND

Through ongoing discussion between Public Utilities, Planning, and Economic Development, as well as initial input from the new in-development comprehensive plan, it is agreed that the South-West industrial corridor of the City is of vital importance to our future growth and health. By creating utility ready land for industrial, commercial and mixed-use, developers will be more likely to choose the City of Delaware as their new home.

This project will extend sewer service from its current dead end near Innovation Court, to the mid-point of the Wilgus family owned properties. This East half of the Wilgus' land is expected to be the first area of build out as Sawmill extends.



PROJECT TIMELINE

2021	Plan and bid package development
2022	Project bid, award, and construction
2023	
2024	
2025	

FINANCING

YEAR	AMOUNT	IDENTIFIED FUNDING SOURCE(S)
2021	50,000	At this time, no outside funding sources have been identified and all project funding is through the water capacity fund.
2022	500,000	
2023	0	
2024	0	
2025	0	
TOTAL	\$550,000	

PROJECT TEAM

CITY LEAD: Public Utilities
DESIGN CONSULTANT: TBD
CONTRACTOR: TBD

BACKGROUND

Through ongoing discussion between Public Utilities, Planning, and Economic Development, as well as initial input from the new in-development comprehensive plan, it is agreed that the South-West industrial corridor of the City is of vital importance to our future growth and health. By creating utility ready land for industrial, commercial and mixed-use, developers will be more likely to choose the City of Delaware as their new home.

This project will provide sewer South from Slack Road, crossing under Sawmill Parkway, and turning to follow the rear of the properties along Bunty Station Rd. This will provide service to many potential development properties along Sawmill, Slack, and Bunty Station.



PROJECT TIMELINE

2021	
2022	
2023	
2024	Plan and bid package development
2025	Project bid, award, and construction

FINANCING

YEAR	AMOUNT	IDENTIFIED FUNDING SOURCE(S)
2021	0	At this time, no outside funding sources have been identified and all project funding is through the water capacity fund.
2022	0	
2023	0	
2024	200,000	
2025	2,300,000	
TOTAL	\$2,500,000	

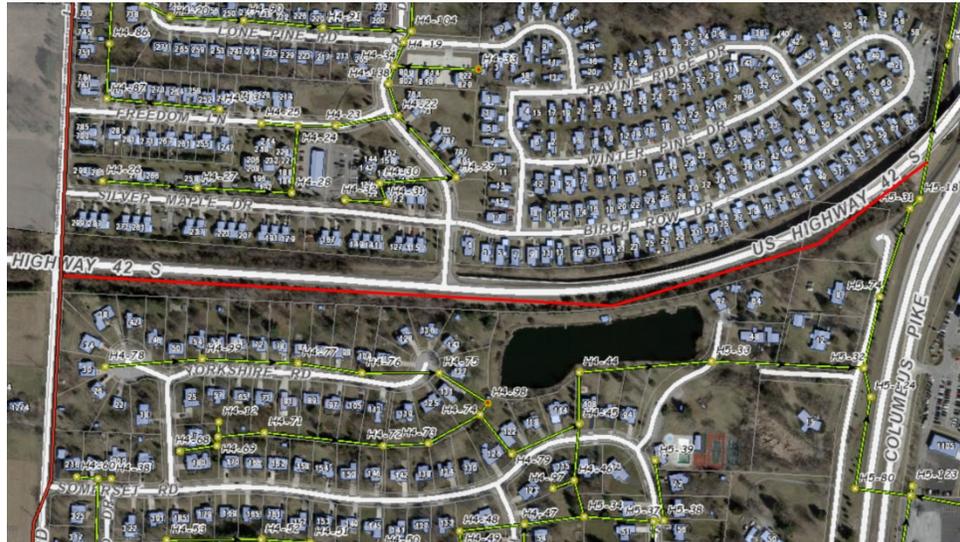
PROJECT TEAM

CITY LEAD: Public Utilities
DESIGN CONSULTANT: TBD
CONTRACTOR: TBD

SLACK RD FORCE MAIN REROUTING

BACKGROUND

The South-West industrial quarter has been flagged as an area of high criticality in the growth and financial stability of the City. Current sewer capacities of the area are not ready for any sizable growth. This project removes the bottleneck of the area by relocating where the Slack Rd. lift station pumps into.



PROJECT TIMELINE

2021	
2022	
2023	Project Design and construction
2024	
2025	

FINANCING

YEAR	AMOUNT	IDENTIFIED FUNDING SOURCE(S)
2021	0	Outside funding is not expected, project will be funded from the sewer capacity fund.
2022	0	
2023	1,500,000	
2024	0	
2025	0	
	\$1,500,000	

PROJECT TEAM

CITY LEAD: Public Utilities
DESIGN CONSULTANT: TBD
CONTRACTOR: TBD

BACKGROUND

Belle Ave. is currently a bottleneck in the sewer system of its area, creating flow restriction to sections of the City upstream from it. Through investigation, the best method of capacity improvement will be determined, but could include pipe upsizing or internal cast in place pipe installation.



PROJECT TIMELINE

2021	
2022	
2023	
2024	Project Design and construction
2025	

FINANCING

YEAR	AMOUNT	IDENTIFIED FUNDING SOURCE(S)
2021	0	Outside funding is not expected, project will be funded from the sewer capacity fund.
2022	0	
2023	0	
2024	150,000	
2025	0	
TOTAL	\$150,000	

PROJECT TEAM

CITY LEAD: Public Utilities
DESIGN CONSULTANT: TBD
CONTRACTOR: TBD

BACKGROUND

London Rd. is currently a bottleneck in the sewer system of its tributary area, creating flow restriction to sections of the City upstream from it. Through investigation, the best method of capacity improvement will be determined, but could include pipe upsizing or internal cast in place pipe installation.



**PROJECT
TIMELINE**

2021	
2022	
2023	
2024	
2025	Project Design and construction

FINANCING

YEAR	AMOUNT	IDENTIFIED FUNDING SOURCE(S)
2021	0	Outside funding is not expected, project will be funded from the sewer capacity fund.
2022	0	
2023	0	
2024	0	
2025	200,000	
TOTAL	\$200,000	

**PROJECT
TEAM**

CITY LEAD: Public Utilities
DESIGN CONSULTANT: TBD
CONTRACTOR: TBD

BACKGROUND

Throughout the City of Delaware there are pockets of unincorporated land. Council and staff have expressed interest in filling these ‘holes’, as such this sewer extension through an unincorporated section of the City will facilitate the slow annexation of properties as they become connected to City sewer.



PROJECT TIMELINE

2021	
2022	Project Design and construction
2023	
2024	
2025	

FINANCING

YEAR	AMOUNT	IDENTIFIED FUNDING SOURCE(S)
2021	0	Outside funding is not expected, project will be funded from the sewer capacity fund.
2022	200,000	
2023	0	
2024	0	
2025	0	
TOTAL	\$200,000	

PROJECT TEAM

CITY LEAD: Public Utilities
DESIGN CONSULTANT: TBD
CONTRACTOR: TBD

**CAPITAL IMPROVEMENT PLAN
REFUSE EQUIPMENT
2021-2025**

	2021	2022	2023	2024	2025
REVENUES:					
Refuse Fees	795,000	780,000	606,000	373,000	545,000
TOTAL REVENUES	795,000	780,000	606,000	373,000	545,000
EXPENDITURES:					
Automated Side-Load Refuse Truck	305,000	314,000	323,000	333,000	343,000
Side-Load Recycling Truck	305,000	275,000	283,000		
Rear Load 20 CY Commercial Packer	185,000	191,000			202,000
Pickup Truck 2WD				40,000	
TOTAL EXPENDITURES	795,000	780,000	606,000	373,000	545,000

BACKGROUND

Residential waste and recycling collection operations require nine mainline and two backup sideload trucks. Commercial and yard waste collection each utilize two rear load trucks. The City introduced semi-automated tipcart collection through the sideload fleet in 2020 with good success. Two additional semi-automated vehicles will be added to the fleet in 2021. To maintain an adequate level of service, it is anticipated that two additional trucks will be required as the number of refuse stops increase with the expansion of the community. The expected useful life of a frontline sideload service vehicle is seven (7) years. After seven years the vehicles are replaced, and the old vehicle downgraded to backup service status.



**PROJECT
TIMELINE**

2021	(2) Side Load Trucks, 20CY Rear Load
2022	(2) Side Load Trucks, 20CY Rear Load
2023	(2) Side Load Truck
2024	Side Load Truck, Pickup Truck
2025	Side Load Trucks, 20CY Rear Load

FINANCING

YEAR	AMOUNT	IDENTIFIED FUNDING SOURCE(S)
2021	757,000	Refuse Fund
2022	780,000	
2023	606,000	
2024	373,000	
2025	545,000	
TOTAL	3,895,000	

**PROJECT
TEAM**

CITY LEAD: Public Works – Solid Waste
DESIGN CONSULTANT: N/A
CONTRACTOR: State Purchasing Contract

**CAPITAL IMPROVEMENT PLAN
EQUIPMENT
2021-2025**

	2021	2022	2023	2024	2025
REVENUES:					
<i>CIP Allocation (pg.1)</i>	653,477	925,087	706,513	738,817	651,339
TOTAL REVENUES	653,477	925,087	706,513	738,817	651,339
EXPENDITURES:					
<i>PARKS</i>					
7- Zero Turn Mowers	31,747	32,699	33,750	34,763	35,806
3/4 Ton Pick -up Truck		40,888	42,115		
Skid Steer			48,095		
55 HP Tractor				37,079	
<i>HIDDEN VALLEY GOLF COURSE</i>					
Boom Sprayer	7,000				
Truckster Utility Vehicle				25,000	
Zero Turn Mower		12,000			
<i>OAK GROVE CEMETERY</i>					
2- Zero Turn Mowers	15,730		17,303		19,033
<i>POLICE DEPARTMENT</i>					
Cruiser Replacement	240,000	245,000	250,000	255,000	260,000
Unmarked Vehicle Replacement		42,000	45,000	47,000	49,000
<i>STREETS</i>					
Pickup Trucks (4WD w/plow)		39,500	40,750	41,975	42,500
Tandem Axle Dump Truck w/plow	198,000				
Single Axle Dump Truck w/plow		185,000	190,000	200,000	210,000
Backhoe		100,000			
Skidsteer	65,000				
Asphalt Paver		190,000			
One-Ton Dump Truck	65,000				
<i>TRAFFIC</i>					
Pickup Trucks 2WD				31,000	35,000
<i>ENGINEERING</i>					
Pickup Trucks	31,000	38,000	39,500	32,000	
<i>FACILITIES</i>					
Utility Van				35,000	
TOTAL EXPENDITURES	653,477	925,087	706,513	738,817	651,339

BACKGROUND

The Seven divisions within the Public Works Department operates over 70 different types of equipment and trucks during different times of the year ranging from dump trucks, pickup trucks, backhoes, skid steers, rollers, trailers, and plate compactors. All have a useful life expectancy and are replaced at the final determination of the fleet supervisor in consideration of general condition, maintenance costs and safety. Useful life of various equipment is as follows: Dump Trucks (10 Years); 4X4 Plow Trucks (10 Years); Service Pickup Trucks & Utility Van (20 Years); Backhoe/Skid Steer (15-20 Years); Paver (25 years).



**PROJECT
TIMELINE**

2021	Tandem Dump Truck, Backhoe, Skid Steer, Pickup (Eng)
2022	Single Axle Dump, 4X4 Pickup, Paver, Pickup (Eng)
2023	Single Axle Dump, 4X4 Pickup, Pickup (Eng)
2024	Single Axle Dump, 4X4 Pickup, Pickup (Eng & Traffic), Utility Van (Facilities)
2025	Single Axle Dump, 4X4 Pickup, Pickup (Traffic)

FINANCING

YEAR	AMOUNT	IDENTIFIED FUNDING SOURCE(S)
2021	394,000	Gas Tax & General Fund Revenues
2022	452,500	
2023	270,250	
2024	339,975	
2025	287,500	
TOTAL	1,744,225	

**PROJECT
TEAM**

CITY LEAD: Public Works – Administration
DESIGN CONSULTANT: N/A
CONTRACTOR: State Purchasing Contract

BACKGROUND

The Police Department currently runs a front-line fleet of 11 cruisers, plus two K9 cruisers, and two school resource officer cruisers. Normal wear and tear require replacement of cruisers, which are typically over 100,000 miles when they are replaced. By replacing 4 cruisers every year, we can maintain a 3-year rotation which allows us to keep overall fleet mileage down, which keeps cruisers safely on the road as opposed to being down for repair. Cruisers that are decommissioned are often re-purposed within the PD or elsewhere in the city fleet.

**PROJECT
TIMELINE**

2021	Normal fleet replacement
2022	Normal fleet replacement
2023	Normal fleet replacement
2024	Normal fleet replacement
2025	Normal fleet replacement

FINANCING

YEAR	AMOUNT	IDENTIFIED FUNDING SOURCE(S)
2021	240,000	At this time, no outside funding sources have been identified and all project funding is through general fund revenues.
2022	287,000	
2023	295,000	
2024	302,000	
2025	309,000	
TOTAL	\$ 1,433,000	

**PROJECT
TEAM**

CITY LEAD: Police Department
DESIGN CONSULTANT: N/A
CONTRACTOR: N/A



FACT SHEET

AGENDA ITEM NO: 10

DATE: 10/12/2020

ORDINANCE NO: 20-67

RESOLUTION NO:

READING: FIRST

PUBLIC HEARING: NO

TO: Mayor and Members of City Council

FROM: R. Thomas Homan, City Manager

VIA: David Efland, Planning and Community Development Director

TITLE OF PROPOSED ORDINANCE/RESOLUTION:

AN ORDINANCE APPROVING A PRELIMINARY SUBDIVISION PLAT FOR SIEKMANN LLC., FOR RUTHERFORD ACRES AND TROY ACRES CONTAINING 252 SINGLE-FAMILY LOTS ON APPROXIMATELY 99.70 ACRES ON PROPERTY ZONED R-3 (ONE-FAMILY RESIDENTIAL DISTRICT) AND LOCATED EAST AND WEST OF TROY ROAD AND JUST SOUTH AND EAST OF SMITH PARK.

BACKGROUND:

See attached report

REASON WHY LEGISLATION IS NEEDED:

To achieve compliance with Section 1111 Platting requirements of the zoning code.

COMMITTEE RECOMMENDATION:

Planning Commission approved this case 6-0 on October 7, 2020.

FISCAL IMPACT(S):

N/A

POLICY CHANGES:

N/A

PRESENTER(S):

David Efland, Planning and Community Development Director

RECOMMENDATION:

Staff recommends approval as submitted with the documented conditions.

ATTACHMENT(S)

See attached

ORDINANCE NO. 20-67

AN ORDINANCE APPROVING A PRELIMINARY SUBDIVISION PLAT FOR SIEKMANN LLC., FOR RUTHERFORD ACRES AND TROY ACRES CONTAINING 252 SINGLE-FAMILY LOTS ON APPROXIMATELY 99.70 ACRES ON PROPERTY ZONED R-3 (ONE-FAMILY RESIDENTIAL DISTRICT) AND LOCATED EAST AND WEST OF TROY ROAD AND JUST SOUTH AND EAST OF SMITH PARK.

WHEREAS, the Planning Commission at its meeting of October 7, 2020 recommended approval of a Preliminary Subdivision Plat for Siekmann LLC., for Rutherford Acres and Troy Acres containing 252 single-family lots on approximately 99.70 acres on property zoned R-3 (One-Family Residential District) and located east and west of Troy Road and just south and east of Smith Park (PC 2020-2015).

NOW, THEREFORE, BE IT ORDAINED by the Council of the City of Delaware, State of Ohio:

SECTION 1. That the Preliminary Subdivision Plat for Siekmann LLC., for Rutherford Acres and Troy Acres containing 252 single-family lots on approximately 99.70 acres on property zoned R-3 (One-Family Residential District) and located east and west of Troy Road and just south and east of Smith Park, is hereby confirmed, approved, and accepted with the following conditions that:

1. The Applicant needs to obtain final engineering approvals, including any storm water and utility issues that need to be worked out through the Engineering and Utilities Departments. All comments regarding the layout and details of the project are preliminary and subject to modification or change based on the final technical review by the Engineering Department.
2. The applicant shall dedicate right-of-way along Troy Road and future Merrick Boulevard per the City Engineer.
3. A preliminary stormwater study shall be reviewed and approved by the engineering department prior to any Final Subdivision Plat submissions.
4. The location of the detention basins along Troy Road and proposed Merrick Boulevard shall achieved compliance with the engineering setback and barrier requirements.
5. All the streets shall achieve compliance with the minimum design requirements per the City Engineer.
6. All public utilities shall be extended to stub to the adjacent property lines and appropriate phases within the development.

7. The developer shall be responsible for any improvements and/or financial obligations of the traffic impact study per the City Engineer.
8. A \$1,000 per dwelling unit transportation contribution fee shall be collected with each building permit for needed area transportation improvements per the development agreement.
9. Sidewalks are required on both sides of all public streets.
10. Prior to or concurrent with the submittal of any Final Subdivision Plat for the first phase of either subdivision, an Open Space Improvement Plan shall be submitted for review and approval detailing the improvements to be made to the open spaces within each subdivision.
11. The lots and houses shall comply with the minimum bulk and setback requirements per the zoning code.
12. The single-family houses shall comply with the minimum architectural standards in Chapter 1171 Design Criteria and Performance Standards.
13. The maintenance of all landscaping and amenities in the open space areas shall be the responsibility of the Homeowner's Association with an easement to the City dedicating them open to the public. In addition, all evergreen trees shall be a minimum 6-foot-high at installation and the deciduous trees shall be a minimum 1.75-inch caliper.
14. Tots lots shall be established as approved by staff in the Rutherford Acres and Troy Acres subdivision.
15. Staff recommends buffering adjacent to Troy Road and proposed Merrick Boulevard in Troy Acres and along the railroad tracks in Rutherford Acres.
16. All landscape plans shall be submitted, reviewed and approved by the Shade Tree Commission.
17. The street lighting plan shall be submitted, reviewed and approved by the City that achieves compliance with all zoning requirements for each subdivision and phase.
18. The proposed phasing of the development shall be reviewed by staff to ensure compliance with all City development requirements.
19. The corner lots shall be a minimum 86 feet in width to achieve compliance with zoning requirements.
20. A tree survey for the development shall be submitted and approved by staff that achieves compliance with Chapter 1168 Tree Preservation Requirements prior to Final Subdivision Plat approval for any phase.
21. The cluster mailbox plan shall achieve compliance with City requirements.
22. For Troy Acres, the phasing proposed shall be adjusted such that Phase 1 includes the provision of extending Troy Acres Drive from

Troy Road to Broadview Chase Drive with subsequent phases being logically adjusted as a result.

- 23. Because the dedication of 21 acres to the City for the extension of Smith Park far exceeds based code requirements for active parkland, staff shall credit the developer any additional remaining balance of active parkland required toward the balance of their property zoned R-3 on the east side of the railroad tracks even as it is the city's expectation that active parkland will be dispersed throughout the proposed subdivisions in this case and the balance of the R-3 zoned property including potentially pocket parks, tot lots, and the like as might be deemed appropriate through future development processes.

SECTION 2. This Council finds and determines that all formal actions of this Council and any of its committees concerning and relating to the passage of this Ordinance were taken in an open meeting of this Council, and that all deliberations of this Council and any of its committees that resulted in those formal actions were in meetings open to the public, all in compliance with the law including Section 121.22 of the Revised Code.

VOTE ON RULE SUSPENSION:

YEAS___NAYS___
ABSTAIN ___

PASSED: _____, 2020

YEAS___NAYS___
ABSTAIN ___

ATTEST: _____
CITY CLERK

MAYOR



PLANNING COMMISSION / STAFF REPORT

CASE NUMBERS: 2020-2015

REQUEST: Preliminary Subdivision Plat

PROJECT: Troy Acres and Rutherford Acres

MEETING DATE: October 7, 2020

APPLICANT/OWNER

Siekmann LLC
9000 Memorial Parkway
Plain City, Ohio 43064

REQUESTS

2020-2015: A request by Siekmann LLC., for a Preliminary Subdivision Plat for Rutherford Acres and Troy Acres containing 252 single-family lots on approximately 99.70 acres on property zoned R-3 (One-Family Residential District) and located east and west of Troy Road and just south and east of Smith Park.

PROPERTY LOCATION & DESCRIPTION

The subject 99.70 acres is located east of west of Troy Road (and railroad tracks) with the developer separating the development into east (Rutherford Acres) and west (Troy Acres) subdivisions. Rutherford Acres (east subdivision) encompasses 22.13 acres and is located east of railroad tracks, west of Hayes Colony Subdivision and south of a large undeveloped property owned by the developer. Troy Acres (west subdivision) encompasses 77.57 acres and is located north of Northwood Subdivision, Nottingham Subdivision and Lexington Glen Subdivision, south of the undeveloped parcel owned by Judith Hook Trustee, east of Lexington Glen Subdivision, and Westfield Hills Subdivision and west of the railroad tracks.

The subject 99.70 acres is zoned R-3 (One-Family Residential District). The properties to the north are zoned R-3 and R-6 (Medium Density Residential District), the properties to the south are zoned R-3, R-6 and R-3 PUD (One-Family Residential District with a Planned Unit Development District), the properties to the east are zoned R-3 and A-1 (Agricultural District) and the properties to the west area zoned R-3 and R-6.

BACKGROUND

In 2016, the owner acquired three properties that totals 208.17 acres and spans from US 23 west to just west of Troy Road. Now the owner is proposing to develop a single-family subdivision on 99.70 acres consisting of 252 single family lot subdivision for a total gross density of 2.52 lots per acre that would be divided into two subdivisions east of west of the railroad tracks. The development east of the railroad tracks would be Rutherford Acres which encompasses 22.13 acres and would contain 69 single family lots for a total gross density of 3.21 lots per acre while the development west of the railroad tracks would be Troy Acres which encompasses 77.57 acres that would contain 183 single family lots for a total gross density of 2.36 lots per acre.

STAFF ANALYSIS

- **ZONING:** As mentioned above, the subject 99.70 acres is zoned R-3 and the applicant is proposing to preliminarily subdivide the site as a by right subdivision per Chapter 1111 Subdivision Regulations that would have to achieve compliance with the R-3 zoning requirements along with all the typical City development requirements. The Preliminary Plat is the first step in the subdivision process. As such, not all development details are known at the preliminary stage. The subject Preliminary Subdivision Plat would require approval by the Planning Commission and City Council. The subsequent phases would require Final Subdivision Plat approval by the Planning Commission and City Council prior to any construction being permitted. The number of units proposed overall in each subdivision is well within the required range of the Comprehensive Plan, the existing R-3 zoning, and is consistent with surrounding development.
- **ENGINEERING** The Applicant needs to obtain engineering approvals, including any storm water and utility issues that need to be worked out through the Engineering and Utilities Departments. It is especially important that the applicant work with the City Engineering Departments to resolve any issues related to the proposed roadway network and any traffic improvements that may be required. In addition, a preliminary stormwater study would need to be reviewed and approved by the engineering department. Also, all detention basins shall achieved compliance with engineering setback as well as any barrier requirements. All comments

regarding the layout and details of the project are preliminary and subject to modification or change based on a technical review by the Engineering Department once a complete plan set is submitted for review.

- **ROADS AND TRAFFIC:** The proposed development requires a traffic impact study which was preliminarily submitted by the applicant that would need to be approved by the City. The developer would be responsible for any improvements and/or financial obligations the subject residential development would have in the area per the City Engineer. Because the Rutherford Acres and Troy Acres developments are separated by the railroad tracks, the access to the developments would be independent of each with different considerations per the City Thoroughfare Plan. Overall, these two subdivisions are anticipated to be the first development on the larger overall development site which is likely to take many years and many subsequent actions to advance. There are several City Thoroughfare Plan roadways and projects across the larger area some of which include these two subdivisions. Taking these elements into consideration and after initial conversation with the land owner in this case, Staff has provided the land owner with a rough draft infrastructure and development parameters agreement to begin Staff level discussions concerning some larger elements of the proposal. Ultimately, City Council would have to act on any such agreement if it advances. Principally, this Staff draft agreement involves attempting to establish an achievable approach to the eventual provision for Merrick Boulevard from its current terminus west of Troy Road east to Troy Road (this involves property not owned by the applicant) and beyond to US23 eventually. Additionally, the case here includes and provides preliminarily for addressing the current bend in Troy Rd. through the layout and provision of right of way dedication. Ultimately, the traffic study (and potentially the draft agreement) would address these elements in detail. This is complex, costly, and involves in some cases pieces of land not subject to these subdivisions (or in some cases even owned by this land owner) but it could make rational sense to set the stage for these large infrastructure pieces moving forward such that their provision, long called for in city plans including the Thoroughfare Plan, is not precluded from potential implementation with a goal to facilitate their reasonable implementation while allowing a limited amount of development to proceed forward represented in this case.

Rutherford Acres (located east of the railroad tracks)

The access to Rutherford Acres would be through Hayes Colony Subdivision via Rutherford Avenue and Birchard Avenue from the east that would create a loop design with a cul-de-sac that would extend east from the loop street. Two streets (Birchard Avenue and Cyrus Drive) would be stubbed to the northern undeveloped property owned by the developer for future access.

Troy Acres (located west of the railroad tracks)

This development is located west of Troy Road (and west of the railroad tracks) and south of the proposed Merrick Boulevard that would require compliance with the City Thoroughfare Plan. Per the Thoroughfare Plan, Troy Road would need to be realigned. The preliminary Subdivisions indicate inclusion of the right-of-way to accommodate the future realignment. Also, the developer would be required to dedicate 50 feet of right-of-way along the northern portion of the site for the future construction of Merrick Boulevard to Troy Road. The proposal also includes provision of land east of Troy Rd. and west of the railroad tracks to be dedicated to the city for the extension of Smith Park and this would allow for sufficient additional land for the continuation of Merrick Boulevard to the railroad tracks eventually.

All streets would have to achieve compliance with the minimum engineering standards and fire department requirements. In order to provide connectivity to adjacent built areas and road network on the west side of Troy Road in Troy Acres Subdivision, city Staff would preliminarily find that the phasing preliminarily proposed should be adjusted such that Phase 1 includes the provision of extending Troy Acres Drive from Troy Road to Broadview Chase Drive with subsequent phases being logically adjusted as a result.

- **SITE LAYOUT:**

Rutherford Acres (located east of the railroad tracks)

The triangle shaped subdivision is located between Hayes Colony to the east and the railroad tracks to the west and is largely flat farmland with a stream that bisects the southern portion of the site with a tree line along the north, east and west (railroad tracks) property lines. The loop street network is double loaded with 69 single-family lots with two stub streets to the north to access the subject owners vacant land in the future. The subdivision has two reserve areas including a 1.1-acre reserve area located on the northwestern portion of

the site adjacent to the railroad tracks and a second which is a 2.2-acre reserve area with retention pond and wetland area located on the southeastern portion of the development.

The proposed 69 single-family lots would have a minimum lot area of 8,000 square feet with minimum 65-foot lot (65'x124') widths with corner lots oversized to a minimum 86 feet wide per the zoning code. The applicant should review the corner lots to ensure they achieve compliance as Staff can not verify this given the information submitted to date. The front yard setback would be 30 feet, the rear yard setback would be 40 feet and the side yard setbacks would be 8 feet. Also because of the rear setback and limited lot depths (124-ft), some house models (depending upon the final builder's portfolio) may have limited rear yards for attached decks and the like. In addition, staff would recommend buffering adjacent to the rear lots that abut the railroad tracks. Overall, the proposed lots are consistent with the surrounding built environment and fit well within their context.

Troy Acres (located west of the railroad tracks)

This subdivision is bisected by Troy Road with approximately 21 acres east of Troy Road that would be dedicated to the City as park land which would significantly extend Smith Park south while the rectangular western portion of the site of approximately 78 acres would contain 183 single family lots. The western portion of the site is flat farmland with a small stream that bisects the site from the northwest to southeast with a tree line along the southern property line and a north/south tree line through the midsection of the site. The subdivision includes three reserve areas encompassing approximately 3.2 acres which contains three retention ponds adjacent to Troy Road and future Merrick Boulevard.

The proposed 183 single-family lots would have a minimum lot area of 8,000 square feet with minimum 65-foot lot (65'x124') widths with corner lots oversized to a minimum 86 feet wide per the zoning code. The applicant should review the corner lots to ensure they achieved compliance as Staff can not verify this given the information submitted to date. The front yard setback would be 30 feet, the rear yard setback would be 40 feet and the side yard setbacks would be 8 feet. Also because of the rear setback and limited lot depths (124-ft), some house models (depending upon the final builder's portfolio) may have limited rear yards for attached decks and the like. In addition, staff would recommend additional landscape buffering adjacent to Troy Road and future Merrick Boulevard. 58 of the single family lots are proposed to be on slab (no basements) and would generally be located on the eastern portion of the subdivision along Sunny Vale Drive, Green Meadow Drive, Troy Acres Drive and Sunbeam Court. The Public Utilities Department has provided information to the applicant to sustain that the sites can be serviced with gravity sanitary sewer service to all lots which would provide all houses with basements. While code does not require each single-family unit to have a basement, Staff would suggest that this is desirable in this location and would be consistent with surrounding existing development. Since it appears technically feasible to have sanitary depths that accommodate basements, Staff would highly recommend this approach in this case though we recognize the applicant's right to have units on slabs.

- **RESIDENTIAL DESIGN STANDARDS:** Being a straight R-3 zoning district, the houses would have to achieve compliance with the minimum standards of the Residential Development Design Criteria and Performance Standards in Chapter 1171. These standards would include: 1). At least 25% of the front elevation shall consist of natural materials; 2). Minimum 8-inch overhang; 3). Minimum 4-inch window trim or shutters; and 4). Minimum landscape package; are some of the requirements in Chapter 1171.
- **PARKLAND AND OPEN SPACE:**

The entire development has approximately 27.5 acres of open space which is over approximately 27.5 percent of the development. Approximately 21.0 acres would be dedicated to the City to extend Smith Park to the south and approximately 6.5 acres of open space with the two subdivisions.

Rutherford Acres (located east of the railroad tracks)

There are two reserve areas in this subdivision that encompasses approximately 3.3 acres. Reserve "E", which encompasses 1.1 acres, is located on the northwestern of the site adjacent to the railroad tracks. Reserve "F", which encompasses 2.2 acres, is located on the southeastern portion of site and contains a retention pond and detention area. Staff recommends a tot lot shall be included in the reserve to accommodate this subdivision. The reserve areas shall be maintained by the Homeowners Association.

Troy Acres (located west of the railroad tracks)

There are four reserve areas in this subdivision that encompasses approximately 24.2 acres. Reserve "A", which encompasses 21.0 acres, is located east of Troy Road and west of the railroad tracks. As mentioned above, the developer is proposing, and the City is willing to entertain accepting the dedication of the subject 21.0 acres into the City park system and would extend Smith Park to the south. Within the 21 acres would be a detention basin and an existing bike path along with opportunity to add various park amenities. Staff encourages this approach as it would add significantly to the existing Smith Park recognizing its full potential while accounting for future right of way needed for Merrick Boulevard between Troy Rd. and the railroad tracks. Staff can envision pathway connections to and between elements of the expanded Smith Park and significant additional recreation amenities including the potential for a pedestrian pathway connection to the east side of the railroad tracks to provide connectivity and access for those areas to Smith Park. It is important to note that the amount of land proposed to be dedicated far exceeds base code requirements for active parkland dedication. Thus, should this dedication move forward, Staff would credit the developer any additional remaining balance of active parkland required toward the balance of their property zoned R-3 on the east side of the railroad tracks even as it is the city's expectation that active parkland will be dispersed throughout the proposed subdivisions in this case and balance of the R-3 zoned property including potentially pocket parks, tot lots, and the like as might be deemed appropriate through future development processes. Reserve "B", which encompasses 1.1 acres, is located just east of the proposed access point from proposed Merrick Boulevard. Reserve "C", which encompasses 3.0 acres, is located west of Troy Road and south of proposed Merrick Boulevard and contains a retention pond just east of the access point on proposed Merrick Boulevard and just north of the access point on Troy Road. Reserve "D", which encompasses 0.1 acres, is located just south of the access point on Troy Road. Staff recommends a tot lot shall be included in Reserve "C" to accommodate this subdivision. The reserve areas (not the Smith Park extension dedication area which would be maintained by the City) shall be maintained by the Homeowners Association.

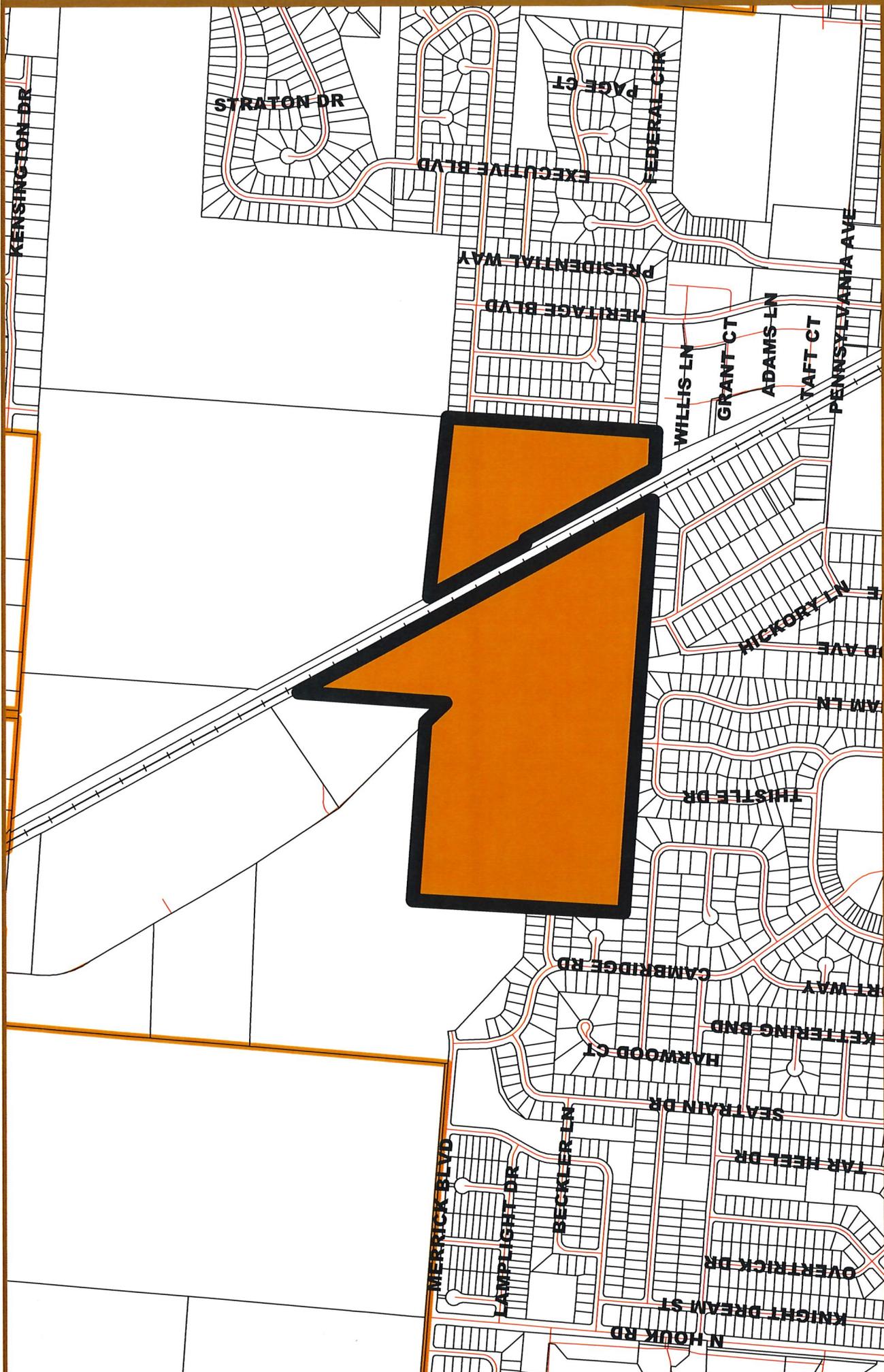
- **LANDSCAPING AND SCREENING:** The development would require a street tree plan that would need to be approved by the Shade Tree Commission. Staff would recommend installing a mound (if possible) with landscaping in Rutherford Acres adjacent to the railroad tracks and in Troy Acres adjacent to Troy Road and proposed Merrick Boulevard. Furthermore, staff would recommend landscaping within each reserve area. An overall landscape plan shall be submitted for any Final Subdivision Plats.
- **BIKE PATHS AND PEDESTRIAN ROUTES:** There are no bike paths required within Rutherford Acres or Troy Acres per the adopted Bicycle and Pedestrian Master Plan 2027. However, the City recently installed a bike path on the east side of Troy Road to connect to Smith Park to the north and the City bike path network to the south. Also, Merrick Parkway shall require a bike path at least on the south side when constructed to connect to the existing bike path on Troy Road and the existing section of Merrick Boulevard to the west. Sidewalks shall be required on the both sides of all public streets within Rutherford Acres and Troy Acres.
- **TREE PRESERVATION:** Any tree removal proposed would fall under the replacement requirements given in Chapter 1168 Tree Preservation Regulations of the then current Zoning Code and would need to be accounted for in the normal and customary manner for such. Typically, applicants are required to provide a tree survey up front for an entire subdivision though the applicant could choose to pursue this final phase by final phase for any qualifying trees in accordance with the applicable requirements.
- **UTILITIES:** The site would be serviced by City sanitary sewer and water that would have to be extended to the site by the developer and at their expense.
- **LIGHTING PLAN:** A lighting plan would need to be submitted, reviewed and approved by the City that would achieve compliance with the zoning code during the Final Subdivision Plat process for each phase.
- **FIRE DEPARTMENT:** The proposed development would need to be capable of supporting and allowing the full maneuverability of the fire department ladder truck along with complying with all other fire department requirements.
- **PHASING:** Rutherford Acres would be developed in two phases from south to north while Troy Acres would be developed in five phases from east to west then south to north. Also, the phases shall be constructed to be consistent with street extension requirements, street improvement requirements, fire department requirements, etc. per the City Engineer. In order to provide connectivity to adjacent built areas and road network on the

west side of Troy Rd. in Troy Acres Subdivision, city Staff would preliminarily find that the phasing preliminarily proposed should be adjusted such that Phase 1 includes the provision of extending Troy Acres Drive from Troy Road to Broadview Chase Drive with subsequent phases being logically adjusted as a result.

STAFF RECOMMENDATION – (2020-2015 PRELIMINARY SUBDIVISION PLAT)

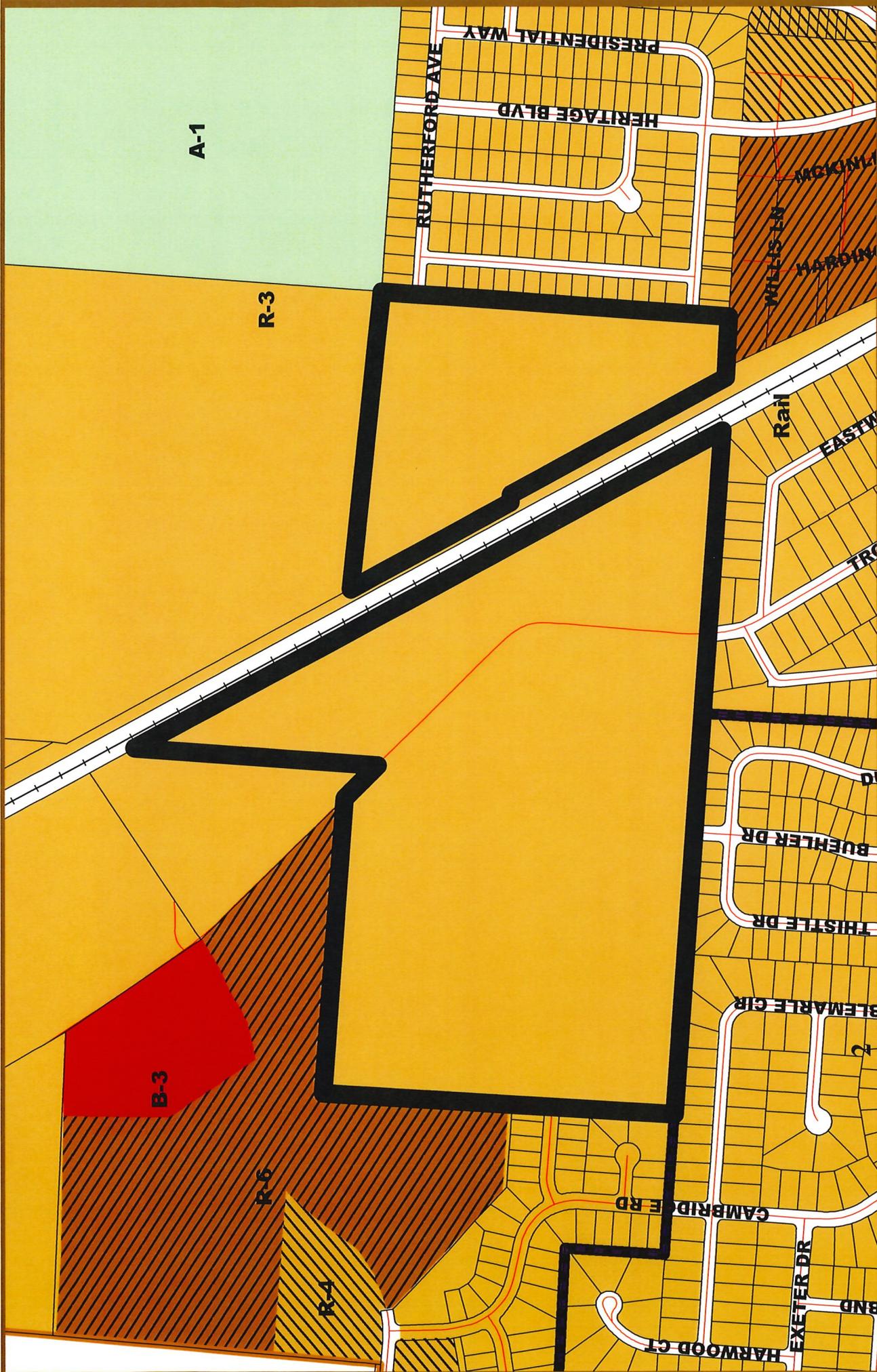
Staff recommends approval of a request by Siekmann LLC., for a Preliminary Subdivision Plat for Rutherford Acres and Troy Acres containing 252 single-family lots on approximately 99.70 acres on property zoned R-3 (One Family Residential District) and located east and west of Troy Road and just south and east of Smith Park, with the following conditions that:

1. The Applicant needs to obtain final engineering approvals, including any storm water and utility issues that need to be worked out through the Engineering and Utilities Departments. All comments regarding the layout and details of the project are preliminary and subject to modification or change based on the final technical review by the Engineering Department.
2. The applicant shall dedicate right-of-way along Troy Road and future Merrick Boulevard per the City Engineer.
3. A preliminary stormwater study shall be reviewed and approved by the engineering department prior to any Final Subdivision Plat submissions.
4. The location of the detention basins along Troy Road and proposed Merrick Boulevard shall achieved compliance with the engineering setback and barrier requirements.
5. All the streets shall achieve compliance with the minimum design requirements per the City Engineer.
6. All public utilities shall be extended to stub to the adjacent property lines and appropriate phases within the development.
7. The developer shall be responsible for any improvements and/or financial obligations of the traffic impact study per the City Engineer.
8. A \$1,000 per dwelling unit transportation contribution fee shall be collected with each building permit for needed area transportation improvements per the development agreement.
9. Sidewalks are required on both sides of all public streets.
10. Prior to or concurrent with the submittal of any Final Subdivision Plat for the first phase of either subdivision, an Open Space Improvement Plan shall be submitted for review and approval detailing the improvements to be made to the open spaces within each subdivision.
11. The lots and houses shall comply with the minimum bulk and setback requirements per the zoning code.
12. The single-family houses shall comply with the minimum architectural standards in Chapter 1171 Design Criteria and Performance Standards.
13. The maintenance of all landscaping and amenities in the open space areas shall be the responsibility of the Homeowner's Association with an easement to the City dedicating them open to the public. In addition, all evergreen trees shall be a minimum 6-foot-high at installation and the deciduous trees shall be a minimum 1.75-inch caliper.
14. Tots lots shall be established as approved by staff in the Rutherford Acres and Troy Acres subdivision.
15. Staff recommends buffering adjacent to Troy Road and proposed Merrick Boulevard in Troy Acres and along the railroad tracks in Rutherford Acres.
16. All landscape plans shall be submitted, reviewed and approved by the Shade Tree Commission.
17. The street lighting plan shall be submitted, reviewed and approved by the City that achieves compliance with all zoning requirements for each subdivision and phase.
18. The proposed phasing of the development shall be reviewed by staff to ensure compliance with all City development requirements.
19. The corner lots shall be a minimum 86 feet in width to achieve compliance with zoning requirements.
20. A tree survey for the development shall be submitted and approved by staff that achieves compliance



2020-2015
 Preliminary Subdivision Plat
 Rutherford Acres and Troy Acres - Troy Road
 Location Map

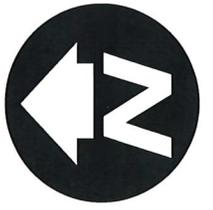
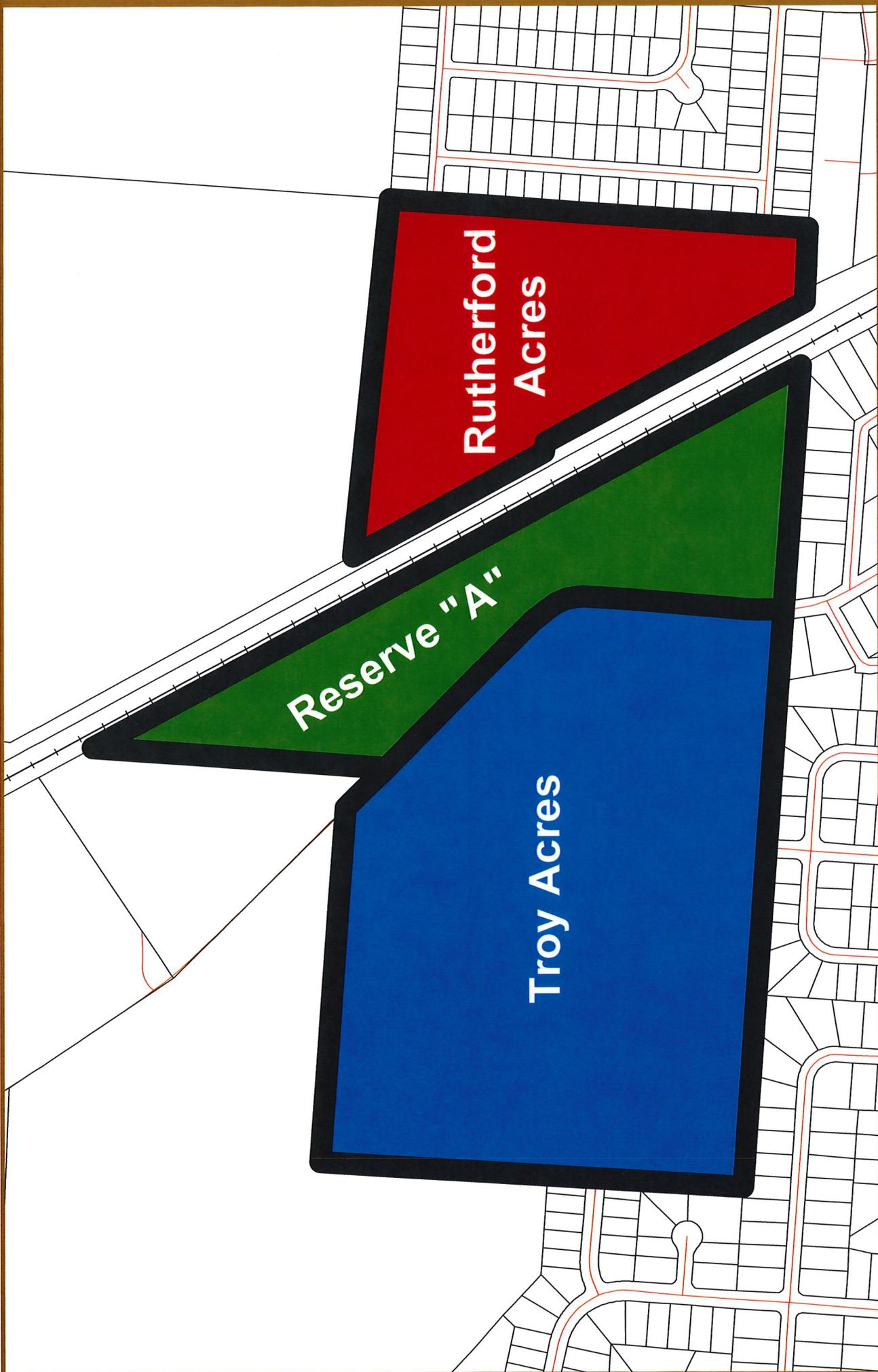




2020-2015
 Preliminary Subdivision Plat
 Rutherford Acres and Troy Acres - Troy Road
 Zoning Map



2020-2015
Preliminary Subdivision Plat
Rutherford Acres and Troy Acres - Troy Road
Aerial (2016) Map



2020-2015
Preliminary Subdivision Plat
Rutherford Acres and Troy Acres - Troy Road
Sub-Area Map



PRELIMINARY PLAN

Troy Acres

CITY OF DELAWARE
PART OF LOTS 12, 13, & 14, CORNER 1, TOWNSHIP 5, RANGE 19
UNITED STATES MILITARY LANDS, DELAWARE COUNTY, OHIO

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- Page 4 SOILS PLAN
- Page 5 PRE-DEVELOPMENT TRIP MAP

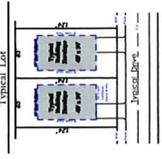
TROY ACRES SITE STATS

NUMBER OF LOTS: 183
TOTAL GROSS ACRES: 77.57 ACRES
TOTAL GROSS DENSITY: 2.3 LOTS/AC
Open Space Area = 11.6 AC
NET BORDRAGE: 16.80 ACRES
ZONING CLASSIFICATION: R-3
OPEN SPACE REQUIRED: 14.9 AC (15%)
OPEN SPACE PROVIDED: 24.2 AC (TOTAL)
LINAL AREA OF ROAD: 8.53 AC (171,482 S.F.)
LINAL FEET OF CURB: 16,816 LIN. FT.
MIN. LOT AREA: 6,000 SQ. FT.
TYPICAL LOT SIZE: 65' x 124'

SETBACKS: FRONT: 30' SIDE: 8'(10') REAR: 40'

LEGEND

- STORM SEWER
- SEWER MAIN
- WATER LINE
- EX. STORM SEWER
- EX. SAN SEWER
- EX. WATER LINE
- EX. FORCE MAIN
- METALOID DELINEATION
- EXISTING TREES



COMBINED SITE STATS

NUMBER OF LOTS: 252
TOTAL GROSS ACRES: 89.70 ACRES
TOTAL GROSS DENSITY: 2.8 LOTS/AC
Open Space Area = 14.9 AC
NET BORDRAGE: 16.80 ACRES
ZONING CLASSIFICATION: R-3
OPEN SPACE REQUIRED: 14.9 AC (15%)
OPEN SPACE PROVIDED: 27.4 AC (TOTAL)
LINAL AREA OF ROAD: 8.53 AC (171,482 S.F.)
LINAL FEET OF CURB: 16,816 LIN. FT.
MIN. LOT AREA: 6,000 SQ. FT.
TYPICAL LOT SIZE: 65' x 124'

SETBACKS: FRONT: 30' SIDE: 8'(10') REAR: 40'

PRELIMINARY PLAN

Rutherford Acres

CITY OF DELAWARE
PART OF FARM LOT 12, 079-TWP 3, TOWNSHIP 5, RANGE 19
UNITED STATES MILITARY LANDS, DELAWARE COUNTY, OHIO

NUMBER OF LOTS: 89
TOTAL GROSS ACRES: 127.189 ACRES
TOTAL GROSS DENSITY: 3.1 LOTS/AC
Open Space Area = 6.0 AC
NET BORDRAGE: 16.80 ACRES
ZONING CLASSIFICATION: R-3
OPEN SPACE REQUIRED: 3.3 AC (15%)
OPEN SPACE PROVIDED: 3.3 AC
LINAL AREA OF ROAD: 2.943 LIN. FT.
LINAL FEET OF CURB: 3,540 LIN. FT.
MIN. LOT AREA: 6,000 SQ. FT.
TYPICAL LOT SIZE: 65' x 124'

SETBACKS: FRONT: 30' SIDE: 8'(10') REAR: 40'

NOTES

NOTE "A": OPEN SPACES SHALL BE OPENED AND MAINTAINED IN ACCORDANCE WITH THE ASSOCIATION'S OPEN SPACE PLAN.

NOTE "B": ALL UTILITIES SHALL BE DEEPER THAN THE MINIMUM DEPTH REQUIRED BY THE CITY OF DELAWARE. ALL UTILITIES SHALL BE DEEPER THAN THE MINIMUM DEPTH REQUIRED BY THE CITY OF DELAWARE.

NOTE "C": ALL UTILITIES SHALL BE DEEPER THAN THE MINIMUM DEPTH REQUIRED BY THE CITY OF DELAWARE. ALL UTILITIES SHALL BE DEEPER THAN THE MINIMUM DEPTH REQUIRED BY THE CITY OF DELAWARE.

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SETBACKS: FRONT: 30' SIDE: 8'(10') REAR: 40'

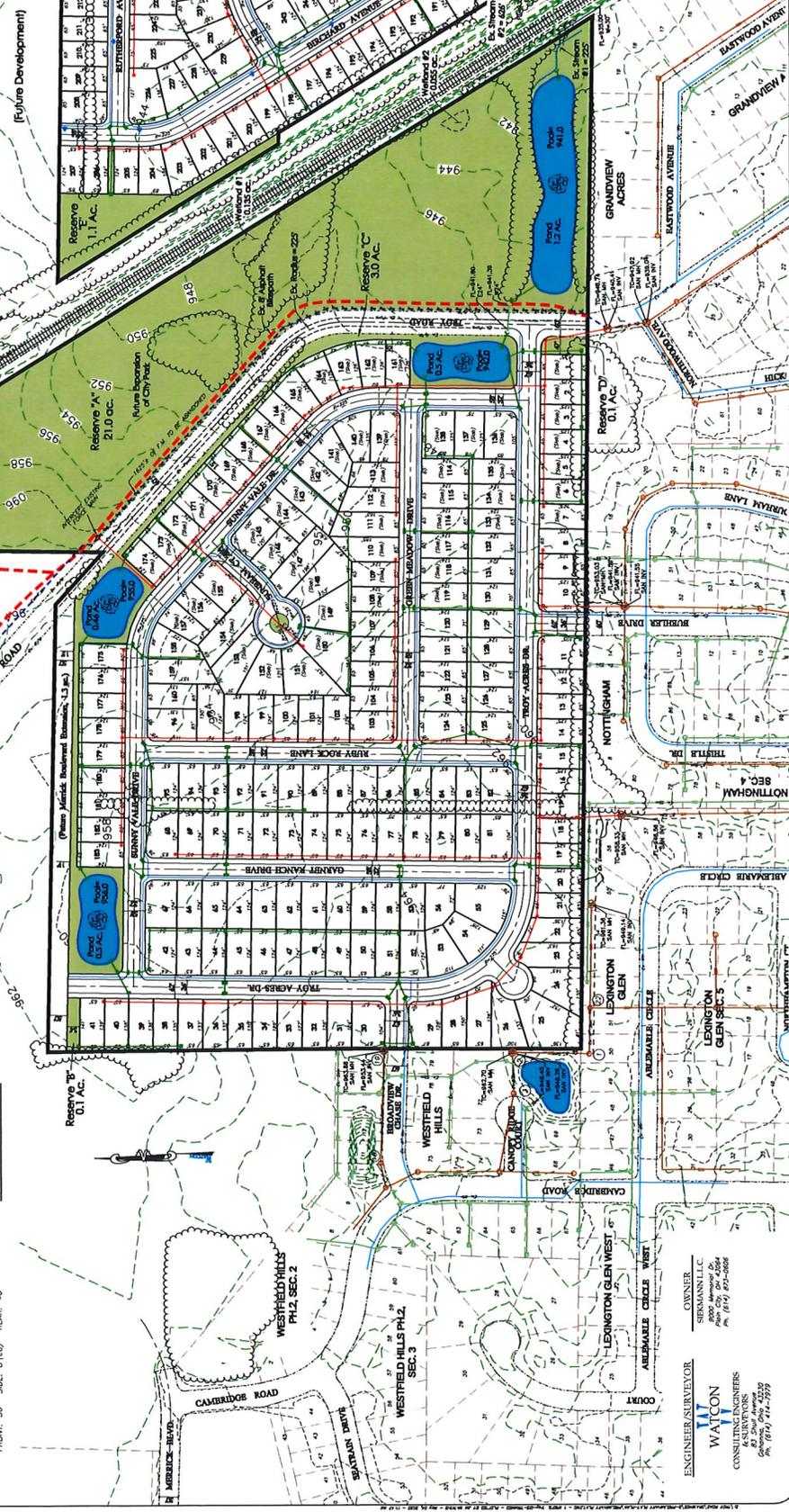


LOCATION MAP
1/8" SCALE

RUTHERFORD ACRES SITE STATS

NUMBER OF LOTS: 89
TOTAL GROSS ACRES: 127.189 ACRES
TOTAL GROSS DENSITY: 3.1 LOTS/AC
Open Space Area = 6.0 AC
NET BORDRAGE: 16.80 ACRES
ZONING CLASSIFICATION: R-3
OPEN SPACE REQUIRED: 3.3 AC (15%)
OPEN SPACE PROVIDED: 3.3 AC
LINAL AREA OF ROAD: 2.943 LIN. FT.
LINAL FEET OF CURB: 3,540 LIN. FT.
MIN. LOT AREA: 6,000 SQ. FT.
TYPICAL LOT SIZE: 65' x 124'

SETBACKS: FRONT: 30' SIDE: 8'(10') REAR: 40'

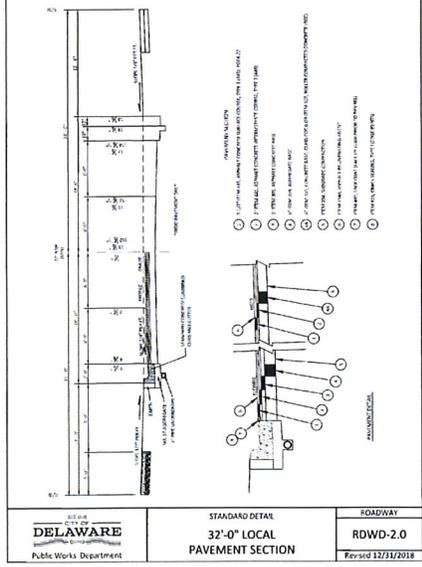
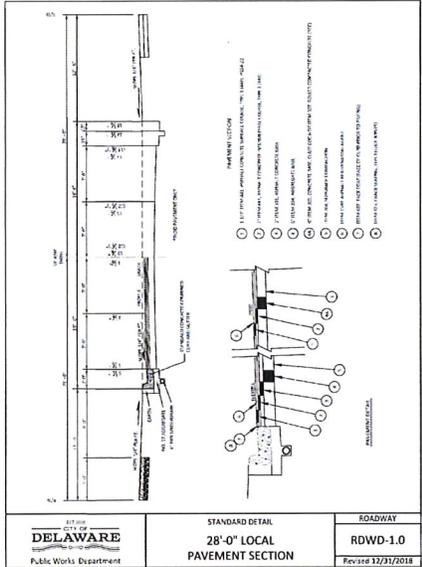
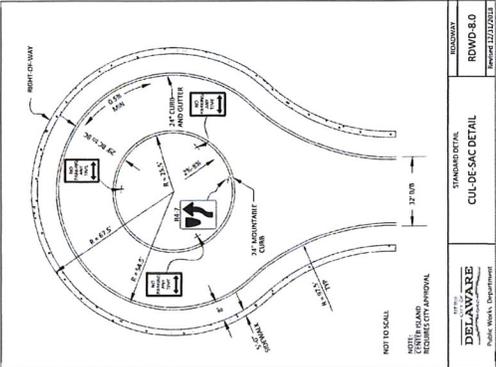


OWNER: SERIKAWI LLC
10000 N. STATE ST.
COLUMBUS, OH 43240
PH: (614) 670-0000

ENGINEER/SURVEYOR: WATSON CONSULTING ENGINEERS & SURVEYORS
10000 N. STATE ST.
COLUMBUS, OH 43240
PH: (614) 670-0000

TYPICAL SECTIONS & CLUSTER MAILBOX PLAN

FOR: *Troy Acres* and *Rutherford Acres*
CITY OF DELAWARE



LEGEND

- CLUSTER MAILBOX SERVICE AREA
- CLUSTER MAILBOX LOCATION

CLUSTER MAILBOX LOCATION NOTE

Cluster Mailboxes will be placed on a concrete slab within eight feet of the curb. The mailbox unit will be connected to the sidewalk. The pedestrian side of the box will be perpendicular to the curb side of the street. The Cluster Mailboxes will be placed on the "No Parking" side of the street whenever possible as to avoid any pedestrian vehicle blockage issue for the mail carrier.

16 SLOT MAILBOX UNIT (TYP)



NO PARKING WITHIN 15 FEET OF MAILBOX
UNITED STATES POSTAL SERVICE

OWNER: STEVEN C. WATSON
2009 Memorial Dr.
P.O. Box 674
Georgetown, DE 19840
PH: 410.651.4566

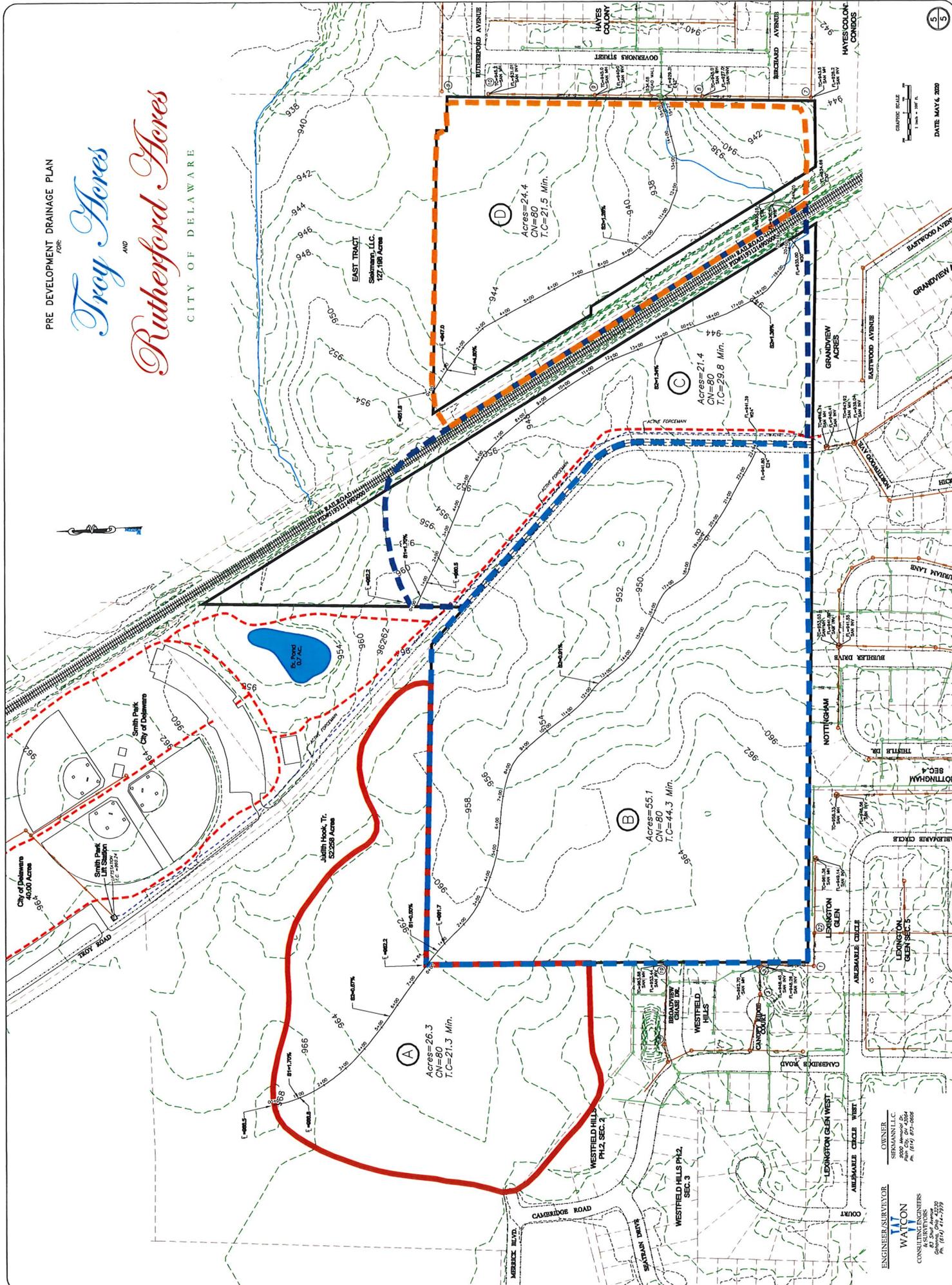
ENGINEER/SURVEYOR: WATSON CONSULTING ENGINEERS
652 South Avenue
Georgetown, DE 19840
PH: 410.374.7579

PRE DEVELOPMENT DRAINAGE PLAN

FOR:

Troy Acres AND Rutherford Acres

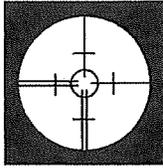
CITY OF DELAWARE



GRAPHIC SCALE
1 inch = 200 ft.
DATE: MAY 6, 2020

OWNER
SHEWANVILLE, LLC
1000 City of Delaware
PO Box 207456
Philadelphia, PA 19114-0566

ENGINEER/SURVEYOR
WATSON
CONSULTING ENGINEERS
1000 City of Delaware
PO Box 207456
Philadelphia, PA 19114-0566



SCIOTO LAND SURVEYING SERVICE, INC.

173 North Sandusky Street

Delaware, Ohio 43015

740.369.7577

karen@sciotolandsurveying.com

Description of a 22.13 acre area
Siekmann LLC, for zoning purposes only

May 2, 2020

Situated in the City of Delaware, County of Delaware, State of Ohio, being part of Farm Lot 12 in Quarter-Township 3, Township 5, Range 19 of the United States Military Lands, being part of an original 208.17 acre tract (Second Tract) conveyed to Siekmann LLC in Official Records Volume 1438, Page 1782 and being more particularly described as follows:

BEGINNING at the northwest corner of Hayes Colony Condominiums, recorded in Plat Book 9, Page 142, also being on the north line of Farm Lot 17, and being on the east line of a 9.150 acre tract conveyed to Columbus Southern Power Company in Official Records Volume 874, Page 1200;

thence along the said east line of the 9.150 acre tract **North 28° 12' 51" West 1000.11 feet;**

thence continuing along the said east line of the 9.150 acre tract **North 86° 02' 14" West 29.54 feet;**

thence continuing along the said east line of the 9.150 acre tract **North 28° 12' 51" West 658.72 feet;**

thence **South 85° 56' 37" East 1029.63 feet;**

thence **South 04° 12' 26" West 50.00 feet;**

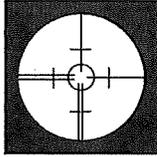
thence **South 85° 56' 37" East 125.00 feet** to a point on the west line of the Resubdivision of Hayes Colony Lots 4441 through 4446, recorded in Plat Book 9, Page 105, also being the west line of Farm Lot 11;

thence along the west line of said Resubdivision of Hayes Colony Lots 4441 through 4446, and along the west line of said Hayes Colony, recorded in Plat Book 8, Page 187, also being the west line of Farm Lot 11 **South 04° 12' 26" West 1347.61 feet** to a point on the north line of the aforesaid Hayes Colony Condominiums, also being the northeast corner of Farm Lot 17;

thence along the north line of said Hayes Colony Condominiums, also being the north line of Farm Lot 17 **North 87° 08' 39" West 235.79 feet** to the **POINT OF BEGINNING;**

containing 22.13 acres, more or less;

This survey is for zoning purposes only and is not a boundary survey pursuant to Chapter 4733-37 of the Ohio Administrative Code. Basis of bearings is the CSX Railroad (N28°12'51"W) per survey performed by Willis, November 21, 2008.



SCIOTO LAND SURVEYING SERVICE, INC.

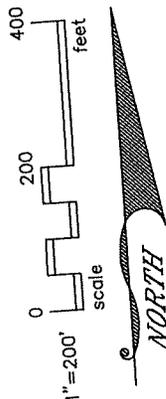
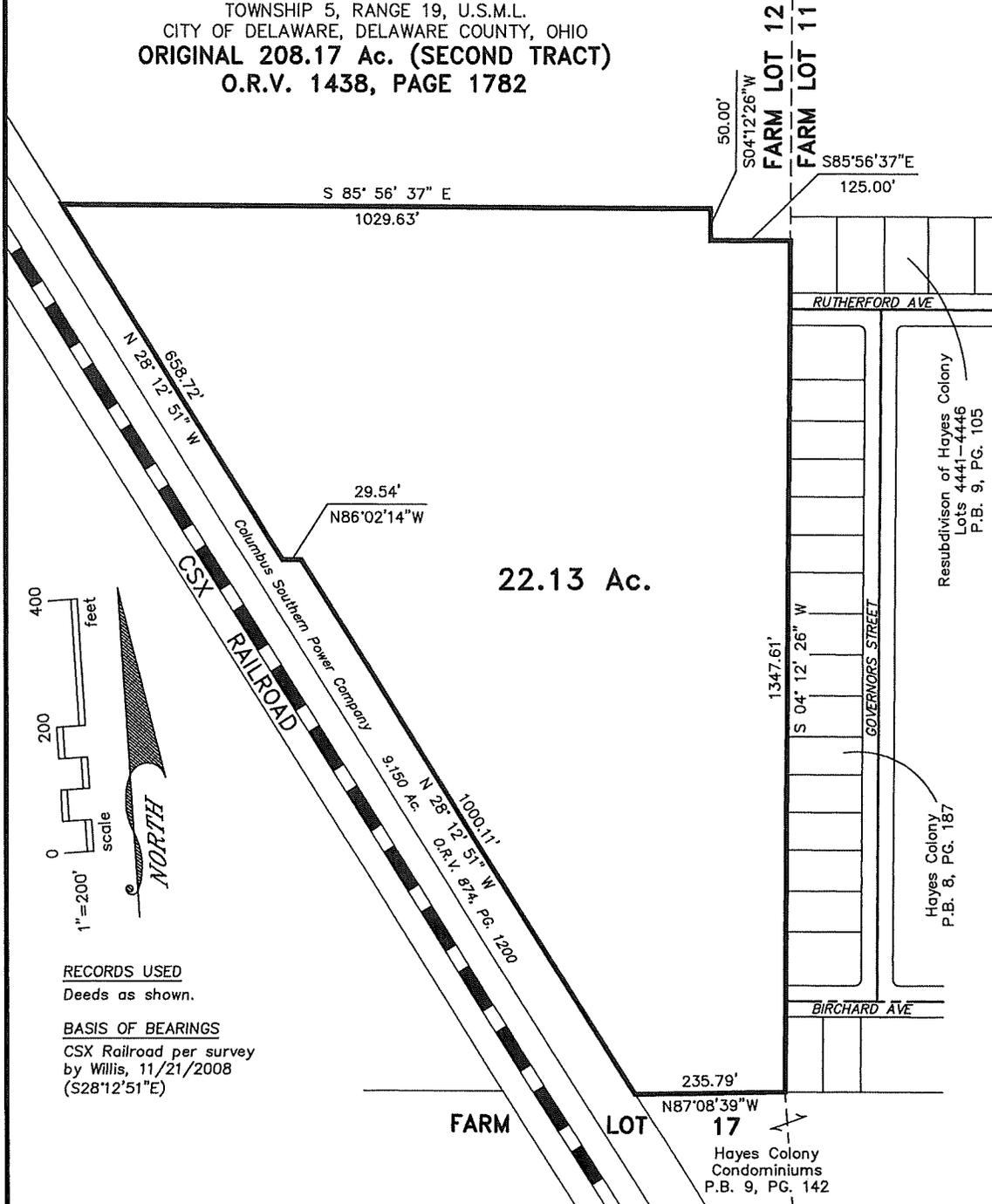
173 North Sandusky Street

Delaware, Ohio 43015

740.369.7577

karen@sciotolandsurveying.com

EXHIBIT FOR SIEKMANN LLC PART OF FARM LOT 12, QUARTER-TOWNSHIP 3, TOWNSHIP 5, RANGE 19, U.S.M.L. CITY OF DELAWARE, DELAWARE COUNTY, OHIO ORIGINAL 208.17 Ac. (SECOND TRACT) O.R.V. 1438, PAGE 1782

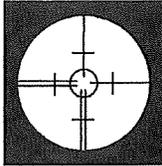


RECORDS USED

Deeds as shown.

BASIS OF BEARINGS

CSX Railroad per survey
by Willis, 11/21/2008
(S28°12'51"E)



SCIOTO LAND SURVEYING SERVICE, INC.

173 North Sandusky Street

Delaware, Ohio 43015

740.369.7577

karen@sciotolandsurveying.com

Description of a 77.573 acre tract for Siekmann LLC

August 1, 2017

Situated in the City of Delaware, County of Delaware, State of Ohio, being part of Farm Lots 12, 13, and 14 in Quarter-Township 3, Township 5, Range 19 of the United States Military Lands, being part of an original 208.17 acre tract (Second Tract) conveyed to Siekmann LLC in Official Records Volume 1438, Page 1782 and being more particularly described as follows:

BEGINNING at an iron bar set at the southeast corner of Westfield Hills Phase 2, Section 3, recorded in Plat Cabinet 4, Slide 28, also being on the north line of Lexington Glen Section 5, recorded in Plat Cabinet 1, Slide 655, also being on the north line of Farm Lot 15;

thence along the east line of the said Westfield Hills Phase 2, Section 3 **North 03° 34' 33" East 641.36 feet** to a 3/4" iron pipe found (EMHT), being a southeast corner of a 52.258 acre tract conveyed to Siekmann LLC in Official Records Volume 1454, Page 2197;

thence along an east line of the said 52.258 acre tract **North 03° 30' 08" East 750.74 feet** to a 1" iron pipe found;

thence along a south line of the said 52.258 acre tract **South 85° 46' 39" East 1168.71 feet** to a MAG nail set in the centerline of County Road 7 (Troy Road) (passing a 3/4" pipe found at 1123.85 feet);

thence along the said centerline of County Road 7 **South 44° 31' 17" East 177.15 feet** to a MAG nail set, being the southern corner of a 9.969 acre tract conveyed to the City of Delaware in Deed Book 530, Page 685;

thence along the east line of the said 9.969 acre tract **North 04° 22' 43" East 959.36 feet** to a 3/4" iron pipe found, being on the west right-of-way of the CSX Railroad (passing an iron bar set at 39.81 feet);

thence along the said west right-of-way of the CSX Railroad **South 28° 12' 51" East 2640.05 feet** to an iron bar set, being the northeast corner of Grandview Acres Second Addition, recorded in Plat Book 4, Page 391, also being the north line of Farm Lot 17;

thence along the north line of the said Grandview Acres Second Addition, and along the north line of Grandview Acres, recorded in Plat Book 4, Page 291, and along the north line of Grandview Acres Third Addition, recorded in Plat Book 5, Page 7, also being the north line of Farm Lots 17 and 16 **North 85° 59' 22" West 1112.47 feet** to a 3/4" iron pipe found, being the northeast corner of Nottingham Section 5 Amended, recorded in Plat Cabinet 1, Slide 539;

thence along the north line of said Nottingham Section 5 Amended, and along the north line of Nottingham Section 3 Amended, recorded in Plat Cabinet 1, Slide 558, and along the north line of Nottingham Section 4, recorded in Plat Cabinet 1, Slide 635, also being the north line of Farm Lot 16 **North 86° 00' 23" West 955.30 feet** to a 3/8" iron bar found, being the northeast corner of the aforesaid Lexington Glen Section 5, also being the northeast corner of Farm Lot 15;

thence along the north line of the said Lexington Glen Section 5, also being the north line of Farm Lot 15 **North 85° 38' 14" West 636.11 feet** to the **POINT OF BEGINNING**;

containing 77.573 acres, more or less;

there being approximately 12.289 acres in Farm Lot 12, and 44.815 acres in Farm Lot 13, and 20.469 acres in Farm Lot 14;

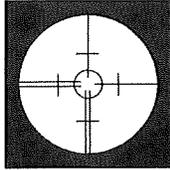
subject to all easements, restrictions, and rights-of-way, if any, of record;

Surveyed by Karen S. Coffman, Surveyor, Registration Number 7845 on August 1, 2017. Basis of bearings is the CSX railroad (N28°12'51"W) per survey performed by Willis, dated November 21, 2008. All iron bars set are 5/8" in diameter and are set with a plastic cap marked "SLSS PS 7845".

DESCRIPTION FOR CLOSING ONLY
 RPC Approval Required
 Municipal Approval Required
 Delaware County Engineer
8.4.17


Karen Coffman, Surveyor
Registration No. 7845





Scioto Land Surveying Service, Inc.

173 North Sandusky Street

Delaware, Ohio 43015

740.369.7577

karen@sciotolandsurveying.com

PLAT OF SURVEY FOR SIEKMANN LLC

PART OF FARM LOTS 12, 13, & 14, QUARTER-TOWNSHIP 3, TOWNSHIP 5, RANGE 19, U.S.M.L.
CITY OF DELAWARE, DELAWARE COUNTY, OHIO
ORIGINAL 208.17 Ac. (SECOND TRACT)
O.R.V. 1438, PAGE 1782

LEGEND

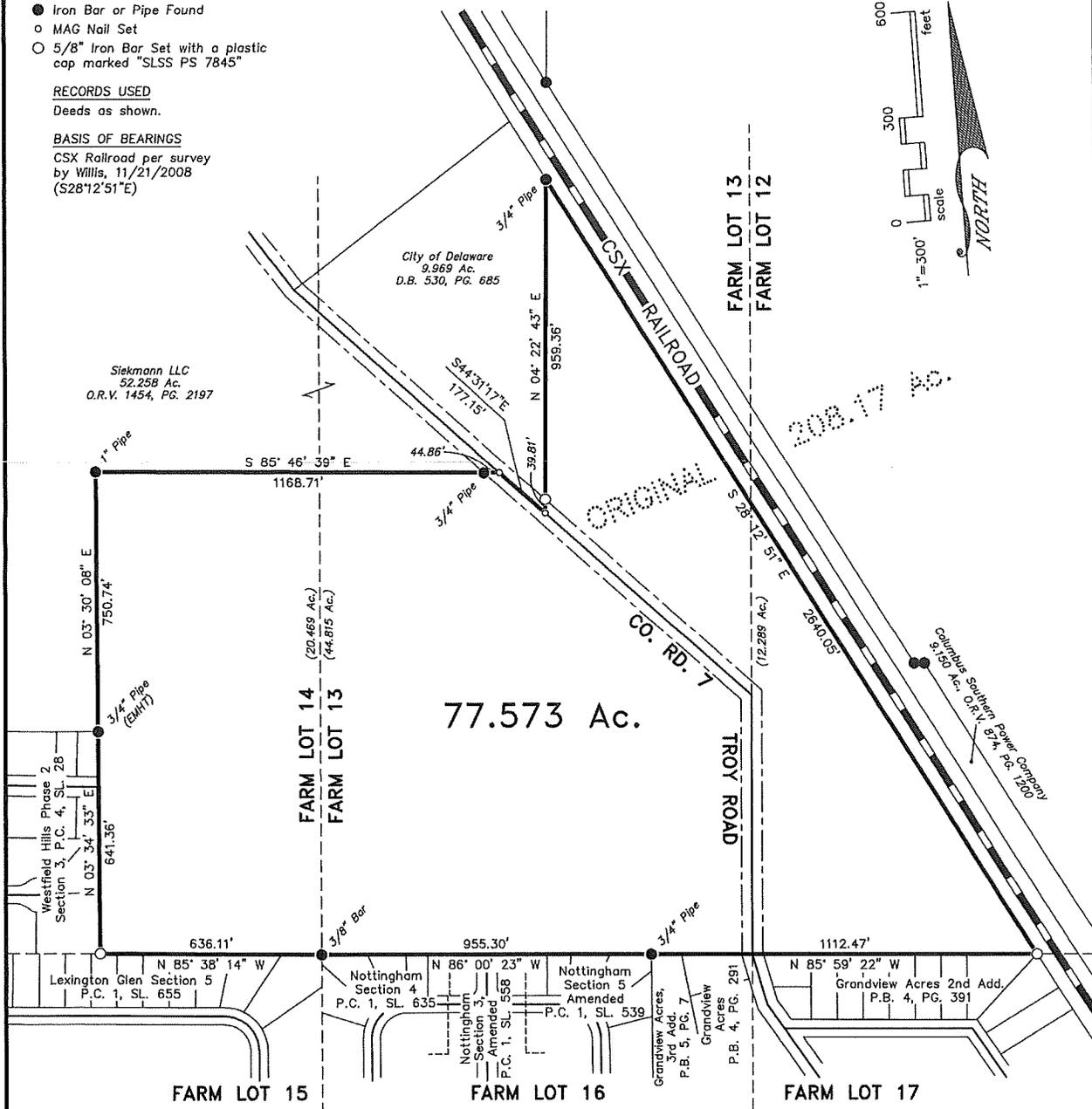
- Iron Bar or Pipe Found
- MAG Nail Set
- 5/8" Iron Bar Set with a plastic cap marked "SLSS PS 7845"

RECORDS USED

Deeds as shown.

BASIS OF BEARINGS

CSX Railroad per survey
by Willis, 11/21/2008
(S28°12'51"E)



I HEREBY CERTIFY THAT I HAVE SURVEYED THE PROPERTY DESCRIBED IN THE FOREGOING TITLE CAPTION AND THAT SAID SURVEY AND SKETCH ARE ACCURATE AND CORRECT TO THE BEST OF MY KNOWLEDGE AND BELIEF. ROAD RIGHT-OF-WAY IS ASSUMED AND SHOWN FOR ILLUSTRATIVE PURPOSES ONLY UNLESS OTHERWISE NOTED. EASEMENTS, RESTRICTIONS AND RIGHT-OF-WAY, IF ANY, NOT LOCATED UNLESS NOTED.

K S Coffman
KAREN S. COFFMAN, SURVEYOR
Registration No. 7845

AUGUST 1, 2017
DATE OF SURVEY



March 31, 2020

James T. Watkins, PE, MBA
Watcon Consulting Engineers, LLC
83 Shull Avenue
Gahanna, OH 43230

RE: Merrick Boulevard Extension Traffic Estimates

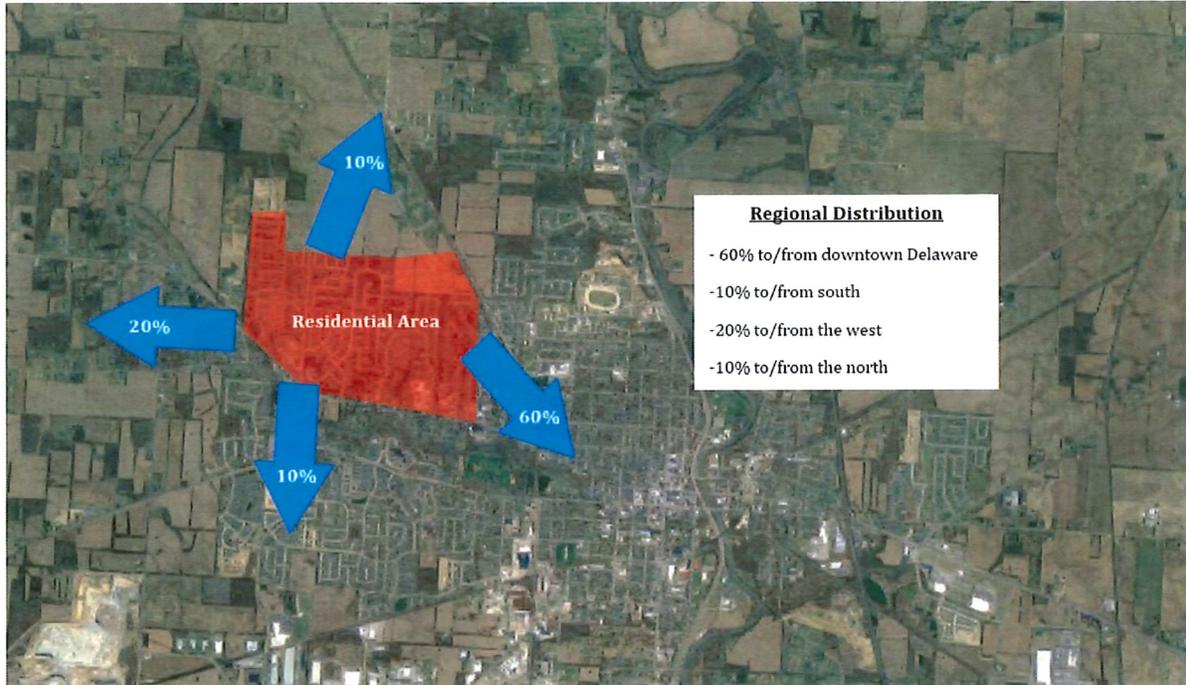
Carpenter Marty Transportation was retained to complete a traffic estimation analysis for a proposed extension of Merrick Boulevard in Delaware, Ohio. The extension of Merrick Boulevard will be coupled with two, new single-family residential developments. Merrick Boulevard will extend easterly until it terminates at Troy Road just south of Smith Park. The purpose of this analysis is to estimate the percentage of vehicle trips along the Merrick Boulevard extension that will be utilized by existing and proposed developments. The proposed Merrick Boulevard extension, existing single-family developments, and proposed single-family developments can be seen in **Figure 1** below.

Figure 1 - Merrick Boulevard Extension & Affected Properties



In order to estimate the number of vehicles utilizing the Merrick Boulevard extension, a regional distribution was developed for the residential zones shown in **Figure 1**. The distribution was developed based on the location of the residential developments, major routes surrounding said developments, and proximity to surrounding area cities (e.g. Columbus and Marysville). The general distribution determined can be seen in **Figure 2** below.

Figure 2 – Estimated Regional Traffic Distribution



Daily trips for the existing and proposed residential developments were estimated using standard Institute of Transportation Engineers (ITE) practices and the *Trip Generation Manual*, 10th Edition, data. Existing residential developments were separated into zones as the use of the Merrick Boulevard extension is expected to be different based on development location relative to Merrick Boulevard and Troy Road. Land Use Code (LUC) 210 – *Single-Family Detached Housing* was used to generate trips for all developments. **Table 1** shows the expected daily trips generated on a typical weekday for each development. The full trip generation data can be found in the **Attachment**. Residential areas shown in **Table 1** correspond to **Figure 1**.

Table 1 – Trip Generation Summary

Residential Area	Size	Full Weekday Trips		
		Entry	Exit	TOTAL
Existing Residential Area Zone 1	650 Units	2909	2909	5818
Existing Residential Area Zone 2	470 Units	2159	2159	4318
Existing Residential Area Zone 3	440 Units	2032	2032	4064
Troy Acres	200 Units	984	984	1968
Hook Site	195 Units	961	961	1922

As shown in **Figure 2**, it is estimated that 10% of trips for all developments are to/from the north. All of these trips are anticipated to utilize the Merrick Boulevard Extension. Additionally, 60% of trips for all developments are anticipated to travel to/from downtown Delaware. However, not all of said 60% of trips are expected to use the Merrick Boulevard extension. Lastly, for purposes of the analysis, trips to the south and west, a total of 30% of trips, are not anticipated to use Merrick Boulevard extension. **Table 2** below describes the anticipated percentages of vehicle trips expected to use Merrick Boulevard for each development.

Table 2 – Trip Generation Summary

Residential Area	Total Daily Trips (Entry + Exit)	Merrick Blvd. Utilization Percentage		Merrick Boulevard Trips	Percentage Merrick Blvd. Trips Per Development
		To/From North (10% Total)	To/From Downtown (60% Total)		
Existing Residential Area Zone 1	5,818	10%	15%	1455	25%
Existing Residential Area Zone 2	4,318	10%	20%	1295	23%
Existing Residential Area Zone 3	4,064	10%	10%	813	14%
Troy Acres	1,968	10%	30%	787	14%
Hook Site	1,922	10%	60%	1345	24%
TOTAL	18,090	---	---	5,695	100%



As seen in **Table 2**, it is estimated that 24% of vehicular traffic along the Merrick Boulevard extension will be generated by the Hook Site future development. Additionally, an estimated 14% of vehicular traffic along the Merrick Boulevard extension will be generated by the Troy Acres future development. It is estimated that the remaining 62% of vehicular trips along the Merrick Boulevard extension will be generated by existing developments.

If I can help in any way, do not hesitate to contact me at dlaurent@cmtran.com or 614.656.2421 anytime.

Sincerely,

A handwritten signature in blue ink that reads "Drew Laurent". The signature is fluid and cursive, with the first name "Drew" and last name "Laurent" clearly distinguishable.

Drew Laurent
Planner
Carpenter Marty Transportation

Attachment

Attachment



Scenario - 1

Scenario Name: Existing Residential Area - Zone 1

User Group:

Dev. phase: 1

No. of Years to Project Traffic: 0

Analyst Note:

Warning:

VEHICLE TRIPS BEFORE REDUCTION

Land Use & Data Source	Location	IV	Size	Time Period	Method		Entry Split%	Exit Split%	Total
					Rate/Equation	Best Fit (LOG)			
210 - Single-Family Detached Housing	General	Dwelling Units	650	Weekday	$\ln(T) = -0.92 \ln(X) + 2.71$	Best Fit (LOG)	2909	2909	5818
Data Source: Trip Gen Manual, 10th Ed +	Urban/Suburban						50%	50%	

VEHICLE TO PERSON TRIP CONVERSION

BASELINE SITE VEHICLE CHARACTERISTICS:

Land Use	Baseline Site Vehicle Mode Share		Baseline Site Vehicle Occupancy		Baseline Site Vehicle Directional Split	
	Entry (%)	Exit (%)	Entry	Exit	Entry (%)	Exit (%)
210 - Single-Family Detached Housing	100	100	1	1	50	50

ESTIMATED BASELINE SITE PERSON TRIPS:

Land Use	Person Trips by Vehicle		Person Trips by Other Modes		Total Baseline Site Person Trips	
	Entry	Exit	Entry	Exit	Entry	Exit
210 - Single-Family Detached Housing	2909	2909	0	0	2909	2909
		5818		0		5818

NEW VEHICLE TRIPS

Land Use	New Vehicle Trips		Total
	Entry	Exit	
210 - Single-Family Detached Housing	2909	2909	5818

RESULTS

Site Totals	New Vehicle Trips		Total
	Entry	Exit	
Vehicle Trips Before Reduction	2909	2909	5818
External Vehicle Trips	2909	2909	5818
New Vehicle Trips	2909	2909	5818

Scenario - 2

Scenario Name: Existing Residential Area - Zone 2

User Group:

Dev. phase: 1

No. of Years to Project Traffic: 0

Analyst Note:

Warning:

VEHICLE TRIPS BEFORE REDUCTION

Land Use & Data Source	Location	IV	Size	Time Period	Method Rate/Equation	Entry Split%		Exit Split%		Total
						Entry	Exit	Entry	Exit	
210 - Single-Family Detached Housing	General Urban/Suburban	Dwelling Units	470	Weekday	Best Fit (LOG) $\ln(T) = -0.92 \ln(X) + 2.71$	2159	50%	2159	50%	4318

VEHICLE TO PERSON TRIP CONVERSION

BASELINE SITE VEHICLE CHARACTERISTICS:

Land Use	Baseline Site Vehicle Mode Share		Baseline Site Vehicle Occupancy		Baseline Site Vehicle Directional Split	
	Entry (%)	Exit (%)	Entry	Exit	Entry (%)	Exit (%)
210 - Single-Family Detached Housing	100	100	1	1	50	50

ESTIMATED BASELINE SITE PERSON TRIPS:

Land Use	Person Trips by Vehicle		Person Trips by Other Modes		Total Baseline Site Person Trips	
	Entry	Exit	Entry	Exit	Entry	Exit
210 - Single-Family Detached Housing	2159	2159	0	0	2159	2159
		4318	0	0		4318

NEW VEHICLE TRIPS

Land Use	New Vehicle Trips		Total
	Entry	Exit	
210 - Single-Family Detached Housing	2159	2159	4318

RESULTS

Site Totals	Entry	Exit	Total
Vehicle Trips Before Reduction	2159	2159	4318
External Vehicle Trips	2159	2159	4318
New Vehicle Trips	2159	2159	4318

Scenario - 3

Scenario Name: Existing Residential Area - Zone 3

User Group:

Dev. phase: 1

No. of Years to Project Traffic: 0

Analyst Note:

Warning:

VEHICLE TRIPS BEFORE REDUCTION

Land Use & Data Source	Location	IV	Size	Time Period	Method Rate/Equation	Entry Split%		Exit Split%		Total
						2032	50%	2032	50%	
210 - Single-Family Detached Housing Data Source: Trip Gen Manual, 10th Ed +	General Urban/Suburban	Dwelling Units	440	Weekday	Best Fit (LOG) $\ln(T) = 0.92\ln(X) + 2.71$	2032	50%	2032	50%	4064

VEHICLE TO PERSON TRIP CONVERSION

BASELINE SITE VEHICLE CHARACTERISTICS:

Land Use	Baseline Site: Vehicle Mode Share		Baseline Site: Vehicle Occupancy		Baseline Site: Vehicle Directional Split	
	Entry (%)	Exit (%)	Entry	Exit	Entry (%)	Exit (%)
210 - Single-Family Detached Housing	100	100	1	1	50	50

ESTIMATED BASELINE SITE PERSON TRIPS:

Land Use	Person Trips by Vehicle		Person Trips by Other Modes		Total Baseline Site Person Trips	
	Entry	Exit	Entry	Exit	Entry	Exit
210 - Single-Family Detached Housing	2032	2032	0	0	2032	2032
	4064		0		4064	

NEW VEHICLE TRIPS

Land Use	New Vehicle Trips	
	Entry	Exit
210 - Single-Family Detached Housing	2032	2032

RESULTS

Site Totals	New Vehicle Trips		Total	
	Entry	Exit	2032	4064
Vehicle Trips Before Reduction	2032	2032	2032	4064
External Vehicle Trips	2032	2032	2032	4064
New Vehicle Trips	2032	2032	2032	4064

Scenario - 4

Scenario Name: Future Development

User Group:

Dev. phase: 1

No. of Years to Project Traffic: 0

Analyst Note:

Warning:

VEHICLE TRIPS BEFORE REDUCTION

Land Use & Data Source	Location	IV	Size	Time Period	Method		Entry Split%	Exit Split%	Total
					Rate/Equation	Best Fit (LOG)			
210 - Single-Family Detached Housing	General Urban/Suburban	Dwelling Units	200	Weekday	$\ln(T) = -0.92 \ln(X) + 2.71$	Best Fit (LOG)	984	984	1968
Data Source: Trip Gen Manual, 10th Ed +							50%	50%	

VEHICLE TO PERSON TRIP CONVERSION

BASELINE SITE VEHICLE CHARACTERISTICS:

Land Use	Baseline Site Vehicle Mode Share		Baseline Site Vehicle Occupancy		Baseline Site Vehicle Directional Split	
	Entry (%)	Exit (%)	Entry	Exit	Entry (%)	Exit (%)
210 - Single-Family Detached Housing	100	100	1	1	50	50

ESTIMATED BASELINE SITE PERSON TRIPS:

Land Use	Person Trips by Vehicle		Person Trips by Other Modes		Total Baseline Site Person Trips	
	Entry	Exit	Entry	Exit	Entry	Exit
210 - Single-Family Detached Housing	984	984	0	0	984	984
	1968		0		1968	

NEW VEHICLE TRIPS

Land Use	New Vehicle Trips		Total
	Entry	Exit	
210 - Single-Family Detached Housing	984	984	1968

RESULTS

Site Totals	Entry	Exit	Total
Vehicle Trips Before Reduction	984	984	1968
External Vehicle Trips	984	984	1968
New Vehicle Trips	984	984	1968

Scenario - 5

Scenario Name: Hook Site

User Group:

Dev. phase: 1

No. of Years to Project Traffic: 0

Analyst Note:

Warning:

VEHICLE TRIPS BEFORE REDUCTION

Land Use & Data Source	Location	IV	Size	Time Period	Method Rate/Equation	Entry Split%		Exit Split%		Total
						Entry	Exit	Entry	Exit	
210 - Single-Family Detached Housing	General Urban/Suburban	Dwelling Units	195	Weekday	Best Fit (LOG) $\ln(T) = 0.92 \ln(X) + 2.71$	961	50%	961	50%	1922

VEHICLE TO PERSON TRIP CONVERSION

BASELINE SITE VEHICLE CHARACTERISTICS:

Land Use	Baseline Site Vehicle Mode Share		Baseline Site Vehicle Occupancy		Baseline Site Vehicle Directional Split	
	Entry (%)	Exit (%)	Entry	Exit	Entry (%)	Exit (%)
210 - Single-Family Detached Housing	100	100	1	1	50	50

ESTIMATED BASELINE SITE PERSON TRIPS:

Land Use	Person Trips by Vehicle		Person Trips by Other Modes		Total Baseline Site Person Trips	
	Entry	Exit	Entry	Exit	Entry	Exit
210 - Single-Family Detached Housing	961	961	0	0	961	961
		1922		0		1922

NEW VEHICLE TRIPS

Land Use	New Vehicle Trips		Total
	Entry	Exit	
210 - Single-Family Detached Housing	961	961	1922

RESULTS

Site Totals	Entry	Exit	Total
Vehicle Trips Before Reduction	961	961	1922
External Vehicle Trips	961	961	1922
New Vehicle Trips	961	961	1922

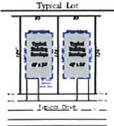
PRELIMINARY PLAN
FOR
Troy Acres
CITY OF DELAWARE

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Page 1 ----- PRELIMINARY PLAN
Page 2 ----- PHASING PLAN
Page 3 ----- CLUSTER MAJOR PLAN
Page 4 ----- TYPICAL SECTION
Page 5 ----- XXXXX

COMBINED SITE STATS

NUMBER OF LOTS: 252
TOTAL GROSS ACRES: 89.97 ACRES
GROSS DENSITY: 2.5 LOTS/AC
Total Roadway = 2.52 AC
Hard-Shell Asphalt = 1.50 AC
Right-of-Way Asphalt = 1.52 AC
Open Space Average = 14.8 AC
Paved Area = 8.86 AC
NET ACRES: 89.44 ACRES
NET DENSITY: 3.62 LOTS/AC
ZONING CLASSIFICATION: R-3
OPEN SPACE PROVIDED: 14.8 AC (15%)
OPEN SPACE PROVIDED: 25.8 AC (TOTAL)
OPEN SPACE DENSITY: 12.8 AC (TOTAL CREW)
LENGTH FEET OF ROAD: 11,500 LIN. FT.
MIN. LOT AREA: 8,000 SQ. FT.
TYPICAL LOT SIZE: 85' x 124'
SETBACKS:
FRONT: 30' SIDE: 8' (10') REAR: 40'



ENGINEER/SURVEYOR
WATSON
CONSULTING ENGINEERS & SURVEYORS
85 Third Avenue
Columbia, Delaware 19901
PH: (302) 414-7979

OWNER
SOKIMANN, L.L.C.
2000 University Dr.
Park City, OH 43084
PH: (614) 893-2628

GRAPHIC SCALE
1 inch = 100' ±
DATE: APRIL 8, 2020

COMMUNITY IMPACT ASSESSMENT
Pursuant to Chapter 1191
City of Delaware Zoning Code

TROY ACRES SUBDIVISION
and
RUTHERFORD ACRES SUBDIVISION

Applicant and Owner:
Siekmann LLC
9000 Memorial Parkway
Plain City, Ohio 43064

Submitted by:
Manos, Martin & Pergram Co., LPA
50 North Sandusky Street
Delaware, Ohio 43015-1926

and

Watcon Consulting Engineers & Surveyors
83 Shull Avenue
Gahanna, Ohio 43230

and

J.W. Cutler & Associates Realty, Inc.
591 Carle Avenue
Lewis Center, Ohio 43035

Dated: May 6, 2020

BACKGROUND AND INTRODUCTION:

This Community Impact Assessment has been prepared in compliance with Chapter 1191 City of Delaware Zoning Code, as in effect on the date hereof (the “Code”). All section references, paragraph numbering and lettering contained herein correspond to Section 1191.03 of the Code.

This Community Impact Assessment is being submitted in connection with a “Master Application” for preliminary subdivision plat approval filed with the City of Delaware, Ohio (“City”), by Siekmann, LLC, an Ohio limited liability company (“Owner”), pertaining to the platting of approximately 99.77 acres out of an approximately 208.17 acre tract, PIN 519-312-01-006-000 (the “Parent Tract”), which along with an approximately 126.185 acre tract, PIN 519-422-03-001-000 and an approximately 5.42 acre tract, PIN 519-422-03-002-001, comprised the “Wickham Farm,” the eastern boundary of which is the centerline of the Olentangy River and the western boundary of which is west of Troy Road. The Parent Tract is shown, outlined in green, on the Auditor’s GIS map attached as Addendum 1. As can be seen from Addendum 1 the Parent Tract is effectively three (3) tracts: an eastern part of approximately 127.196 acres which lies to the east of the railroad tracks (the “East Tract”), a center part of approximately 21.0 acres which lies between the railroad tracks on the east and Troy Road on the west (the “Center Tract”) and a western part which lies west of Troy Road (the “West Tract”). Only the southern portion, of approximately 22.13 acres of the East Tract is being platted at this time, being named Rutherford Acres Subdivision. The Center Tract and the West Tract, together approximately 77.57 acres, are being platted together as Troy Acres Subdivision, with the Center Tract of approximately 21.0 acres being green space designated as Reserve “A.”

1191.03(a) SITE SPECIFIC INFORMATION:

(1) **Legal Description.** See attached Addendum 2 for metes and bounds legal descriptions of Rutherford Acres Subdivision and of Troy Acres Subdivision, which together are referred to as the “Property.”

A. **Plat Book and Ownership.** The Property, which is zoned R-3 but not platted, is owned by Siekmann, LLC, an Ohio limited liability company, which acquired title on July 28, 2016 to the Property (and additional property) by Sheriff’s Deed in Partition recorded in Book 1438, Page 1782-1785 of the Delaware County, Ohio Recorder’s Office.

B. **Current Land Assessment (and Taxes).** The total current value of the Parent Tract is \$1,435,800. The approximately 208.17 acres of the Parent Tract contains approximately 2.25 acres of present road right-of-way all in the Property, so the Auditor’s valuation prorata for the Property is \$698,370 (99.77 acres at \$6,999.80/acre). However, the Parent Tract is on CAUV and the current annual taxes for the Parent Tract are \$8,975.80 for the 205.12 acres (not in the road right-of-way), or \$43.79/acre, which computes to annual taxes on the Property which is not in the road right-of-way, of 96.72 acres, of \$4,235.37.

C. **Adjacent Parcels Including Ownership.** See attached Addendum 3.

D. **Covenants, Existing and Proposed.** The Property, although currently zoned Residential-3 (R-3), is currently in agricultural use and not subject to any existing covenants and restrictions. A declaration of covenants, conditions and restrictions will be placed on the Rutherford Acres property creating a homeowners' association and setting forth various restrictive covenants and various assessments for the benefit of that property once developed. That association will own and maintain Reserves E and F.

A declaration of covenants, conditions and restrictions will be placed on the Troy Acres property creating a homeowners' association and setting forth various restrictive covenants and various assessments for the benefit of that property once developed. That association will own and maintain all reserves except for Reserves E and F unless and until Reserve C is conveyed to the City for the Troy Road "straightening" project and unless Reserve A, 21.0 acres, is conveyed to the City for an expansion of the City's Smith Park, contiguous to Reserve A on its north.

Owner will not be the developer/homebuilder. Based on prior real estate purchase contracts which Owner has entered into and current ongoing discussions which Owner is having it is anticipated that the developer/homebuilder of Rutherford Acres will not also develop and build homes in Troy Acres. It is anticipated that the developer/homebuilder for each of Rutherford Acres and Troy Acres will be a developer/homebuilder which has previously developed property and built homes in the City of Delaware and that each will use a declaration of covenants, conditions and restrictions substantially similar to the declaration(s) each of them have previously used in the City of Delaware but tailored for the specific subdivision being developed on the Property by that developer/homebuilder.

(2) **Location and Access.** (See Addendum 4). The Rutherford Acres property, essentially triangular in shape, consists of approximately 22.13 acres located between (a) Hayes Colony Subdivision (single family homes) on the east, (b) the railroad tracks on the west and (c) the remainder of the Parent Parcel, currently farmed, on the north. The Rutherford Acres Subdivision will be accessed by construction of eastward extensions of Birchard Avenue and Rutherford Avenue until such time as there would be additional access from the north to the extension, in a northwesterly direction, of the extension of Birchard Avenue through the Rutherford Acres property.

Reserve A of the Troy Acres property, of approximately 21.0 acres, is located between (a) the railroad tracks on the east, (b) Grandview Acres Subdivision on its south, (c) Troy Road on its west and (d) the City's Smith Park on its north. Access to Reserve A will be from Troy Road.

The Troy Acres property, which except for Reserve A is approximately 56.3 acres, is bounded by (a) Troy Road on its east (existing Troy Road is approximately 2.3 acres), (b) Northwood Subdivision, Nottingham Subdivision and Lexington Glen Subdivision on

its south, (c) Lexington Glen Subdivision, Westfield Hills Subdivision and (d) a portion of the undeveloped, wooded Judith Hook, Trustee property on its west and a portion of the undeveloped, currently farmed, Judith Hook, Trustee property to the north. Access will be from Troy Road on the east, construction of an extension of Buehler Drive from the south, construction of an extension of Broadview Chase Drive on the west and, at some point in the future, an extension of Merrick Parkway on the north.

(3) **Adjacent Land Uses.** Land uses adjacent to the triangular shaped Rutherford Acres property are (a) single family houses on R-3 type lots to the east, (b) railroad to the west and (c) farming to the north. The portion of the Troy Acres property to be developed as R-3 single family housing has (a) to its east across Troy Road the currently agricultural 21.0 acres of what will be Reserve A (Parkland), (b) single family houses on R-3 type lots to its south and the southern half of its west boundary, woods to the northern half of its western boundary and (c) agricultural use to its north.

(4) **Existing Site Land Use.** The Property is currently used for agricultural uses (and is taxed at its Current Agricultural Use Valuation).

(5) **Maps, Charts and Illustrations.** See Addenda 1 and 3.

(6) **Environmental Impacts.**

A. **Topography and Storm Drainage.**

Troy Acres has a natural rolling terrain that drains from a northwesterly to a southeasterly direction. The natural drainage outlets to an existing 24" culvert under Troy Road and continues to a natural swale that eventually outlets under the existing railroad tracks via a combination of a pair of existing 30" and 18" culverts. In addition, Troy Acres will pick up approximately 26.3 acres of offsite tributary that will be routed (pass) through the new Troy Acres retention ponds. Troy Acres will have approximately 4 new retention ponds. Three (3) new retention ponds will be located on site and one (1) retention pond will be located in Reserve A. The Reserve A retention pond will also help alleviate some flooding within the rear yards of the Grandview Acres Subdivision due to the existing undersized 18" culvert under the railroad tracks. Troy Acres will require approximately 5.3 acre-feet of storage and will be providing approximately 8.5 acre-feet of storage. The design of these retention ponds will follow both the stormwater and water quality requirements of the City of Delaware and OEPA. Troy Acres is not within a FEMA designated floodplain. See Addendum 7, Jurisdictional Waters Location Map-West and FEMA Map 104L.

Rutherford Acres has a natural flat terrain that drains from a northwesterly to a southwesterly direction. The natural drainage outlets to an existing stream and existing 42 storm sewer located on the west property line of the Hayes Colony Subdivision. Rutherford Acres will have one (1) retention pond and one (1) detention pond or wetland pond. Rutherford Acres will require approximately 2.1 acre-feet of storage and will be providing approximately 3.0 acre-feet of storage.

The design of the retention and detention ponds will follow both the stormwater and water quality requirements of the City of Delaware and OEPA

Rutherford Acres is not within a FEMA designated floodplain. See Addendum 8, Jurisdictional Waters Location Map-East and FEMA Map 103K.

Both sites, Rutherford Acres and Troy Acres, are tributary to the Olentangy River basin.

B. Vegetation.

The land within the Troy Acres and Rutherford Acres proposed subdivisions has been farmed for many years. Therefore, not many trees are located on the interior of the Property, thus, a very minimal amount of trees will be disturbed that meet the 'major tree' specifications of a minimum of six inches in diameter, Chapter 1168. – Tree Preservation Regulations.

On the Troy Acres property there are approximately 10 trees that may be impacted that meet the 'major tree' specifications. These trees however are surrounded by undesirable scrub and thorn trees.

On the Rutherford Acres property there are also approximately 10 trees in a tree line along proposed lots 206-215 that meet the 'major tree' specifications that will be removed upon construction.

The 21 acres of Reserve "A," potentially future park property between Troy Road and the railroad tracks, has approximately 60 trees which will not be impacted unless directed by the City of Delaware. It is possible that a few trees may be removed depending on the size and final location of the retention pond.

Owner has had contracts with Pulte Homes and D.R. Horton Homes, both top 5 home builders in the United States. In both of their development plans were street tree allocations of approximately 1 new tree/house. This translates into 250+/- additional trees within the proposed subdivision areas and does not include the trees that come with the landscape packages with each new home or any additional landscaping by homeowners. Thus, the amount of trees that are currently on the Property will be increased significantly and will exceed the 'On-Site Replacement' outlined in Chapter 1168.07 – Replacement of removed Trees.

C. Soils.

A soils map has been provided within the Preliminary Plat and a USDA Soil Survey (Addendum 4 & 5). Both the Troy Acres property and the Rutherford Acres property have Blount and Pewamo soils that are listed as Type D soils, which are classified with a high runoff potential.

D. **Ecology.**

As mentioned above, the current and majority use of the Property is cultivated land with minor woods dispersed throughout both sites. Reserve A has approximately 226 linear feet of ephemeral stream that will not be disturbed. Rutherford Acres has approximately 626 linear feet of ephemeral stream of which 235 feet will be disturbed.

(7) **Air and Noise Pollution.** Development of the Property will not cause air and noise pollution other than that of a typical residential neighborhood. During site development and construction of homes, there will be dust and noises of the nature inherent in the construction of infrastructure and homes. Such construction will be limited generally to daylight working hours.

At certain times of the day and night there will be air and noise pollution from the railroad whose tracks bisect the Property.

(8) **Sanitary Sewers.** In connection with the development of the Property as an R-3 residential community, sanitary sewer service will be provided to the entire Property except for Reserve A (21.0 acres of green space) by connection to the City wastewater treatment plant.

For Troy Acres, the sanitary connections will occur at the three (3) existing sanitary manhole locations at the rear yard of Lot 56 of Lexington Glen Section 5, the end of Buehler Drive, and at the end of Troy Road (See the Preliminary Plat; Addendum 4). We are considering extending a sewer main under Troy Road in order to intercept the existing force main from the Smith Park lift station. In turn, this will eliminate approximately 1,625 linear feet of existing force main along Troy Road.

For Rutherford Acres, the sanitary connections will occur at two (2) locations. A new doghouse sanitary manhole is anticipated at the end of Birchard Avenue; and, the other location will tie into the existing sanitary manhole at the end of Rutherford Avenue.

(9) **Traffic and Parking.** The Property will be developed with a two-way street system shown on the preliminary plat, Addendum 4. Each single family lot will have at least a 2-car garage and an adjoining driveway to permit on-site parking for multiple vehicles. Interior streets on the Property will permit on-street parking of vehicles, with the exception that there will be restricted no parking areas for traffic safety purposes.

There is no mass transit available to the area in which the Property is located.

In both Rutherford Acres Subdivision and Troy Acres Subdivision there will be constructed sidewalks to be separated from the to be constructed streets by a tree lawn. There is an existing City bike path on the east side of Troy Road in Reserve A.

(10) **View Interference**. There are no scenic view areas in, along or adjacent to the Property to be preserved or not interfered with.

(11) **Historic Sites**. There are no historic sites or buildings located on or adjacent to the Property.

(12) **Compatibility**. The Rutherford Acres Property is essentially a triangle with Hayes Colony Subdivision on the east; the railroad tracks on the west; and the remainder of the Parent Parcel, which is currently farmed and probably will be for a number of years, on the north. The R-3 single-family homes, which it is anticipated will mostly be two-story homes, of Rutherford Acres Subdivision will be very compatible with the single-family homes in Hayes Colony Subdivision.

The Troy Acres Subdivision's Reserve A, 21.0 acres, irrespective of whether it is accepted in whole or in part (all but the pond at its southern tip) by the City of Delaware as an expansion of Smith Park or maintained by the homeowners' association for Troy Acres Subdivision as green space, will clearly be compatible with Smith Park to its north and Grandview Acres Subdivision to its south (the railroad tracks are its east boundary and Troy Road is its west boundary). The housing portion of Troy Acres Subdivision, with its R-3 zoning and likely some patio homes but mostly two-story homes, will be compatible to the currently developed property to its south and the south portion of the property to the west, which are single-family homes and likely will be with the undeveloped, Judith Hook, Trustee property to the north and the north portion of the west boundary since that abutting tract, where it abuts the Troy Acres Subdivision housing portion is also zoned R-3.

1191.03(b) IMPACT ON PUBLIC SERVICES.

(1) **Tax Effect**. Tax effects from and after full build out of 252 single family homes are as follows:

(a) **Real Estate Taxes** –

As set forth in 1191.03(a), 1, B above, the Property has a prorated current valuation of \$698,370 and, on CAUV, prorated full real estate taxes for the 2020 tax year are \$4,235.37. At full build out, the final, developed Property, using current market values, will have a fair market value of \$60,705,000, an increase of \$60,006,630 over current assessed valuation. At full build out at current tax rates the Property will generate annual real estate tax revenues of \$1,177,650.60 an increase of approximately \$1,173,415.30 annually.

(b) **Income Taxes** – The Delaware City Income Tax is currently 1.85%.

- i. **Rutherford Acres Property**. Each single family household using today's dollars and the current City income tax rate of 1.85% should have an average combined annual earned income of \$90,000. At full build out using today's dollars the annual income tax collected should be \$114,885.

- ii. Troy Acres Property. Each household using today's dollars and the current City income tax rate of 1.85% should have a combined annual earned income of \$75,000. At full build out the annual income tax collected should be \$253,912.

(c) Sales Tax – No attempt has been made to determine the sales tax which will be paid with respect to the construction of 252 homes, just the sales tax to be paid on construction of the infrastructure for the two subdivisions. Based upon the Engineer's Estimate of Construction Cost and Material Costs (attached as Addendum 6), of \$4,335,375 for Material Costs, the sales tax to be paid would be \$216,769 to the State of Ohio and \$54,192 to Delaware County.

(2) Police and Fire. Police and fire and emergency medical service (EMS) needs will be consistent with similar residential developments in the vicinity of the Property. Impact fees of \$314 for Fire and of \$366 for EMS will be collected by the City on each of the 252 homes; thus, the City will collect for future capital needs for Fire and EMS of \$79,128 and for Police of \$92,232, a total of \$171,360 for the two impact fee funds.

(3) Schools. It is assumed that each single family non-patio home developed on the Property will generate approximately .8 students and each patio home will generate approximately .1 student. Thus, in a full build out in 6 years from the time homes start being built, the Property will have approximately 153 resident K-12 students (and as set forth below will yield \$935,586 annually in taxes to the Delaware City School District).

(4) Parks and Recreation. There are approximately ±21.0 acres of green space/parkland, shown as Reserve "A" on Addendum 4, located between the railroad tracks on the east and Troy Road on the west and immediately south of the City's Smith Park, and which could be an expansion of Smith Park. Reserve "A" has an existing bike path from its southern boundary to its northern boundary with the City's Smith Park will be parkland or, preferably, accepted by the City as an expansion of Smith Park. There will be 6.5 acres of other open space for a total of 27.5 acres. As 15% green space, or 14.9 acres is required, Owner should receive credit, for the difference of 12.6 acres, towards the green space requirements for the remainder of Owner's property between the railroad tracks and U.S. 23.

The dedication of 1.3 acres along the north boundary of the Troy Acres property, a 50-foot wide strip, when combined at some future point in time with a similar 50-foot wide strip adjacent to the immediate north from the Judith Hook, Trustee property, will provide land for the extension of Merrick Parkway, with green space to the south of the pavement, a bike path and then more green space to the south of the bike path.

(5) **Traffic Control.**

- a. **Rutherford Acres Property.** The final, developed Rutherford Acres property will be accessed from to-be-constructed westward extensions of Birchard Avenue and Rutherford Avenue in Hayes Colony Subdivision. The extension of Birchard Avenue will be routed northwest and then north through the Rutherford Acres property, to be a stub street to the south of the remainder of Owner's East Tract.
- b. **Troy Acres Property.** The final, developed portion of the Troy Acres property west of Troy Road will be accessed from its east from Troy Road, from its south by the to-be-constructed northward extension of Buehler Drive in Nottingham Subdivision, from the west from the to-be-constructed eastward extension of Broadview Chase Drive in Westfield Hills Subdivision and eventually upon the construction of the extension of Merrick Parkway on the Judith Hook, Trustee property to the west and north, from new Troy Acres Drive's north intersection into future Merrick Parkway. See Addendum 9 for the traffic impact study pertaining to the future extension of Merrick Parkway to Troy Road.

1191.03(c) GENERAL REQUIREMENTS

(1) **Financial Interest.** The Property is owned by Siekmann, LLC, an Ohio limited liability company. Robert W. Siekmann is the controlling member and principal officer of Siekmann, LLC. There is no involvement in the ownership or development of the Property by any elected or appointed official. At final build out, the Property will have a combined 252 homes and a total estimated project value of \$60,705,000.

- A. **Local government assistance requested** – No local, state or federal assistance of any nature is being requested.
- B. **Future development** – Owner is neither a developer nor a builder. Owner has had discussions with builder/developers and anticipates that the developer and builder of the single family homes in Rutherford Acres Subdivision will be different from the builder/developer of the homes, patio and non-patio, in Troy Acres Subdivision, and due to generally larger lots in Rutherford Acres that the homes will be larger and at a higher price point than the homes in Troy Acres Subdivision.

It is anticipated that development of Rutherford Acres Subdivision will start with Phase 1, 39 lots, and with Phase 1, 43 lots, in Troy Acres Subdivision, both as shown on the Phasing Plan, Addendum 4, and that both will start at approximately the same time.

It is anticipated that the development of Phase 2, 30 lots in Rutherford Acres and Troy Acres Phase 2, 46 lots will both start in 2-4 years. The start of Phase 3 of 36 lots, Phase 4 of 31 lots and Phase 5 of 27 lots will be dependent upon the absorption of lots in Phase 3 and 4. It will take between

6 and 8 months to complete the engineering and another 3-4 months to bid the development of the site. Once the models go in, it should be approximately 6 years to build out.

(2) **Coordination**. Owner and his attorney have participated in a number of meetings between developer/homebuilders in contract to purchase the Troy Acres property from Owner, which ultimately terminated the real estate purchase contracts due to the City's staff stating that the developer of Owner's Troy Acres property would be required to construct and pay for the extension of Merrick Parkway, as an unloaded (no driveways off it) parkway with a bike path or multi-use path in a linear park. [Owner has obtained the traffic impact study attached as Addendum 9, which shows that proposed Troy Acres Subdivision would generate only fourteen percent (14%) of the traffic on the proposed extension of Merrick Parkway from its present eastern terminus to Troy Road. This traffic impact study is based on the completion of such an extension of Merrick Parkway, which cannot occur unless and until the Judith Hook, Trustee Property is developed and Merrick Parkway extended on that property].

Numerous meetings and consultations with City staff and the aforementioned developer/builders occurred regarding infrastructure (and City staff's demand that Merrick Parkway be constructed and paid for by the developer/builder), and subsequent to those meetings and consultations, Owner's planning and engineering firm, Watcon Consulting Engineers and Surveyors, has had multiple consultations with City staff.

It needs to be recognized that the Property was zoned R-3 a number of years ago before Owner acquired the Property and Owner is not seeking to rezone the Property, but rather to develop it consistent with, and in full compliance with, its R-3 zoning and the City's general development standards.

(3) **Economic Impact**.

Short Term –

- The application fee to the City for this preliminary plat is \$25,950.
- Construction of infrastructure and 252 homes over a period of 7 to 8 years will provide significant job opportunities to persons residing in the City, Delaware County and the central Ohio region, as well as an undetermined amount of income tax from construction workers and contractors for the City.
- Materials purchased of infrastructure and 252 homes over a period of 7 to 8 years will result in very significant sales tax to the State and Delaware County.
- Increased real property values (see Tax Effect above).
- Capacity Fees paid to the City for sewer and water taps and water meters at current fee amounts are estimated to be \$1,357,020 and \$1,464,120, respectively, or a total of \$2,821,140.
- Impact fees paid to the City are estimated to be \$531,216.
- Permits and inspection fees to be paid to the City are estimated to be \$396,648

- The amount to be received by the City, at current fee, permit and inspection amounts, for the preliminary plat application, sewer taps, water taps and meters, impact fees and permits and inspections alone total to \$3,778,254.

Long Term –

- Increased income taxes to the City estimated at \$368,797 annually (as set forth in Tax Effect Section 1(b) above).
- At full build out, estimated increased real property taxes of \$1,173,415 annually at current tax rate (see Tax Effect Section 1(a) above). The Property will generate estimated property tax revenue of \$45,329 annually to the City of Delaware and approximately \$935,586 annually to the Delaware City School District.

(4) **Construction Scheduling.** It is currently contemplated that site work on both the Rutherford Acres property and the Troy Acres property for the first two phases of each will commence within 12 to 14 months after the City approves this Preliminary Plat. The development of the Property would proceed in phases thereafter. It is anticipated that the Rutherford Acres Subdivision, a total of 69 lots, would be fully built out in 2 years after the approval of the construction plans, while the build out for Troy Acres, 183 lots, would be 6 years after the approval of the construction plans.

(5) **Adjacent Development.** See 3 and 12 above.

(6) **Alternatives.** Given the location of the Property, its proximity to other developments, the City's 2003-2008 Comprehensive Plan requirements and the Property's existing R-3 zoning, no alternatives were considered.

ADDENDUM INDEX

- 1 Auditor's GIS Map
- 2 Legal Descriptions and Boundary Exhibits
- 3 Adjacent Parcels Including Ownership
- 4 Subdivision Site Plans, Phasing Plans, Soils and other
- 5 USDA Soils Surveys
- 6 Engineer's Estimate of Construction Cost and Material Costs
- 7 Jurisdictional Waters Location Map-West and FEMA Map
- 8 Jurisdictional Waters Location Map-East and FEMA Map
- 9 Traffic Impact Study – Merrick Blvd Extension

**ENGINEER'S ESTIMATE OF CONSTRUCTION COST & MATERIAL COSTS
FOR
TROY ACRES & RUTHERFORD ACRES
May 6, 2020**

TROY ACRES (5 SECTIONS)			
SECTION	ROADWAY LENGTH (FEET)	CONSTRUCTION COST	MATERIAL COST
1	2388	\$1,791,000	\$895,500
2	2415	\$1,811,250	\$905,625
3	1421	\$1,065,750	\$532,875
4	1127	\$845,250	\$422,625
5	1217	\$912,750	\$456,375
TOTAL	8568	\$6,426,000	\$3,213,000
RUTHERFORD ACRES (2 SECTIONS)			
SECTION	ROADWAY LENGTH (FEET)	CONSTRUCTION COST	MATERIAL COST
1	1763	\$1,322,250	\$661,125
2	1230	\$922,500	\$461,250
TOTAL	2993	\$2,244,750	\$1,122,375
GRAND TOTAL	11561	\$8,670,750	\$4,335,375

Hydrologic Soil Group—Delaware County, Ohio
(RUTHERFORD ACRES)



Map Scale: 1:2,600 if printed on A portrait (8.5" x 11") sheet.



Map projection: Web Mercator Corner coordinates: WGS84 Edge tics: UTM Zone 17N WGS84



Natural Resources
Conservation Service

Web Soil Survey
National Cooperative Soil Survey

4/23/2020
Page 1 of 4

Hydrologic Soil Group—Delaware County, Ohio
(RUTHERFORD ACRES)

MAP LEGEND

Area of Interest (AOI)	 C
 Area of Interest (AOI)	 C/D
Soils	 D
Soil Rating Polygons	 Not rated or not available
 A	Water Features
 A/D	 Streams and Canals
 B	Transportation
 B/D	 Rails
 C	 Interstate Highways
 C/D	 US Routes
 D	 Major Roads
 Not rated or not available	 Local Roads
Soil Rating Lines	Background
 A	 Aerial Photography
 A/D	
 B	
 B/D	
 C	
 C/D	
 D	
 Not rated or not available	
Soil Rating Points	
 A	
 A/D	
 B	
 B/D	

MAP INFORMATION

The soil surveys that comprise your AOI were mapped at 1:12,000.

Warning: Soil Map may not be valid at this scale.

Enlargement of maps beyond the scale of mapping can cause misunderstanding of the detail of mapping and accuracy of soil line placement. The maps do not show the small areas of contrasting soils that could have been shown at a more detailed scale.

Please rely on the bar scale on each map sheet for map measurements.

Source of Map: Natural Resources Conservation Service
Web Soil Survey URL:
Coordinate System: Web Mercator (EPSG:3857)

Maps from the Web Soil Survey are based on the Web Mercator projection, which preserves direction and shape but distorts distance and area. A projection that preserves area, such as the Albers equal-area conic projection, should be used if more accurate calculations of distance or area are required.

This product is generated from the USDA-NRCS certified data as of the version date(s) listed below.

Soil Survey Area: Delaware County, Ohio
Survey Area Data: Version 18, Sep 16, 2019

Soil map units are labeled (as space allows) for map scales 1:50,000 or larger.

Date(s) aerial images were photographed: Nov 12, 2009—Dec 26, 2016

The orthophoto or other base map on which the soil lines were compiled and digitized probably differs from the background imagery displayed on these maps. As a result, some minor shifting of map unit boundaries may be evident.

Hydrologic Soil Group

Map unit symbol	Map unit name	Rating	Acres in AOI	Percent of AOI
Ble1B1	Blount silt loam, end moraine, 2 to 4 percent slopes	D	14.8	70.9%
PwA	Pewamo silty clay loam, 0 to 1 percent slopes	C/D	5.8	27.9%
UdB	Udorthents, clayey-Urban land complex, undulating		0.3	1.2%
Totals for Area of Interest			20.9	100.0%

Description

Hydrologic soil groups are based on estimates of runoff potential. Soils are assigned to one of four groups according to the rate of water infiltration when the soils are not protected by vegetation, are thoroughly wet, and receive precipitation from long-duration storms.

The soils in the United States are assigned to four groups (A, B, C, and D) and three dual classes (A/D, B/D, and C/D). The groups are defined as follows:

Group A. Soils having a high infiltration rate (low runoff potential) when thoroughly wet. These consist mainly of deep, well drained to excessively drained sands or gravelly sands. These soils have a high rate of water transmission.

Group B. Soils having a moderate infiltration rate when thoroughly wet. These consist chiefly of moderately deep or deep, moderately well drained or well drained soils that have moderately fine texture to moderately coarse texture. These soils have a moderate rate of water transmission.

Group C. Soils having a slow infiltration rate when thoroughly wet. These consist chiefly of soils having a layer that impedes the downward movement of water or soils of moderately fine texture or fine texture. These soils have a slow rate of water transmission.

Group D. Soils having a very slow infiltration rate (high runoff potential) when thoroughly wet. These consist chiefly of clays that have a high shrink-swell potential, soils that have a high water table, soils that have a claypan or clay layer at or near the surface, and soils that are shallow over nearly impervious material. These soils have a very slow rate of water transmission.

If a soil is assigned to a dual hydrologic group (A/D, B/D, or C/D), the first letter is for drained areas and the second is for undrained areas. Only the soils that in their natural condition are in group D are assigned to dual classes.

Rating Options

Aggregation Method: Dominant Condition

Component Percent Cutoff: None Specified

Tie-break Rule: Higher

Hydrologic Soil Group—Delaware County, Ohio
(TROY ACRES)



Hydrologic Soil Group—Delaware County, Ohio
(TROY ACRES)

MAP LEGEND

- Area of Interest (AOI)**
 Area of Interest (AOI)
- Soils**
- Soil Rating Polygons**
-  A
 -  A/D
 -  B
 -  B/D
 -  C
 -  C/D
 -  D
 -  Not rated or not available
- Soil Rating Lines**
-  A
 -  A/D
 -  B
 -  B/D
 -  C
 -  C/D
 -  D
 -  Not rated or not available
- Soil Rating Points**
-  A
 -  A/D
 -  B
 -  B/D
- Water Features**
-  Streams and Canals
- Transportation**
-  Rails
 -  Interstate Highways
 -  US Routes
 -  Major Roads
 -  Local Roads
- Background**
-  Aerial Photography
- Soils**
-  C
 -  C/D
 -  D
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Hydrologic Soil Group

Map unit symbol	Map unit name	Rating	Acres in AOI	Percent of AOI
Ble1A1	Blount silt loam, end moraine, 0 to 2 percent slopes	D	0.0	0.0%
Ble1B1	Blount silt loam, end moraine, 2 to 4 percent slopes	D	42.0	78.8%
PwA	Pewamo silty clay loam, 0 to 1 percent slopes	C/D	11.3	21.2%
Totals for Area of Interest			53.2	100.0%

Description

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Rating Options

Aggregation Method: Dominant Condition

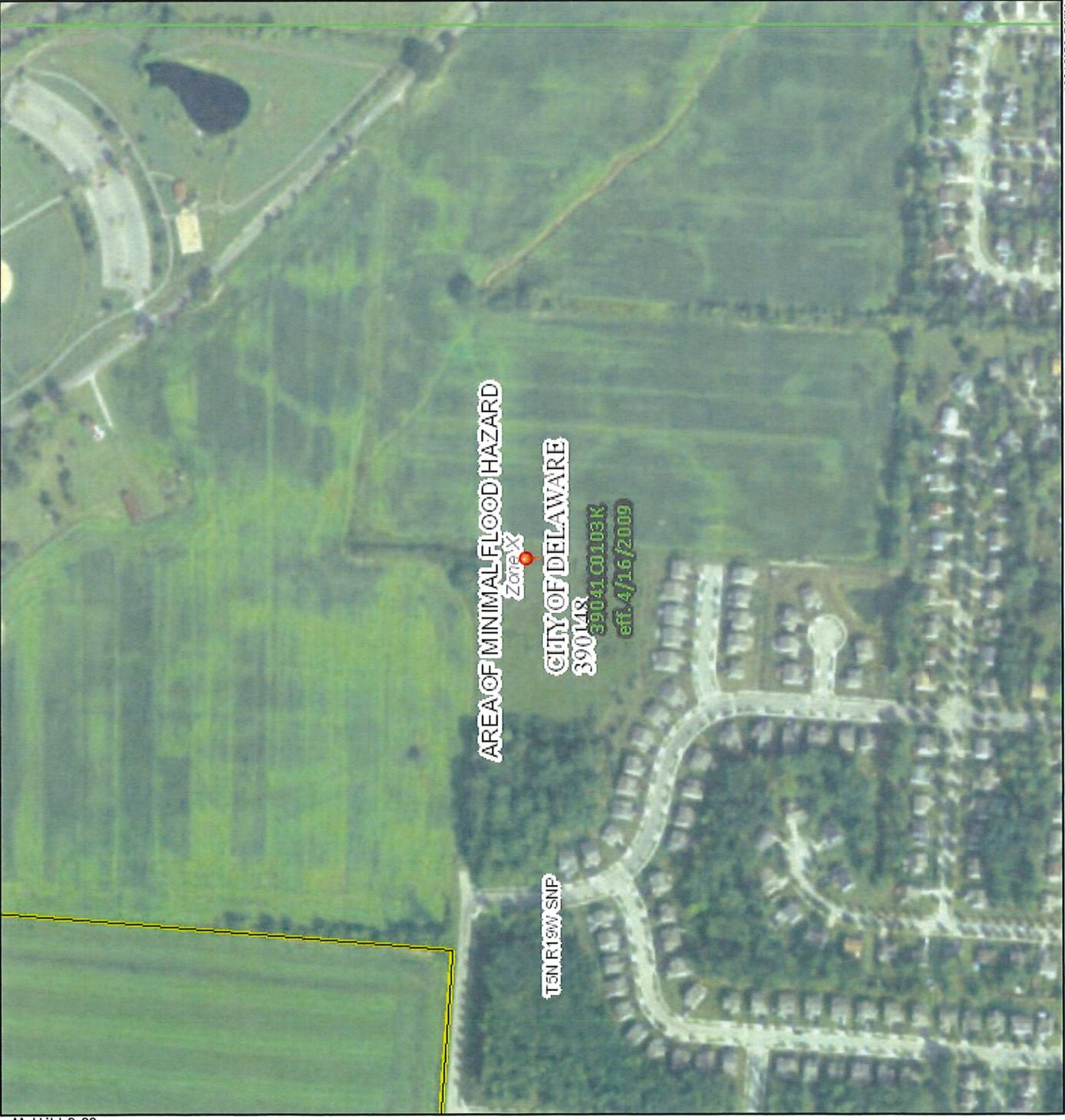
Component Percent Cutoff: None Specified

Tie-break Rule: Higher

National Flood Hazard Layer FIRMette



40°19'26.01"N



83°5'36.65"W



40°18'58.58"N

Legend

SEE FIS REPORT FOR DETAILED LEGEND AND INDEX MAP FOR FIRM PANEL LAYOUT

SPECIAL FLOOD HAZARD AREAS

- Without Base Flood Elevation (BFE)
Zone A, V, A99
- With BFE or Depth *Zone AE, AO, AH, VE, AR*
- Regulatory Floodway

OTHER AREAS OF FLOOD HAZARD

- 0.2% Annual Chance Flood Hazard, Area of 1% annual chance flood with average depth less than one foot or with drainage areas of less than one square mile *Zone X*
- Future Conditions 1% Annual Chance Flood Hazard *Zone X*
- Area with Reduced Flood Risk due to Levee. See Notes. *Zone X*
- Area with Flood Risk due to Levee *Zone D*

OTHER AREAS

- Area of Minimal Flood Hazard *Zone X*
- Effective LOMRs
- Area of Undetermined Flood Hazard *Zone*

GENERAL STRUCTURES

- Channel, Culvert, or Storm Sewer
- Levee, Dike, or Floodwall

OTHER FEATURES

- Cross Sections with 1% Annual Chance
- Water Surface Elevation
- Coastal Transect
- Base Flood Elevation Line (BFE)
- Limit of Study
- Jurisdiction Boundary
- Coastal Transect Baseline
- Profile Baseline
- Hydrographic Feature

MAP PANELS

- Digital Data Available
- No Digital Data Available
- Unmapped

The pin displayed on the map is an approximate point selected by the user and does not represent an authoritative property location.

This map complies with FEMA's standards for the use of digital flood maps if it is not void as described below. The basemap shown complies with FEMA's basemap accuracy standards.

The flood hazard information is derived directly from the authoritative NFHL web services provided by FEMA. This map was exported on **3/31/2020 at 12:24:20 PM** and does not reflect changes or amendments subsequent to this date and time. The NFHL and effective information may change or become superseded by new data over time.

This map image is void if the one or more of the following map elements do not appear: basemap imagery, flood zone labels, legend, scale bar, map creation date, community identifiers, FIRM panel number, and FIRM effective date. Map images for unmapped and unmodernized areas cannot be used for regulatory purposes.



SIEKMANN PROPERTY – WESTERN TRACT
TROY ROAD
DELAWARE, OHIO



National Flood Hazard Layer FIRMette



40°19'23.18"N



83°55.14"W

USGS The National Map: Orthoimagery. Data refreshed April, 2019.



1:6,000

40°18'55.75"N

Legend

SEE FIS REPORT FOR DETAILED LEGEND AND INDEX MAP FOR FIRM PANEL LAYOUT

SPECIAL FLOOD HAZARD AREAS

Without Base Flood Elevation (BFE)
Zone A, V, A99
With BFE or Depth Zone AE, AO, AH, VE, AR
Regulatory Floodway

0.2% Annual Chance Flood Hazard. Area of 1% annual chance flood with average depth less than one foot or with drainage areas of less than one square mile Zone X

Future Conditions 1% Annual Chance Flood Hazard Zone X

Area with Reduced Flood Risk due to Levee. See Notes. Zone X

Area with Flood Risk due to Levee Zone D

OTHER AREAS OF FLOOD HAZARD

NO SCREEN
Area of Minimal Flood Hazard Zone X
Effective LOMFRs

Area of Undetermined Flood Hazard Zone

OTHER AREAS

GENERAL STRUCTURES
Channel, Culvert, or Storm Sewer
Levee, Dike, or Floodwall

20.2
17.5
Water Surface Elevation
Coastal Transect
Base Flood Elevation Line (BFE)
Limit of Study
Jurisdiction Boundary
Coastal Transect Baseline
Profile Baseline
Hydrographic Feature

OTHER FEATURES

Digital Data Available
No Digital Data Available
Unmapped

MAP PANELS



The pin displayed on the map is an approximate point selected by the user and does not represent an authoritative property location.

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The flood hazard information is derived directly from the authoritative NFHL web services provided by FEMA. This map was exported on 3/31/2020 at 12:27:34 PM and does not reflect changes or amendments subsequent to this date and time. The NFHL and effective information may change or become superseded by new data over time.

This map image is void if the one or more of the following map elements do not appear: basemap imagery, flood zone labels, legend, scale bar, map creation date, community identifiers, FIRM panel number, and FIRM effective date. Map images for unmapped and unmodernized areas cannot be used for regulatory purposes.



**SIEKMANN PROPERTY – EASTERN TRACT
TROY ROAD
DELAWARE, OHIO**





CITY OF DELAWARE, OHIO
 PLANNING & COMMUNITY DEVELOPMENT
 MASTER APPLICATION FORM



Project # _____ Case # _____

Planning Commission

- | | | |
|--|---|---|
| <input type="checkbox"/> Amended Final Development Plan | <input type="checkbox"/> Final Development Plan Extension | <input type="checkbox"/> Substitution of a Non-Conforming Use |
| <input type="checkbox"/> Amended Final Subdivision Plat | <input type="checkbox"/> Final Subdivision Plat | <input type="checkbox"/> Vacation-Alley |
| <input type="checkbox"/> Amended Preliminary Development Plan | <input type="checkbox"/> Final Subdivision Plat Extension | <input type="checkbox"/> Vacation-Easement |
| <input type="checkbox"/> Amended Preliminary Subdivision Plat | <input type="checkbox"/> Floodplain Permit | <input type="checkbox"/> Vacation-Street |
| <input type="checkbox"/> Annexation Review | <input type="checkbox"/> Lot Split | Board of Zoning Appeals |
| <input type="checkbox"/> Combined Preliminary & Final Development Plan | <input type="checkbox"/> Pre-annexation Agreement | <input type="checkbox"/> Appeal Administrative Decision or Interpretation |
| <input type="checkbox"/> Comprehensive Plan Amendment | <input type="checkbox"/> Preliminary Development Plan | <input type="checkbox"/> Conditional Use Permit |
| <input type="checkbox"/> Concept Plan | <input type="checkbox"/> Preliminary Dev Plan Extension | <input type="checkbox"/> Substitution of Equal or Less Non-Conforming Use |
| <input type="checkbox"/> Conditional Use Permit | <input checked="" type="checkbox"/> Preliminary Sub Plat | <input type="checkbox"/> Variance |
| <input type="checkbox"/> Determination of Similar Use | <input type="checkbox"/> Preliminary Sub Plat Extension | |
| <input type="checkbox"/> Development Plan Exemption | <input type="checkbox"/> Rezoning | |
| <input type="checkbox"/> Final Development Plan | <input type="checkbox"/> Subdivision Variance | |

Subdivision/Project Name TROY ACRES & RUTHERFORD ACRES Address TROY ROAD / BIRCHARD AVE.
 Acreage 99.77 Square Footage _____ Number of Lots 252 Number of Units 252 S.F. HOMES
 Zoning District/Land Use R-3 Proposed Zoning/Land Use R-3 Parcel # PART OF 208.14 ACRES 51931201006000

Applicant Name SIKEMANN LLC Contact Person BOB SIKEMANN
 Applicant Address 9000 MEMORIAL PARKWAY, PLAIN CITY OH 43064
 Phone 614-873-0606 Fax _____ E-mail BOB@SIKEMANNCO.COM
 Owner Name (SAME AS ABOVE) Contact Person _____
 Owner Address _____

Phone _____ Fax _____ E-mail _____
 Engineer/Architect/Attorney WATCON ENGINEERING Contact Person SHAWN LANNING
 Address 83 SHULL AVENUE, GAYMANNA OH 43230
 Phone 614-313-4444 Fax _____ E-mail SHAWN@WATCONENG.COM

The undersigned, do hereby verify the truth and correctness of all facts and information presented with this application and authorize field inspections by City Staff.

Robert W Siekman _____
 Owner Signature Siekman LLC Robert W Siekman - Pres
 Owner Printed Name

 Agent Signature Agent Printed Name

Sworn to before me and subscribed in my presence this 1st day of May, 2020



GREGORY S. SHAK
 Attorney at Law
 Notary Public, State of Ohio
 My Commission has no exp. Date
 SEC. 147 03 P-6

 Notary Public



FACT SHEET

AGENDA ITEM NO: 11

DATE: 10/12/2020

ORDINANCE NO: 20-68

RESOLUTION NO:

READING: FIRST

PUBLIC HEARING: NO

TO: Mayor and Members of City Council

FROM: R. Thomas Homan, City Manager

VIA: Natalia S. Harris, Interim City Attorney

TITLE OF PROPOSED ORDINANCE/RESOLUTION:

AN ORDINANCE APPROPRIATING THE CITY'S CORONAVIRUS RELIEF FUND PAYMENT TO THE CITY'S COVID-19 RESPONSE, DIRECTING THE CITY MANAGER TO EMPLOY THE CITY'S INTERNAL RESPONSE TO THE PANDEMIC, AND DECLARING AN EMERGENCY.

BACKGROUND:

Council was briefed last week about a third round of CARES Act funds that would become available to the City and that consideration and action on those funds were anticipated to take place at Council's October 12th meeting. This piece of legislation addresses that third round of CARES Act funds.

Ord. No. ____ proposes consideration and action on the third round of CARES Act Funds. The Ordinance allocates funds to cover expenses that have and/or will be incurred by the City as a result of the COVID-19 pandemic to ensure continued City operations throughout the pandemic.

A balance of CARES Act funds will remain after monies for the City's internal expenses are extracted from the fund.

The balance of the funds are anticipated to be distributed to different social services agencies, businesses, and Delaware City Schools through partnership grants. Council may want to discuss these distributions.

Council may be asked to hold a special meeting next week to finalize how the balance of the CARES Act funds will be distributed.

REASON WHY LEGISLATION IS NEEDED:

COMMITTEE RECOMMENDATION:

N/A

FISCAL IMPACT(S):

N/A

POLICY CHANGES:

N/A

PRESENTER(S):

R. Thomas Homan, City Manager
Kyle Kridler, Assistant City Manager
Justin Nahvi, Finance Director
Natalia S. Harris, Interim City Attorney

RECOMMENDATION:

Approval

ATTACHMENT(S)

Memo RE: CARES Act Funding Distribution- Overall Update from Kyle Kridler, Assistant City Manager

ORDINANCE NO. 20-68

AN ORDINANCE APPROPRIATING THE CITY'S CORONAVIRUS RELIEF FUND PAYMENT TO THE CITY'S COVID-19 RESPONSE, DIRECTING THE CITY MANAGER TO EMPLOY THE CITY'S INTERNAL RESPONSE TO THE PANDEMIC, AND DECLARING AN EMERGENCY.

WHEREAS, Title V, Section 5001 of the Coronavirus Aid, Relief, and Economic Security Act, Pub. L. 116-136 [H.R. 748], signed into law March 27, 2020 (the "CARES Act"), appropriated Coronavirus Relief Fund (the "Fund") payments from the U.S. Treasury Secretary to states, tribal governments, and units of local government; and

WHEREAS, under the CARES Act's Fund methodology, the State of Ohio was allocated the amount of \$4.532 billion to "provide ready funding to address unforeseen financial needs and risks created by the COVID-19 public health emergency"; and

WHEREAS, the CARES Act and its related U.S. Treasury guidance provide that Fund payments may only be used by state and local government recipients to finance costs that (a) are necessary due to the COVID-19 public health emergency; (b) were not accounted for in the state or local government's budget most recently approved prior to the CARES Act's enactment; and (c) were incurred during the period beginning March 1, 2020, and ending December 30, 2020 (collectively, the "Criteria"); and

WHEREAS, pursuant to Amended Substitute House Bill 481 and Substitute House Bill 614 as passed by the 133rd Ohio General Assembly and State Controlling Board actions in August 2020, portions of the State of Ohio's CARES Act allocation of Fund payments have been appropriated to the Ohio Office of Budget and Management ("OBM") for distribution to local political subdivisions; and

WHEREAS, the City was allocated a Fund payment amount under Ohio House Bill 481 of \$2,652,332, for the receipt of which this Council adopted Resolution 20-37 on June 22, 2020, affirming said Fund payment would be expended only to cover costs consistent with the CARES Act and applicable regulations, and such Fund payment was deposited into the City's Special Revenue Fund (Fund 284 the "City's Fund Payment"); and

WHEREAS, the City was allocated and received, or will be allocated and expects to receive, such additional Fund payment amounts under State Controlling Board action and Ohio House Bill 614, for the receipt of which this Council's adopted Resolution 20-37 on June 22, 2020, suffices to affirm said Fund payments are to be expended only to cover costs consistent with the CARES Act and applicable regulations, and such Fund payments have been or will be deposited into the City's Special Revenue Fund; and

WHEREAS, the General Assembly further designated OBM with the responsibility of monitoring the financial activities of local political subdivisions receiving Fund payments, pursuant to which OBM published guidance pertaining to the distribution of Fund payments through its Local Government Assistance Program, which was last updated as of the time of this Ordinance on October 1, 2020 (the "OBM Guidance"); and

WHEREAS, the OBM Guidance restates the Criteria and provides further direction to local political subdivisions as to mitigating or responding to the COVID-19 public health emergency; and

WHEREAS, the COVID-19 pandemic has caused unforeseen needs within the City's internal operations and unbudgeted costs; and

WHEREAS, pursuant to the OBM Guidance, the City's Fund Payment can be expended to absorb necessary and unbudgeted expenses incurred during the period March 1 to December 30, 2020, and that are in response to, or caused by, the COVID-19 public health emergency; and

WHEREAS, the City has a remaining unspent balance of its Fund payment that will be used to offset the unforeseen needs and unbudgeted costs incurred by the City to continue efficient and effective operations; and

WHEREAS, City Council intends to expend a total amount of **\$656,315** of its Fund payment to cover the aforementioned unforeseen needs and unbudgeted costs incurred by the City as a result of the COVID-19 health emergency.

NOW, THEREFORE, BE IT ORDAINED by the Council of the City of Delaware, State of Ohio:

SECTION 1. Costs of the City's COVID-19 Response are Necessary. That this Council hereby declares that its COVID-19 Response, defined herein, constitutes necessary costs by the City to mitigate or respond to the COVID-19 public health emergency. Specifically, this Council deems the following COVID-19 public health emergency measures, namely: structural upgrades to City Hall,

HVAC work and upgrades to City Hall and throughout City facilities, Filtration upgrades throughout City facilities, and software additions and upgrades, are necessary expenditures incurred due to the public health emergency with respect to the Coronavirus Disease 2019. This Council's decision that such costs are appropriate by virtue of charging to the City's Fund Payment is based on the following: the COVID-19 pandemic has caused unforeseen needs within the City's internal operations and unbudgeted costs (collectively, the "COVID-19 Response").

SECTION 2. Costs Not Accounted for in Budget Most Recently Approved as of March 27, 2020. That this Council hereby declares the City's COVID-19 Response costs are substantially different from the expected use of funds in the City's line item, allotment, or allocation of funds in the City's most recently approved budget prior to March 27, 2020.

SECTION 3. Costs Incurred During Period Beginning March 1, 2020 and Ending December 30, 2020. That this Council hereby declares the City's COVID-19 Response costs were incurred during the period beginning March 1, 2020 and ending December 30, 2020 (the "Covered Period").

SECTION 4. Appropriation and Local Government Proclamation. That this Council hereby appropriates from the unencumbered balance of the Capital Improvement Fund the following account:

COVID Capital (410.4111.5504)	\$656,315
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to the COVID-19 Response as described herein and in accordance with the OBM Guidance and further authorizes and directs the City Manager to proclaim that the COVID-19 Response is an allowable use of the City's Fund payment and to take such actions, execute such instruments, and direct such efforts so as to give full effect to this appropriation and the Council's determinations and declaration on this subject.

SECTION 5: As time is of the essence, the City Manager is directed to take action to make these funds available as soon as possible.

SECTION 6. This Council finds and determines that all formal actions of this Council and any of its committees concerning and relating to the passage of this Ordinance were taken in an open meeting of this Council, and that all deliberations of this Council and any of its committees that resulted in those formal actions were in meetings open to the public, all in compliance with the law including Section 121.22 of the Revised Code.

SECTION 7. EMERGENCY CLAUSE: This ordinance is hereby declared to be an emergency measure necessary to provide for the public peace, safety, health, and welfare of the City and to provide the local government needed financial assistance to ensure continuity in providing essential services to City residents resulting from and throughout the COVID-19 health emergency.

VOTE ON RULE SUSPENSION:

YEAS ___ NAYS ___

ABSTAIN ___

VOTE ON EMERGENCY CLAUSE:

YEAS ___ NAYS ___

ABSTAIN ___

PASSED: _____, 2020

YEAS _____ NAYS _____

ABSTAIN ___

ATTEST: _____

CITY CLERK

MAYOR



MEMORANDUM

TO: Mayor and Members of City Council
FROM: R. Thomas Homan, City Manager
VIA: Kyle Kridler, Assistant City Manager
DATE: October 8, 2020
RE: CARES Act Funding Distribution – Overall Update

Background

The City of Delaware received over \$1.16 Million through the first two rounds of CARES Act Funding. On Thursday October 1, 2020 Governor DeWine signed HB 614, legislation distributing the remaining \$650 million in CARES Act funds to Ohio’s local governments on a per capital basis. As a part of this distribution, Delaware City has received an additional \$1,487,664 as a Round 3 disbursement to use toward eligible expenses, projects and programs in response to the COVID-19 pandemic as outlined by the CARES Act.

As a follow up from the Council Work Session on October 5, staff has put additional thought and research into these numbers, some of which are being finalized. To date, the City has received the following distributions and is recommending allocating these funds to the following costs and entities:

CARES Revenues

<u>Category:</u>	<u>Amount:</u>
CARES Round 1	\$750,116
CARES Round 2	\$414,552
CARES Round 3	\$1,487,664
Total CARES Funding	\$2,652,332

Distributions/Reimbursements

<u>Category:</u>	<u>Amount Requested:</u>	<u>Previously Approved:</u>
Direct City Related Projects/Programs		
City Admin Pay	-	\$767,297.05
Business Recovery Grants V2	-	\$300,000.00
Non-Payroll (Includes Business Grants V1)	\$80,002.17	\$100,000.00
City Hall COVID Improvements	\$126,957.00	
City Facilities (HVAC & Filtration Upgrades)	\$413,000.00	
Granicus (Agenda & Streaming Software)	\$23,136.00	
Recreation Online Registration Software	\$24,055.00	
Additional Direct City Requested	\$656,314.17	

Total Direct City Programs \$1,823,611.22

Partner Agency Requests

Delaware City Schools	\$177,000.00*
Main Street Delaware Marketing	\$30,748.00*
Delaware CVB Marketing	\$25,000.00*
United Way of Delaware	\$400,000.00*
SWCI	\$150,912.00*
Total Partner Agency Requests	\$783.660.00*

Total CARES Distribution/Reimbursement \$2,618,107.22

Remaining CARES Funding \$34,224.78

Staff Recommendation - Direct City Related Projects & Programs

With an understanding of the eligible uses, as provided by the U.S. Department of Treasury, staff recommends that the CARES Act funding be used for the following (as listed above):

- City Admin Pay – These expenses were incurred by the City across all departments during the first couple months of the pandemic to keep employees separated as a means of avoiding cross contamination and to maintain critical staffing levels. ***This item has already been appropriated and approved by City Council.***

- Business Recovery Grants 2.0 – As passed by Council at the October 5 Council Work Session, this second version of the small business grant program will offer up to \$10,000 to businesses in Delaware that have been negatively impacted by COVID-19. This program officially launched October 7 and will conclude November 16 with grant disbursements being made on a rolling basis. As of writing this memo, demand seems to be strong for this program. There may be a need to increase funding if businesses utilize all of the money before the program is over. Staff will keep Council updated as the program moves forward. ***This item has already been appropriated and approved by City Council.***
- Non-Payroll (Including Business Grants V1) – This item includes PPE, COVID disinfectants, laptops for staff that were forced to work virtually and internal needs that arose due to COVID to reduce community spread for City employees. This also includes the first round of the Small Business Grants which appropriated \$100,000 to offset costs incurred as a result of COVID-19 that was distributed back in June and July of 2020. ***The \$100,000 for the Business Grant was already appropriated and approved by City Council.***
- City Hall COVID Improvements – During the renovation of City Hall, which has been progressing during the pandemic, staff directed MS Consultants (selected architects) to evaluate what additional safeguards could be put in place to better protect employees, the public and City Council from COVID-19. MS Consultants provided recommendations on upgraded materials in their “CARES Funding Summary” document that includes hygienic materials for cleanable surfaces, cleanable interior storefronts, hygienic furniture system upgrades, handsfree plumbing fixtures, VAV units in City Hall and hands-free access controls.

In addition, to support future City Council, Boards & Commissions and other public meetings in Council Chambers in a hybrid/virtual environment, staff is proposing some additional audio-visual upgrades. This would include an upgraded camera system provided by Cisco which will tie directly into the Cisco Webex system currently being used for streaming video. As a part of this system, staff is also recommending replacing monitors in Council Chambers that will better support this ‘hybrid’ system to enable future in-person and virtual meetings with the public.

- City Facilities HVAC & Filtration Upgrades – Investment in improved HVAC systems in City-owned buildings. These HVAC units at the various facilities will improve indoor air

circulation and filtration. The proposed improvements are all in alignment with the CDC's indoor air quality improvement recommendations to protect individuals against the spread of COVID. These upgrades will greatly benefit employees, the public and guests that spend time in our City facilities.

- Granicus Council Agenda Software (Meeting Automation) – Staff has evaluated software that will allow for meeting automation and integrate with live streaming. The City of Powell recently signed an agreement with Granicus, and both Dublin and Gahanna utilize their services for agenda management services and provided positive feedback. The scope of services from Granicus for automation and live streaming includes several features.
 - Peak Agenda Management – a software solution that enables government organizations to simplify the agenda management and minutes recording process of by the clerk. Peak Agenda Management allows the clerk to streamline the way they compile and produce agendas and record minute for public meetings.
 - eComment – reduces staff time by providing the ability to collect and manage citizen input on agenda items. Citizens are allowed to submit comments in regard to agenda items and/or sign up to speak before a scheduled public meeting.
 - Government Transparency Suite – Granicus will also setup and configure the government transparency suite that allows for the live streaming feature to be implemented on the City's website and a social media account.
- Recreation Online Software (Tyler) – This addition to the City's ERP Software (Tyler Technologies) will support the management of parks and recreation programs and allow for residents to schedule, pay for and reserve City facilities online. This system will also allow customers to use membership cards for scanning at the pool and Mingo to assist in keeping safe distancing as we continue to navigate the pandemic. One of the primary objectives is to have less direct contact between the customer and employee during COVID. As Council is aware, COVID-19 has had a negative financial impact to the YMCA of Central Ohio which has further supported the need for the City to takeover recreation services along with the outdoor pool for future operations.

As mentioned in the above breakout by item, City Council has already approved \$967,297.05 in total for the Admin Pay, Small Business Grant 1 and Small Business Grant 2. Staff is requesting that Council approve the additional \$656,314.17 for the additional items listed above being the Non-Payroll, City Hall COVID Improvements, City Facilities HVAC & Filtration Upgrades, Granicus Agenda Software and Recreation Online Software.

Additional Requests

As discussed with City Council, below are additional requests from external agencies that staff has received. We would like the opportunity to discuss these requests and have invited a representative from each agency to present their proposals.

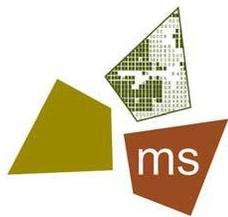
- **Delaware City Schools** - \$177,000
 - Order for 500 Chromebooks and 25 Hotspots for Student Connectivity/Distance Learning (see attached letter)

- **Main Street Delaware Marketing** – \$30,748
 - Promotion of the downtown to support local businesses during recovery. This includes video production, graphic design, a downtown app and branded apparel (see letter attached)

- **Delaware CVB Marketing** - \$25,000 (Placeholder)
 - Staff has been in conversation with Delaware Convention & Visitors Bureau and is awaiting an updated pricing from vendors. This will also be used to promote Delaware in recovery efforts from the pandemic.

- **United Way of Delaware** - \$400,000*
 - United Way has a proposal for several organizations in the attached letter which include rent/utilities assistance, food insecurity, shelters, medical and legal support, childhood support and other (see letter attached). *The original ask was \$660,000, in which \$400,000 is roughly 60% as 60% of their services throughout the County are offered in the City of Delaware.

- **Second Ward Community Initiative (SWCI)** - \$150,912
 - SWCI is requesting assistance for their expenses incurred as a result of the pandemic which related to food, supplies, emergency funding and operational expenses. SWCI has provided a letter and status report which captures their justification of these needs.



DELAWARE CITY HALL

CARES Funding Summary

1 SANDUSKY STREET | DELAWARE, OH 43015

001 CARES Criteria Scope & Cost Outline

I. General

The detailed information for the MORPC CARES Act finalized on 8/5/2020, has been provided by the City of Delaware for reference to qualifying and applicable construction & vendor procured materials. The following summary has been provided for the recommended scope to be submitted for appropriated CARES Act funding under Criteria #1, 2.B & 3.

Construction

a. **Division 6 – Wood & Plastics – Hygienic Materials for Cleanable Solid Surface Finishes**

The following quantifications & associated costs for high-use hygienic solid surface countertops in lieu of budgeted bacteria retentive plastic laminates are provided as follows:

Break Room 111: 28 sq. ft.

Break Room 216: 24 sq. ft.

Division 6 Total Sq. Ft. 52 sq. ft.

Division 6 Total Cost: 52 sq. ft. @ \$55/sq. ft. = \$2,860.00

b. **Division 8 – Openings – Windows & Doors – Hygienic Materials for Cleanable Interior Storefronts**

The following quantifications & associated costs for hygienic surface interior glass storefronts in lieu of budgeted standard finished drywall & framing for high-traffic locations are provided as follows (solid surface doors not included):

Lobby 101: 27 sq. ft.

Elevator Lobby 102: 36 sq. ft.

Meeting 120: 20 sq. ft.

Lobby 200: 130 sq. ft.

Large Conference 209: 140 sq. ft.

Break Room 216: 46 sq. ft.

Division 8 Total Sq. Ft.: 399 sq. ft.

Division 8 Total Cost: 399 sq. ft. @ \$50/sq. ft. = \$19,950.00

c. **Division 9 – Finishes – Hygienic Solid Surface Floors**

The following quantifications & associated costs for hygienic surface flooring in lieu of budgeted bacteria retentive fabric based carpet flooring are provided as follows:

Innovation Room 003 Vinyl Tiling: 419 sq. ft.

Group Training 007 Vinyl Tiling: 513 sq. ft.

Stair X01 Vinyl Tiling & Treads: 480 sq. ft.

Stair X02 Vinyl Tiling & Treads: 540 sq. ft.

Lobby 125 Sealed Concrete:	387 sq. ft.
Council Chambers 221 Vinyl Tiling:	1,244 sq. ft.
Division 9 Total Sq. Ft.:	3,583 sq. ft.
Division 9 Total Cost:	3,583 sq. ft. @ \$4.77 sq. ft. = \$17,090.91

d. **Division 12 – Furnishings – Hygienic Solid Surface Materials for Furniture Systems & Six Foot Clearance Configurations**

The following workstation quantifications & associated costs for hygienic storage & solid surface material substitutions in lieu of budgeted fabric based bacteria retentive finishes are as follows:

Workstation Pedestals:	42 ct. @ \$493.00 =	\$20,706.00
Open Office 119 6-ft Clearance Stations:		
	2-Pack Stations: 5 ct. @ \$1,470.29 =	\$7,351.45
	3-Pack Stations: 1 ct. @ \$2,279.89 =	\$2,279.89
Division 12 Total Cost:		\$30,337.34

e. **Division 22 – Plumbing – Automatic & Hands-Free Plumbing Fixtures**

The following plumbing fixture quantifications & associated costs for hands-free operation and hygienic public, staff health & safety in lieu of budgeted re-use of existing manually operated fixtures are as follows:

Men's RR 004 Auto-Sensor Faucets:	1 ct. @ \$234.00
Women's RR 006 Auto-Sensor Faucets:	1 ct. @ \$234.00
Men's RR 102 Auto-Sensor Faucets:	1 ct. @ \$234.00
Women's RR 108 Auto-Sensor Faucets:	1 ct. @ \$234.00
Women's RR 121 Auto-Sensor Faucets:	1 ct. @ \$234.00
Men's RR 123 Auto-Sensor Faucets:	1 ct. @ \$234.00
Men's RR 219 Auto-Sensor Faucets:	1 ct. @ \$310.00
Women's RR 220 Auto-Sensor Faucets:	1 ct. @ \$310.00
Division 22 Total Cost:	\$2,024.00

f. **Division 23 – HVAC – VAV Controls Upgrades for Increased Supply & Outside Air, MERV-13 Filtration Media**

The following HVAC quantifications & associated costs for unit filtration media replacement and obsolete VAV controls & wiring amenable with supply air requirements in lieu of budgeted existing controls to be re-used are provided as follows:

Total VAV Units:	24 ct.
Total VAV Control Replacement:	24 ct. @ \$10,000.00 Total
Total MERV-13 Filtration Replacement:	24 ct. @ \$ 480.00 Total

Division 23 Total Cost: \$10,480.00

g. **Division 27 – Communications – Remote Technology & Equipment Integration**
(In Progress, Council Chambers Requires City Action)

h. **Division 28 – Electronic Safety & Security – Hands-Free Interior Departmental Access Controls for Public Access Separation & Controlled Staff Health & Safety**

The following quantifications and associated costs for hands-free access controls for high traffic locations in lieu of budgeted standard operation departmental access has been provided as follows:

Lower Level:	2 ct. @ \$1,003.48 =	\$2,006.96
Level One:	9 ct. @ \$788.17 =	\$7,093.53
Level Two:	6 ct. @ \$852.36 =	\$5,114.15
Division 28 Total Cost:		\$14,214.64

002 CARES Criteria Total Cost summary

Division 6:	\$ 2,860.00
Division 8:	\$19,950.00
Division 9:	\$17,090.91
Division 12:	\$30,337.34
Division 22:	\$ 2,024.00
Division 23:	\$10,480.00
Division 27:	In Progress
Division 28:	\$14,214.64

Total Current CARES Criteria Cost: \$96,956.89

Environmental *Air*

Where Service and Craftsmanship Still Mean Something!
125 W. Main St.
Plain City, Ohio 43064

City Of Delaware Public Works

440 E William St.
Delaware, Ohio 43015
Attn: Ryan Fought

October 8, 2020

REVISED

Dear Ryan,

Per our conversations, I am providing budgetary information to improve IAQ at all of the buildings under the purview of the City of Delaware. All of the units that are being quoted for replacement will have better filtration and ion generators included as part of the installation. The package units will have economizers for fresh air. The HEPA units will filter the building air 2-3 times per hour and the HRV units will exchange the building air roughly twice an hour

- Install Ion generators in all forced air heating and cooling equipment ~90 units
Budgetary price \$79,000
- Install one ductless split system in the sign shop (includes ion generator)
Budgetary price \$7,000
- Replace 3 package units at Public works (new units will have economizers for fresh air and better filtration) **Budgetary price \$36,000**
- Install ductless split system in catwalk (includes ion generator) **Budgetary price \$16,000**
- Install ductless split system in council chambers (includes ion generator)
Budgetary price \$18,000
- Replace 2 RTU's at Mingo Park (new units will have economizers for fresh air and better filtration) **Budgetary price \$22,000**
- ~~Replace 4 horizontal furnaces at Mingo Park **Budgetary price \$24,000**~~
- Replace the furnace at the airport **Budgetary price \$5,000**
- ~~Replace the fresh air ventilation system at Justice Center **Budgetary price \$69,000**~~
- Install (3) 2000-cfm HEPA filtration units at City Hall **Budgetary price \$45,000**
- Install (3) 2000-cfm HEPA filtration units at Justice Center **Budgetary price \$45,000**
- Install (3) 1500-cfm HRV units at City Hall **Budgetary price \$66,000**

Member of the Dublin Chamber of Commerce

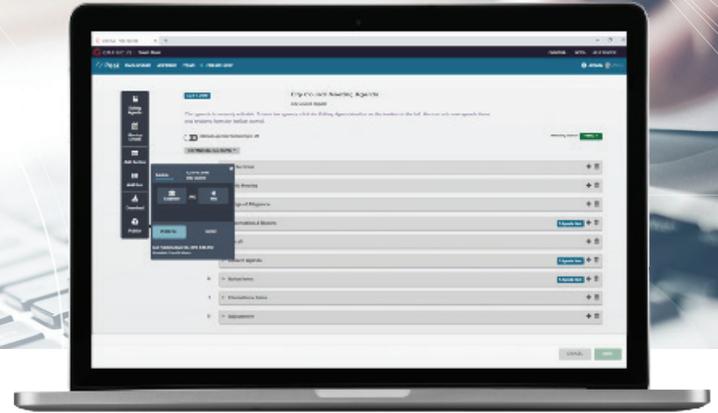
Phone: (614) 336-2838

www.env-air.com
Ohio Lic. # 10710

Fax: (614) 504-5222

Peak

For easy agenda management
- from prep to publish



DID YOU KNOW

50-75%

of staff time is wasted
creating agendas and
minutes manually?

The Peak Advantage

- Industry-leading customer support
- Sleek and intuitive design
- Unparalleled accessibility
- Innovative collaboration and communication tools
- Seamless integrations with Boards and Commissions, Video, Meeting Efficiency, VoteCast, govDelivery, and more.

Streamline Your Meeting Process with Peak

Intuitive and flexible cloud-based agenda management software for small to medium governments, Peak helps clerks recover valuable time and costs while gaining control of the agenda and meeting process. It's why clerks across the country put Peak at their fingertips.

What If You Could...

- ✓ **Get hours back in your day** to focus on important initiatives by streamlining the agenda and meeting process?
- ✓ **Reduce wasteful printing and paper costs** by digitizing agenda preparation and distribution?
- ✓ **Ensure regulatory compliance** with ADA-friendly meeting materials and adherence to sunshine laws?
- ✓ **Reduce time spent fielding public info requests** by making information easily accessible to citizens?

“It's so much easier and less time-consuming to create an agenda with Peak. The software has made the job easier — more fluid. The logistical improvements are fantastic.”

- Shane Pepe, Borough Manager, Borough of Emmaus, Penn.

With Peak You Can...

Simplify the agenda creation process

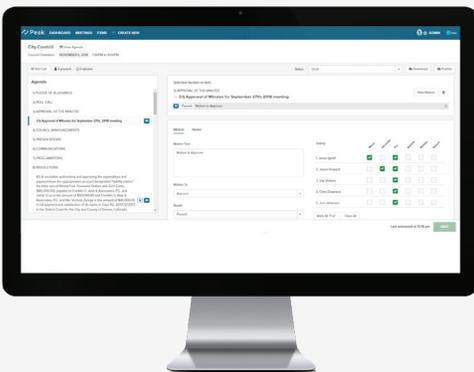
- Generate designed agendas and minutes documents in seconds with a built-in template system.
- Route items through a sequential or concurrent approval process.
- Notify assigned users when new items are ready for their review.
- Create unique item forms for each of your item types – resolutions, contracts, ordinances and more.
- Publish agendas and minutes to your website in one click.

Move from paper to digital with iLegislate

- Easily transition board members to digital agendas with the straightforward iLegislate app.
- Take notes, bookmark, and mark-up documents – each board member has their own version.
- Be well-prepared for meetings with research tools and access to recordings of past meeting.
- Save thousands of dollars off paper and printing costs each month.

Optimize accessibility and transparency

- Automate publishing to an online, searchable web portal.
- Generate and publish ADA-friendly agendas and minutes for public consumption.
- Enable social media sharing for increased awareness.
- Send subscriber notifications to improve engagement.



Busy Clerks Choose Peak



About Granicus: More than 4,200 government agencies use Granicus to modernize their online services, web presence, and communications strategies. We offer seamless digital solutions that help government actively reach, inform, and engage citizens on the first unified civic engagement platform for government.

eComment

Online participation in public meetings

DID YOU KNOW

64%

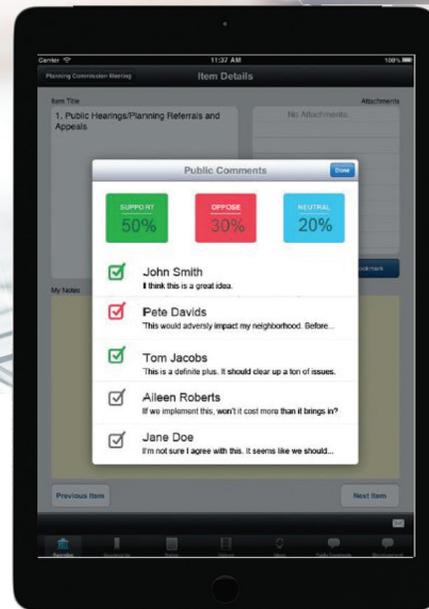
of citizens would engage with government if it were easier to do?

Features

- Collect online feedback
- Build Reports
- Compile & distribute feedback to elected officials
- Easily attach comments to the public record (optional)
- Let residents request to speak during meetings

Advantages

- Configure to your needs, e.g. turn on or off for specific items
- Maintain brevity & decorum with built-in safeguards
- Integrate seamlessly with govMeetings agenda management, iLegislate paperless agenda, and Meeting Efficiency solutions



Boost Participation & Save Time

Community members are often too busy to attend public meetings, speak during public comment periods, and stay involved in the governing process. Instead, they choose other avenues to voice their opinions – like social media – making it difficult for agencies to collect and manage feedback.

eComment is an online tool that makes participation easy and convenient for residents and city staff. Residents can review agenda item details and indicate their position on an item – from any device. The result? Clerks save time while elected members get a better view of public sentiment.

With eComment You Can...

- ✓ **Encourage citizen participation** by letting busy citizens provide online feedback.
- ✓ **Bring clarity to public opinion** with reporting that shows how residents feel about specific initiatives.
- ✓ **Save clerks' time** with a solution that consolidates public comments then delivers them to elected officials.
- ✓ **Shape the conversation** by providing a single, official place for citizens to comment on issues.

Video

Increase openness and build trust around public meetings

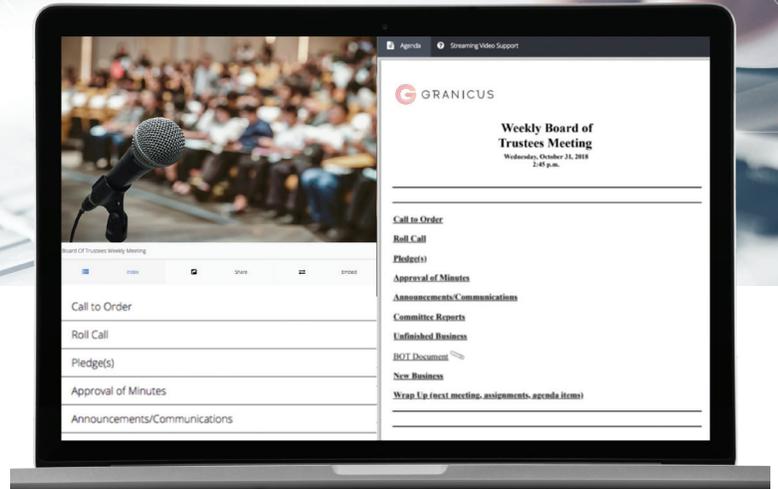
DID YOU KNOW

12,000

unique viewers watch public meetings using Granicus each day?

govMeetings Video Advantages

- Streaming up time of 99.6% (live and archived)
- Most trusted government streaming solution: over 100,000 meetings supported annually
- Industry-leading customer support, specializing exclusively in government
- Proactive system monitoring identifies and resolves streaming issues quickly
- Integrates with govMeetings agenda management, minutes annotation, live voting, and paperless agenda software



Live and On-Demand Streaming Solutions for Government

Citizens want to know about policy decisions that affect their lives, and understand how their tax dollars are being spent. But for many, going to city hall isn't an option. Instead, those who can't attend in person look for opportunities to engage in public meetings online.

Don't be fooled by free streaming services that suffer from lackluster civic engagement and unreliable ADA accessibility. Local governments trust Granicus for purpose-built solutions that enable public access to legislative information.

What If You Could...

- ✓ **Increase participation in the legislative process** by providing an engaging online meeting experience?
- ✓ **Reduce phone calls into the clerks office** by providing an easy way for citizens to find what they need?
- ✓ **Build trust with the public** by providing a transparent, verifiable recording of meetings?
- ✓ **Identify topics citizens care most about** by measuring viewership?

With govMeetings Video You Can...

Improve openness and build public trust

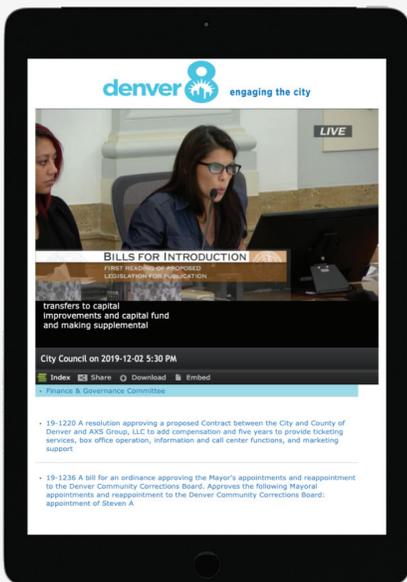
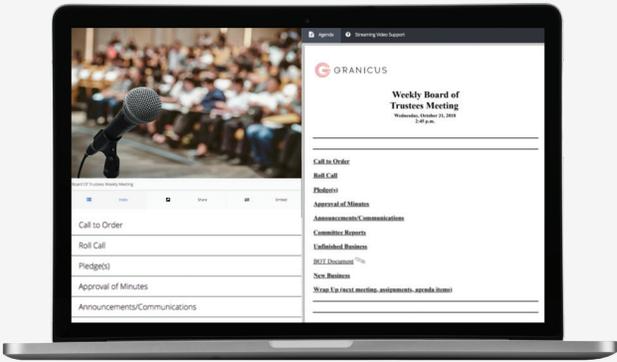
- Publish a comprehensive public record—including videos that are easily navigated with hyperlinked agendas and minutes.
- Easily provide a verbatim meeting record without the need for long-form minutes.
- Deliver a seamless virtual meeting experience to citizens with purpose-built video player technology.
- Empower citizens to search video by keyword and find the exact point in a meeting video where a topic was discussed.

Increase staff efficiency & easily manage meeting video

- Use simple, powerful media management tools that can be used by anyone.
- Manage and distribute unlimited meetings and events—all completely automated.
- Index video during meetings, saving hours of post-production work.
- Option to stream video from a dedicated internal server, eliminating strain on bandwidth.

Reach a broader audience and measure success

- Provide convenient access to live and archived streaming video—from anywhere, on any device.
- Enable Closed Captioning for ADA accessibility.
- Grow your meeting audience and automate meeting and agenda notifications.
- Measure public engagement with in-depth video analytics.
- Enable social media sharing for additional community engagement.



Busy Clerks Choose Granicus



About Granicus: More than 4,200 government agencies use Granicus to modernize their online services, web presence, and communications strategies. We offer seamless digital solutions that help government actively reach, inform, and engage citizens on the first unified civic engagement platform for government.



Centralize Your Parks and Recreation Programming, Facilities and Administration

Tyler Parks & Rec™ supports the management of parks and recreation programs — enabling them to operate more efficiently, expand program offerings, increase enrollment, while protecting program revenues. With this solution, you can streamline registration, memberships, fee processing and facility scheduling while expanding citizen services.

Improve Oversight

With a single point of entry, Tyler Parks & Rec provides a 360-degree view of all activities, events and program information. The administrative portal is easy to use, minimizes repetitive administrative work and allows you to focus on programming for your citizens.

- **Build a strong membership** — Offer multi-tiered membership types with specific benefits, facility access, number of visits, or time period
- **Monitor programs** — View real-time program registrations to anticipate resources and equipment needs
- **Visualize the market** — Use the GIS heat map to see where your members live and which areas need additional outreach
- **Integrate financials** — Seamless integration with Tyler ERP streamlines the collection process, eliminates redundant data entry, and shares the approved collection batch electronically with finance
- **Reduce IT burden** — Optional cloud-based service minimizes up-front investment in hardware and software, as well as on-site IT support staff

Streamline Routine Activities

Tyler Parks & Rec allows personnel to work more efficiently:

- Issue membership cards by scanning card to associate with a contact
- Customize your portal with built-in Rich Text Editor; add logos, photos and special events that represent your community
- Automatically reserve a facility for single or multiple sessions within the class creation interface
- Define class enrollment by residency, membership status, class size limits or other user-defined criteria
- Ability to save popular classes and programs in the portal for future use
- Track class registrations, memberships and team rosters, and manage wait lists in real time
- Post permission forms, equipment lists, waiver forms or other documents for easy download
- Generate SSRS reports of classes, memberships, team rosters, instructor reports, location details and more

Features

- **Integration with Tyler financials including cashiering, accounts payable, general billing and general ledger**
- **Secure login portal for online registration, facility rentals, payment processing and more**
- **Integrated management of fees, expenses and reimbursements**
- **PCI Compliant Merchant Account Services integration**
- **Membership options by type, time period, class type, session and related permissions**

For more information, visit
www.tylertech.com
or email info@tylertech.com

...Continued on reverse

Tyler Parks & Rec – Recreation Management Application

Facilities Management

Tyler Parks & Rec simplifies the management of your facilities:

- Online facilities calendar provides at-a-glance availability and allows citizens to reserve facilities
- Class creation automatically reserves a facility
- User-defined fields can be exposed during registration to capture required customer information

Finance Management

Tyler Parks & Rec streamlines your business functions:

- Generate automatic fee calculations for full range of programs, courses, facilities and equipment
- Centralize expenses and reimbursements
- Utilize role-based security to restrict user access to certain features
- Process payments securely online or using our point-of-sale option, Tyler Cashiering, featuring a PCI Compliant Merchant Account Service interface
- Achieve seamless integration with Tyler financials, including capturing revenues through Tyler Cashiering, instructor payments through Accounts Payable, invoicing through General Billing and workflow-enabled General Ledger posting

Improved Citizen Service

Tyler Parks & Rec offers many conveniences for your citizens:

- Membership cards — Print cards with photo and barcode. Scan card with in/out validation to facilities and classes
- Easy access to information — Citizen portal features activity promotions, a facility calendar and special announcements, such as field closings and weather cancellations
- Online registration — With a secure log-in, citizens can create an account, register for classes, reserve facilities, download waivers and permission forms, and submit payment online
- Remote access — The HTML5 user interface is browser-agnostic and can be accessed with many different devices such as smartphones and tablets



"Achieving Excellence, Honoring Tradition"

Heidi Kegley, Superintendent

September 30, 2020

Dear Mr. Homan,

As a district we have additional technology needs to support the learning needs of our students due to the COVID-19 pandemic. We are currently providing a full Online Academy for students to learn from their homes with our teachers providing the instruction. This requires every child to have their own devices and hot spots for many of the families. In addition, our hybrid learning requires students to have a device when they are on their at home learning days as well as a hotspot for the family when they do not have access to the internet. We have secured multiple devices and hot spots; however, we are still short on the total number of devices and hotspots needed for all students to have access.

We appreciate the support of the city in helping us meet these challenges.

500 Chromebooks @\$350 each for a total	\$175,000
Connectivity costs for 25 hotspots for Mid September-December	\$ 2,000

Sincerely,

Heidi Kegley
Superintendent
Delaware City Schools

**Main Street Delaware
CARES Act Covid-19 Marketing Relief**

Objective

Funds entrusted to Main Street Delaware through the City of Delaware CARES Act fund will help provide relief to the small businesses located in our historical downtown district, which is considered the heart of the community.

It is no secret that small business owners around the country are feeling overwhelmed by the loss of income due to the pandemic. According to Main Street America, we know that it is estimated that 7.5 million small businesses are at risk of closing due to the disruption caused by COVID. Funding to Main Street Delaware will allow our business owners to focus on the day to day operations. Allowing us, Main Street Delaware, do what we do best- promote the downtown district as a vibrant downtown destination, for shopping, dining and entertainment.

The monies will specifically help the businesses with a comprehensive marketing campaign that will include three marketing videos to run as social media ads. We will create an application which will be downloadable for both Apple and Android users and will be used to promote downtown businesses with push notifications and coupons. In addition, Main Street will work with professional graphic designers to create fun and interactive materials that will encourage downtown shopping and dining. Lastly we would like to offer incentives like branded Delaware t-shirts to consumers who participate in our promotions over the next several months to encourage participation but also act as advertisement for our community.

Request

Video Marketing provided by Clay Media	\$17,300
Graphic Design provided by Planet Marca	\$10,000
Main Street Delaware Application provided by Kirby Venture	\$ 2,748
Delaware Branded T-shirts provided by HomeStretch Apparel	\$ 700

Total Marketing Request **\$30,748**

Please see attached documents for full description of services provided by each local business.

If, for any reason funds are not able to be used in accordance with the guidelines of the CARES Act as outlined by the city of Delaware, they will be returned.

Thank you for your consideration,



Susie Bibler
Executive Director

Main Street Delaware
director@MainStreetDelaware.com

United Way of Delaware County Cares Act Covid-19 Nonprofit Sector Relief

Objective

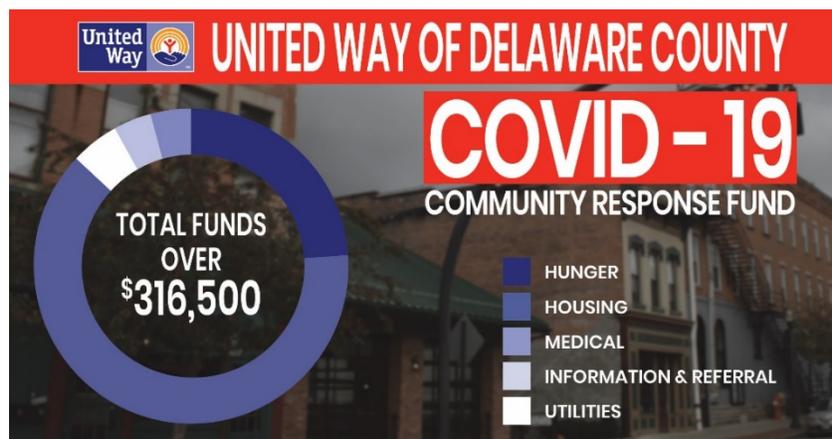
Appropriately steward Federal funds available through the Cares Act and awarded to the City of Delaware to provide relief to residents facing a housing crisis, food shortage, utility shut-off and/or job loss or hours/wage reduction as a direct or indirect impact of the economic barriers created by the pandemic.

Summary

On March 13, 2020, the United Way of Delaware County created a Covid-19 Community Relief fund in anticipation of significant challenges for the nonprofit sector and the clients that we serve. Over the next 60 days, \$316,500 was raised and invested in our community through a series of swift micro grants targeting essential services such as food, housing and medical care. With United Way serving as the umbrella/coordinating organization, we were able to work quickly within our network of nonprofit partners to identify critical community needs and develop action plans.

Our largest investment was in the area of housing and utility assistance and managed through a partnership led by United Way which is called Pathways to Hope. Partners include People In Need, Inc., Delaware County Economic Development office, Delaware County Jobs and Family Services, Bridges Community Action, Delaware City Schools- Family Resource Center, Salvation Army, Andrews House and Helpline. By gathering the organizations that provide financial assistance for rent and utilities for a weekly meeting, we were (with a waiver from the client) able to discuss each application and coordinate the best approach for each family in need. This helped preserve critical resources, encouraged collaboration and made it easier for clients who previously would have to tell their story many times to different agencies. The demand for this program, largely funded by CDBG funds from Delaware County, exploded late in the summer and we are nearing the end of available support for families.

A full list of the grants made and organizations/programs supported may be viewed here: <https://www.delawarecountyfamilies.org/covid-grants>.



Support from the City's allocation of CARES Act funding would greatly assist the community and be in line with the intent and focus of the Act. United Way of Delaware County, in its role as community convener, would coordinate the organizations and programs, provide oversight and assist with ensuring that each organization can meet the reporting requirements of the grant.

Request

Rent/Utilities

Pathways to Hope Program Direct Assistance	\$50,000
Salvation Army	\$50,000
Bridges Community Action	\$50,000
People in Need, Inc.	\$50,000

Each of these programs work together to provide rent and utility assistance up to a maximum of \$2,000 per family. Cases are coordinated among the agencies to ensure there is no duplication. A representative of Delaware County Jobs and Family Services also participates in the coordination to provide valuable information and is able to refer clients that have recently applied for unemployment. Andrews House and Helpline also aid in the coordination of resources for families. Assistance is paid directly to a landlord or utility company, not to the client. All of the \$200,000 requested would go to direct client assistance.

Food Insecurity

To be awarded to Hunger Alliance partners	\$150,000
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To be used to purchase food, personal care items, cleaning products and assist with staffing needs to address increased demand for pantry services. Hunger Alliance program partners include: Andrews House, Blessings in a Backpack, Buckeye Valley Food Pantry, Common Ground Free Store, Delaware City Schools, Feed Delaware, Lutheran Social Services, MASH Pantry, Mid-Ohio Collective, Cooking Matters, People in Need, Inc., Salvation Army, SourcePoint, Eastside Pantry, Kilbourne UMC, Sharing is Caring, Vineyard Church and William Street UMC.

Holiday Program Support

United Way, PIN Clearinghouse, Common Ground, BBBS, Salvation Army, SWCI	\$50,000
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As more families struggle to maintain housing, the end of the year will be a significant time of financial stress. Several local programs exist to help assist families during this time but are not funded to address the increased need. Typical support includes food boxes, necessary items such as clothes, blankets, pillows, winter coats and shoes and holiday gifts for children including each foster child from Delaware County.

Shelter Operations

Family Promise	\$25,000
Turning Point	\$25,000
Jacob's Way	\$10,000

Though we still lack critical sheltering services for certain demographics, Delaware is fortunate to have a family shelter, a domestic violence shelter and two sober living homes. Funds may be used to assist with necessary equipment as a result of the increased demand related to COVID-19, food, staffing needs, cleaning/sanitization and PPE and can also help address revenue shortfalls as a result of cancelled fundraisers.

Medical and Legal Support Services

Grace Clinic	\$50,000
Delaware Speech & Hearing	\$10,000
Legal Aid Society	\$25,000

Grace Clinic and Delaware Speech and Hearing were forced to quickly transition to a costly telehealth system. In the case of Speech and Hearing, the reimbursement rate for telehealth appointments is significantly lower than in person which negatively impacts their organizational revenues. For Grace Clinic, all services are free but cost to the agency increased as a result of COVID-19 regulations and they would also be able to invest in staffing and equipment/pharmacology purchases.

Legal Aid Society has a primary focus on eviction prevention, fair housing and employment law because of the significant demand around those issues. Their funding would be used to provide additional staff support for pro bono legal cases arising as a result of the pandemic.

Information and Referral

Helpline-211	\$25,000
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Helpline is the one-stop referral resource for our community and provides critical information for families that are struggling- particularly for families that are new to this situation and may not already be aware of what is available. This funding provides staff support and lost revenue as a result of the pandemic.

Early Childhood Support

Liberty Community Center (required equipment for new Covid guidelines)	\$3,100
Delaware Diaper Bank	\$2,500

Liberty Community Center offers affordable child-care on a sliding-fee basis. As a result of the pandemic, they have had to change the way that they operate which has created some modest equipment needs. The Delaware Diaper Bank exists to provide infant, toddler and adult diapers to families in needs. This is an important resource for many local families and the funds would be used to replenish the supply of diapers available. The Diaper Bank distributes via Common Ground Free Store, Strengthening Families at Willis, People in Need and Liberty Community Center.

Adolescent Support

Big Brothers Big Sisters

\$10,000

BBBS provides critical adult/youth mentoring especially at a time when youth have been isolated. BBBS has re-engineered their school-based programming and been successful at recruiting an abundance of adult mentors. The additional dollars will fund staff and equipment needs to support the mentorship matches.

Crisis Management Coordination/Casework Support

United Way of Delaware County

\$75,000

United Way of Delaware County provides a critical service as the community convener and coordinator of needs and resources. We also provide direct service in the area of rent/utility assistance through the Pathways program and by assisting families with our holiday needs program. We have been integral to the community's response to COVID-19 with four staff members devoting more than 50% of their time to pandemic needs. Of the \$316,500 raised to support the community, 0% was used to cover the expense of coordinating the services. To date, our regular annual campaign fund is down by nearly \$400,000 year over year and we have eliminated 3 positions. In order to continue a high level of service, we must also fund the expense. The funds will be used to support staff expense related to COVID through the end of the grant period while we coordinate the services mentioned above and related reporting. United Way also provides an in-kind staff member to assist with working with clients in need of rent assistance as the demand has outpaced the availability of caseworkers.

Total Program Assistance

\$660,600

Please Note: The United Way of Delaware County annually submits to an independent external audit as do most of the nonprofit organizations in the community. Many of the organizations listed above currently, or have in the past, receive federal funding in one form or another and have appropriate accounting and internal control practices in place. United Way of Delaware County also serves as the coordinating agency for FEMA Emergency Food and Shelter Program funds and I chair the local board that allocates the federal funds.

If, for any reason, the funds are not able to be used fully or in accordance with the guidelines of the CARES ACT as outlined by the City of Delaware, they will be returned to the public coffers.

Respectfully submitted,



Brandon Feller- MBA, CFRE

President

United Way of Delaware County

bfeller@uwaydelaware.org



Second Ward Community Initiative was ordered to close for business per Governor DeWine Executive Order that was put out in March of 2020. SWCI was closed March 16th, 2020. The staff at SWCI Executive Director, Executive Admin, Admin Coordinator, Finance Coordinator, Education Coordinator, Health and Wellness Coordinator roles changed. One of the goals of SWCI is to meet the needs of the people and we went into research, resource, planning and action. The plan was developed to create a feed program, create a referral system to community resources, assist families with applications for assistance (unemployment, DCJFS, Utility assistance and anything that would require access to the internet and assistance in completing).

Executive Director, establishing partnerships with food resources, creating and completing process, policies, and procedures for all safety protocols. All person's that would encounter at SWCI. Providing physical support to packaging and distribution of food items, establishing all partnerships with community resources that were directly addressing COVID needs of families. Training staff and volunteers in case management skills and providing the resource tools. Overseeing all areas of change due to COVID. All of staff duties were also completed by executive director. Provided case management and coordination with city's police and probation for the homeless and other families.

Executive Admin provided physical support to packaging and distribution of food items. Establishing marketing strategies, Established a community group of volunteers to canvas the neighborhood to provide resource info, Census and voter registration (we are normally a site to register to vote and complete Census info and could not be open) Provided food drop offs, kept all families registered information and made weekly calls to over 120 families to schedule food appointments.

Admin Coordinator, she maintained all the food sheets, data on expenses, provided physical assistance in distribution of food to families, provided case management to families and help enroll in community resources, tracked all donations, and distributed items during COVID

Finance Coordinator provided case management and enrollment into community programs. Assisted families in budgets, wrote grants that only where connected to COVID assistance, completed several partnerships with food chain stores for donations, coordinated with donors for donations.

Education Coordinator, established a system to get tutoring online to aid students stay at home order, increased tutors and student enrollment, maintained family's information and data. Coordinated with local and county schools on student's needs, particularly IEP and 504 students. Working with the education partners to provide supplies for students at home, coordinated games, and activities for students to do at home, provided online resources for student's success, previous student list 12 currently over 75 and climbing, providing case management to assist families in enrolling in programs during the COVID pandemic.

Health and Wellness, established a feed program for four days in the week, established a farmer's market (market had been moved beyond walking distance for the community) provided physical

assistance in packaging, and distribution of food. Provided deliveries, coordinated with LSS to establish a second pantry, completed all the training for pantry systems, trained volunteers on pantry process and policies. Maintained all reporting data for multiple food systems and requirements. Provided resources to families in need for food, clothing, supplies and made referrals for case management. Provided support to community partners with access to food and our resources.

Currently we are still working in all these areas, the SWCI board has had to step into the roles for prior SWCI business by writing grants for program funding, and operational funding. The Board has new roles as advisors to programs so that those programs that we can not convert to virtual a plan is being developed. The board has also had to step up and perform Executive Director duties by attending community meetings and maintain partnerships of SWCI regular programing.

Karriejoi Coit
Executive Director
SWCI / UCC
kcoit@swcidelaware.org



COVID STATUS REPORT

UNITY COMMUNITY CENTER	SECOND WARD COMMUNITY CENTER Dba UCC	
LOCATION	50 Ross Street, Delaware, OH 43015	Coved status dates
EXECUTIVE DIRECTOR	Karriejo Coit	
		March 16, 2020 - Current

COVID Planning Checklist

March 16th- 31st 2020

- Determine Community needs
- Create list of families in need
- Connect with resources
- Establish SWCI team schedule
- Gain commitments of volunteers
- Boost marketing of resources and SWCI hours

April 1-Aug 7th 2020

- Distribute Snack bags Mondays & Thursdays
- Distribute Produce Tuesdays
- Establish farmers Market every other Weds
- Promote LSS and other pantry resources
- School supply distribution / Clothing / technology
- Establish technology for tutor program

Aug 10th-Current

- Establish a back to school snack program
- Sysco food partnership starts October
- Fall Fun Festival Outdoor event / Snack bags
- Increase STEAM access to projects and online site
- Establish operational funding for 2021
- Determine holiday gifts and food disbursements

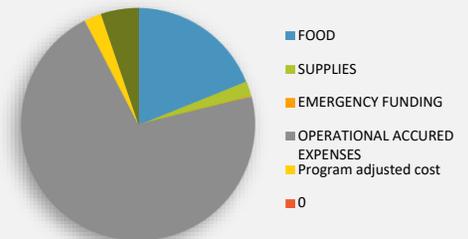
Partners List

NAME	Donated/ Funded	Food	Volunteer
Delaware Hunger Alliance	✓	✓	✓
FEED	✓	✓	✗
PRESS CHURCH	✓	✓	✓
DC VINEYARD CHURCH	✓	✓	✓
COMPASSION CHURCH	✓	✓	✓
People in Need	✓	✗	✗
Zion AME Church	✓	✓	✓
DGHD	✗	✗	✓

NAME	Donated/ Funded	Food	Volunteer
DCP	✗	✓	✓
Children's Hunger Alliance	✓	✓	✗
LSS	✓	✓	✓
Family Promise	✓	✗	✓
20 + Community Volunteers	✓	✓	✓
Delaware Republican Party	✓	✓	✓
Second Baptist Church	✓	✗	✓
Stratford Ecological	✓	✓	✓

COVID BUDGET

CATEGORY	% OF BUDGET	SUBTOTALS	BUDGET TOTAL
FOOD	19%	\$28,639.00	\$2,500.00
SUPPLIES	2%	\$3,150.00	
EMERGENCY FUNDING	0%	\$160.00	EXPENSE TOTAL
OPERATIONAL ACCURED EXPENSES	71%	\$107,594.03	\$150,911.85
Program adjusted cost	2%	\$3,668.82	DIFFERENCE
0	0%	\$0.00	
0	0%	\$0.00	
Other	5%	\$7,700.00	-\$148,411.85



CATEGORY	AMOUNT	COMMENTS
FOOD	\$28,639.00	
Purchased Food items	\$5,039.00	3,500.00 Coved Funding Delaware Hunger Alliance
Feed Program boxes no perishable	\$12,500.00	\$25.00 a box X 50 a week X 10 weeks = 12,500.00
Fresh produce boxes perishable	\$10,500.00	\$15.00 box x 100.00 a week x 8 weeks = 10,500.00
Children's Hunger Alliance	\$600.00	\$3 box X 75 BOXES X 8 WEEKS
	\$0.00	
	\$0.00	
	\$0.00	
	\$0.00	
	\$0.00	

\$0.00

\$0.00

\$0.00

\$0.00

\$0.00

\$0.00

\$0.00

TO: Mayor Riggle and Members of Council

FROM: R. Thomas Homan, City Manager

SUBJECT: Miscellaneous Matters

DATE: October 8, 2020

1. **Calendar**
See Attached

2. **Per Section 73 Of The City Charter The City Manager Is To Report Contract Agreements**
See Attached

October

2020

Monthly Meeting Schedule

Sunday	Monday	Tuesday	Wednesday	Thursday	Friday	Saturday
				1	2	3
4	5 Virtual Work Session 6pm	6	7 Virtual Planning Commission 6:30 pm	8	9	10
11	12 Virtual Council Meeting 7pm	13 Virtual Sister City 6 pm	14 Virtual BZA 6:30 pm Canceled	15 Virtual Airport Commission 6:30 pm	16	17
18	19 Virtual Parking and Safety 6 pm	20	21	22	23	24
25	26 Virtual Council Meeting 7pm	27 Virtual Shade Tree Commission 6:30 pm	28 Virtual HPC 6:30 pm	29	30	31

CONTRACT APPROVAL - 10/12/20			
VENDOR	EXPLANATION OF AGREEMENT	2020 AMOUNT	DEPARTMENT
Official Payments	Official Payments Convenience Fee	\$60,000.00	Finance
MP Dory	RRFB Installation	\$16,950.00	PW
Parallel Technologies	Shoretel Equipment Annual Maint.	\$14,786.00	IT
CenturyLink	SIP Trunk Solution	\$39,031.00	IT
Federal Aviation Admin	FAA Cares Act Grant Application	N/A	PW
Quasar Energy Group	Waste Biosolids Processing	\$31 per ton	PU
Double Z Construction	E. William St. Improvements	\$5,400.00	PW
Shelly & Sands	2019 Pavement Maint Program	\$1,018,085.70	PW
Double Z Construction	E. William St. Improvements	-\$4,143.00	PW
Various	Citywide Signal Phase 1	N/A	PW
Aero-Mark Co.	2020 Pavement Marking Maint.	\$109,635.49	PW
Huntington National Bank	Utility Bill Print/Mail Svc.	\$135,300.00	Finance
Brycer, LLC	The Compliance Engine	N/A	Fire
Resuscitation Quality Impt.	CPR Training and Recertification	\$25,000.00	Fire
Nickolas M. Savko & Sons	Glenn Pkwy Extension Project Change Order 1	\$3,207,720.14	PW
Fireproof Record Storage	Fireproof Record Storage	\$960.00	Finance
Ohio Public Works Commission	2019 Pavement Maint Program	N/A	PW
Burgess & Niple	Springfield Branch Pedestrian Bridge Inspection	\$32,009.00	Parks
Burgess & Niple	Pollock Rd. Water Extension	\$84,750.00	PU
Patrick Engineering	Feasibility Study for Delaware Run	\$16,000.00	Parks
Julian & Grube	PARF Preparation	\$2,200.00	Finance
Cyrus Concrete	Shortcut Alley Project	\$26,000.00	PW
EP Ferris & Assoc.	Misc Bridge Services, 2020	\$54,000.00	PW
Image Trend	Fire Dept. Records Management	\$49,743.00	Fire
MORPC	MORPC 2020 Project Updates	N/A	PW
GPD Group	Water Tank Elevator	\$3,600.00	PU
ESRI	Annual Renewal for GIS Software	\$111,000.00	IT

