



## City of Powell, Ohio

### COUNCIL MINUTES MARCH 20, 2007

A regular meeting of the Powell City Council was called to order in Executive Session at 7:36 p.m. by Mayor Don Grubbs. City Council members present included Richard Cline, Tom Counts, Elmer Meider, Art Schultz and Dan Wiencek. Bill Morton was absent.

#### EXECUTIVE SESSION IN ACCORDANCE WITH ORC SECTION 121.22 (G)(3), PENDING LITIGATION.

**MOTION:** Councilman Cline moved to adjourn from Executive Session at 8:24 p.m. Councilman Counts seconded the motion. The motion carried.

**MOTION:** Councilman Cline moved to reconvene in Regular Open Session at 8:24 p.m. Councilman Counts seconded the motion. The motion carried.

Also present in Open Session were Steve Lutz, City Manager; Eric Fischer, Development Planner; Debra Miller, Finance Director; Rob Rice, City Engineer; Chris Huber, Assistant City Engineer; Gary Vest, Powell Police Chief; Gene Hollins, Law Director; Susie Ross, City Clerk; interested parties and members of the Press.

#### PLEDGE OF ALLEGIANCE

#### CITIZEN PARTICIPATION

Mayor Grubbs opened the Citizen Participation session for items not listed on the agenda. Hearing none, Mayor Grubbs closed the session.

#### APPROVAL OF MINUTES

The minutes of March 6, 2007 were approved as submitted.

#### CONSENT AGENDA

<b>Item</b>	<b>Action Requested</b>
<b>Monthly Community Affairs/Events Report</b>	<i>Receipt of Report</i>
<b>Monthly Financial Report</b>	<i>Receipt of Report</i>
<b>Monthly Historic Downtown Powell, Inc. (HDPI) Report</b>	<i>Receipt of Report</i>
<b>Monthly Planning and Zoning Report</b>	<i>Receipt of Report</i>
<b>Monthly Police Report</b>	<i>Receipt of Report</i>

**MOTION:** Councilman Cline moved to adopt the Consent Agenda. Councilman Counts seconded the motion. By unanimous consent, the Consent Agenda was approved.

#### EMH&T DOWNTOWN TRAFFIC PRESENTATION

Steve Lutz, City Manager, said the presentation will begin the process of evaluating the Four Corners intersection and traffic in the downtown area. He said the engineering firm of EMH&T has put together a study to evaluate the existing and future traffic operations in and around the Four Corners.

Rob Rice, City Engineer, said in August 2006 City Council authorized various studies of the Four Corners turn lane and streetscape configurations. He said EMH&T was selected and started the work in late Summer 2006.

He said four basic services were outlined within the scope of services:

1. Surveying services which included boundary surveys - identifies right-of-way and centerline for any possible future obstructions and possible right-of-way or easement acquisitions  
Topographic surveys - identifies existing features above and below the ground
2. Preliminary engineering for various configurations - Staff worked with the engineering firm to identify

- problematic areas and alignments for different configurations
3. Traffic study - manual traffic count done at the intersection on a Thursday and a Saturday. No particular events were noted which would have skewed the counts. Collected data was used to determine the level of service at the intersection for four separate conditions (existing, new left turn lanes on each leg of the intersection, new left turn lanes on Olentangy Street only, new left turn lanes on Liberty Street only)
  4. Streetscape renderings - to assist in visualizing various improvements and perspective

Mr. Rice said the design of the pavement limits, streetscape elements, grading, utility construction and relocation, and traffic control improvements were incorporated into the preliminary plans for the various configurations. He said preliminary cost estimates will be presented this evening for the various alignments.

Craig Bohning, Vice President, EMH&T, identified and reviewed four different options for the Four Corners intersection:

1. Leave intersection and streetscape in current state
2. Add turn lanes on Olentangy Street only with no turn lane improvements on Liberty Street. Continue brick sidewalk and streetscape going north and south on Liberty Street. Entire widening would occur on the south side of Olentangy Street and would impact parking in that area. Turn lanes would be 150 feet long rather than the standard of 370'. Cost estimate - approximately \$1.2 million
3. Add turn lanes on Liberty Street only with no turn lane improvements on Olentangy Street. Continue brick sidewalk and streetscape going east and west on Olentangy Street. Entire widening would occur on east side. Cost estimate - approximately \$700k
4. Add turn lanes on both Olentangy and Liberty Streets. Continue streetscape all the way to Grace Drive on the east. Cost estimate - approximately \$1.45 million

Mr. Bohning presented the renderings for the options. He indicated the through lanes would be 11' wide by 150' long, which would allow stacking for approximately 6 cars. Councilman Wiencek asked about the impact of lane width on safety and the capacity of traffic. Mr. Bohning said it is more of a matter of an effect on how many cars you can get through an intersection. He said the radii will be taken slower and the stop bars will be pushed back further, placing traffic further from the intersection. He said lane widths are only one component of that.

Mr. Bohning said the rendering showing the northeast corner shows a presumed future building. He said the curb line is exactly where it is today as they took all of the widening to the south. He said on the view looking North from Liberty, all of the widening is taken on the east side of the road as the Kimberly building prevents the pavement from being moved to the west. Councilman Schultz confirmed that the existing building on the northeast corner will not have to be taken down to do the east/west widening but will have to be taken down to do the north/south widening. Mr. Bohning said that is correct as the building is in the right-of-way.

Mr. Bohning said the rendering which views South Liberty looking south shows the encroachment on the Margello property on the corner. Councilman Cline asked if the new development on South Liberty was taken into consideration. Mr. Bohning said they were aware of it and the widening on the east side will only result in the loss of a few parallel parking spaces in front of that development. Mr. Bohning said when looking at the rendering of all four corners it should be noted that the tradeoff was to go to smaller width lanes in order to be able to include landscaping. He said it is important to create streetscape and include the plantings.

Beth Sliemers, Traffic Engineer, EMH&T, said she assisted in the traffic operations study at this intersection. She said they started the process by gathering existing traffic counts at the intersection. She said counts were taken on a Thursday and the following Saturday for approximately 8 hours during the hours of 6-9 a.m., 11 a.m. - 1 p.m. and 4-7 p.m. She said they manually collected the number of vehicles turning and making through movements in order to establish current traffic conditions and this creates a baseline for subsequent analysis. She said they found that the highest volume of traffic occurred on a weekday from 5-6 p.m. (peak hour). Ms. Sliemers said they took that information and conducted intersection capacity analysis which produces a quality measured called Level of Service. She said that level is Graded A-F, from best to worst. She said they used the existing traffic count data to evaluate the intersection. She said this is not a typical intersection as it has volume issues, 11' lane widths and small corner radii which require traffic to turn at a lower speed, and proximity to railroad crossing where there may be up to 4 train crossings in a two hour period. She said all of these must be considered. Ms.

Sliemers said the existing conditions provide Level of Service "F". She said the average delay per vehicle is 100 seconds which means it takes that long to enter and traverse the intersection. She said traffic is very dynamic and can change on any given day but this is the finding based on these traffic volumes. Councilman Wiencek asked about the timing for the light sequence. Ms. Sliemers said the cycling (full rotation) is on average 66 seconds (33 for east-west, 33 for north-south). She said most cars wait through an average of two cycles. She said cycle length and average vehicle wait do not correlate directly. Councilman Meider asked how the weekend delay compares. She said there is a considerable amount of delay for eastbound traffic on the weekends because northbound and southbound turns are permitted. Councilman Meider said as an observer he has noted there is far less traffic on the weekends but it takes far longer to get through the intersection because of the left turns. Ms. Sliemers said they focused on the worst case scenario (peak hour) because any improvements done to fix the worst case would help the Saturday issues.

Ms. Sliemers said they looked at the existing condition as if they had eastbound/westbound turn lanes. She said there are presently turn restrictions between 4-7 weekdays at the intersection and the introduction of those left turn lanes and left turn movements is probably not going to result in a considerable amount of improvement because the problem is there now when there are no left turn movements. She said it is important to know there is some level of benefit by just having turn lanes. Ms. Sliemers said when considering the addition of turn lanes to just two legs, the scenario of the addition of turn lanes to the northbound/southbound lanes was determined to result in the most operational improvement. She said the levels of service of all of the movements were improved to a "D". She said a level of "D" is normal for an urban situation. She said they should not expect "B's" and if they can get to a "D" it is about as good as it gets. Councilman Counts asked if that is because of the high level of traffic. Ms. Sliemers said if they are in an urban setting with a high level of traffic they accept a certain level of saturation just because of the amount of traffic serviced. She said the threshold is different if there is less traffic. Councilman Schultz said on page 8, it says the Liberty Street level is an "F" condition as the average vehicle delay is 136 seconds. Ms. Sliemers said Scenario 3 would improve the overall intersection to a "D" and that is a significant change. Councilman Schultz asked if a level of "D" would cut the delay in half. Ms. Sliemers said it would. Councilman Wiencek asked if the levels are at current traffic volumes and how long would it be before the intersection fails again. Ms. Sliemers said the current traffic values are noted and a normal level of 1% growth would give 10 years at a reasonable level of service.

Ms. Sliemers said Scenario 4 showed the greatest level of improvement but also required improvement at all legs of the intersection. She said that would take the overall intersection to a level "C". Ms. Sliemers recommended all permissive (no green arrows) left turns with a cycle time altered to 120 seconds. She said the intersection is actuated so it will cycle through only if traffic is there. Mayor Grubbs asked for clarification regarding protected versus permissive turns. Ms. Sliemers described protected turns as turns with a green arrow which are not opposing any through traffic and permissive turns as those where traffic has to gauge gaps in the opposing traffic flow. She said the turning volumes are relatively low so a green arrow would not be recommended. Ms. Sliemers said in summary, if only improving two legs of the intersection, northbound and southbound turn lanes would provide a higher level of benefit. She said the best case scenario is turn lanes all around at a higher cost.

Mr. Rice asked Ms. Sliemers to address why north and south Liberty Street would provide the most benefit. Ms. Sliemers said it is a logistical issue with the turn lanes. She said they can continue to prohibit turns as they have the alternative route at Grace Drive. She said northbound and southbound there is no alternative so turn lanes would be beneficial. Councilman Schultz said they can effectively do the same thing by banning left turns going north and south. Ms. Sliemers said they can but there is no reasonable alternative. Mr. Meider asked if it would be beneficial if they restricted eastbound and westbound traffic from making left turns at other times. She said a level of benefit would be seen if they restrict those left turns on Saturday between 11 and 1. She said generally it is pretty restrictive to prohibit turns at all times during the day. She said she observed that there were backups and aggressive driving practices as well. Councilman Wiencek said they have not done that in the past because they did not want to have different hours and days on signage. Ms. Sliemers said she observed that even when traffic was less, there were backups caused by turning vehicles. Councilman Wiencek asked for Ms. Sliemers' feelings about opening Murphy Parkway and whether it would remove the need for turn lanes. Ms. Sliemers said she doesn't think it would alleviate the need for turn lanes and if the opening ever comes to pass it would alleviate traffic only in certain movements such as northbound turn movements. She said it would add some level of benefit but they would still need to store cars that want to turn. Councilman Counts said the traffic count shows the right hand turns (southbound) from Olentangy Street to Liberty Street are the highest numbers and he suspects those people would take Murphy if it was open. Ms. Sliemers said that could allow a 50-

70% reduction in right turn movements. Mayor Grubbs asked if her assumption is that those right turn vehicles are not intending to go anywhere in Powell. He asked on what she based that assumption. She said she based that on previous studies of the Murphy Parkway connection which were conducted within the past 5-7 years.

Mayor Grubbs asked what she, as a Traffic Engineer, would recommend. Ms. Sliemers said she would not recommend just doing eastbound and westbound movements as there would not be a considerable amount of improvement. She said there would be a good benefit from doing northbound and southbound turn lanes but she would suggest that they consider restricting those eastbound/westbound left turn times to further encompass the peak period on Saturdays from 11-1. She said as a Traffic Engineer, she would say the best operation would be achieved by doing all four improvements.

Councilman Schultz said it sounds like the northbound/southbound improvements will make the most impact on aesthetics. He said that would mean the building on the northeast corner may have to come down. He said it is his understanding that the improvements on the eastbound/westbound would impact aesthetics less as it would only remove parking spaces. Mr. Bohning said that is not necessarily the case. He said if they do the north and south legs only the building must come down. He said whichever way they go there will still be streetscape improvements done and aesthetically there would still be a big improvement at the intersection. Discussion continued regarding the extension of turn lanes and streetscape issues as it is extended to the east.

Mayor Grubbs said Powell is relatively unique given its proximity to the railroad tracks. He asked if there are any other recommendations to keep traffic flowing in this main intersection which is near the railroad crossing. Ms. Sliemers said they typically look for an alternative route or an at-grade crossing. She said this is a unique and challenging situation because there are so many dynamics going on in this area. She said there are methods of preemption so the signal communicates what the crossing is doing. Mr. Rice said if the northbound and southbound signal stays green, with no turn lanes, the traffic would be backed up if one car wants to turn right or left. He said any change in the signal or communication with the railroad crossing would be a moot point. Discussion continued regarding various scenarios and signal timing.

Councilman Counts asked if there would be a cost associated with a change to the signal timing. Mr. Rice said a professional can make the timing change in a short time period. He said the distribution of traffic has changed since the timing was originally set up and it may be time to revisit it. Councilman Cline asked about the anticipated level of service for a suburban intersection, which was how Ms. Sliemers described the Four Corners. Ms. Sliemers said a "D" is fairly normal for a suburban/urban intersection versus a rural intersection.

Councilman Counts asked if the adverse effects in the report are identified in order of priority. Ms. Sliemers said they are in a reasonably decent order of priority. She said the left turn lanes would make a significant improvement. Mayor Grubbs asked if, when especially high volume traffic is in the area, it is effective to use traffic police officers to alter the timing of signals. Mr. Rice said they have had an officer manually operating the signal during the Muirfield tournament. Ms. Sliemers said that may be appropriate when there is event traffic.

Councilman Counts asked about the recommendation that left turn lanes will have greatest impact on the intersection. Ms. Sliemers said this is very subjective and theoretically this is the order of importance. Councilman Counts said he was astounded with the volume of right hand turns going south on Liberty or east on Olentangy. Ms. Sliemers said it is a little over one per minute which is not a particularly high number but it is significant as it is enough that it causes a real problem. Mr. Rice said if the lanes are added exclusively on Liberty Street it may allow through movements to proceed more rapidly and reduce the amount of green time on Liberty Street and increase it on Olentangy Street. He said that will impact the overall efficiency of the intersection. Councilman Counts asked if they are concerned that the minimum size turn lanes will not be long enough and the last car will still block the through lanes. Mr. Rice said six vehicles should fit in that area comfortably and even if the seventh car blocks through traffic, not all of the vehicles in front of the seventh vehicle would clear through the intersection during that time.

Mayor Grubbs said this is not an action item but some action will follow at a later date. He said at this time Council is only receiving the report. He said Council does not have a proposed plan of action but this is an important step towards doing that. He said although they would not normally allow public comment, those comments are important.

Mayor Grubbs opened this item to public comment.

Dave Sellers, Village Academy School, 284 South Liberty Street, said the study seems to be focusing only on north/south or east/west. He asked if it makes sense to add turn lanes to the north, south, and east, prohibit left turns and direct traffic to Grace Drive. Mr. Bohning said standard practices do not allow a left turn lane to face into oncoming traffic. He said in this case the turn lane would have to face an island or oppose another turn lane. He said an island would defeat the purpose as it would take the same area as a turn lane.

Ralph Renninger, Kimberly's Diamond Corner, 1 North Liberty Street, asked about connecting Murphy Parkway. He said there were 281 left hand turns at this intersection during the study. He said they are an established business which has been there since 1989 and the proposed widening concerns them as they would lose parking spaces. He asked that Council consider that impact. Mr. Renninger said there are times when left turns are prohibited and a police officer should be posted to give warnings. He said there were 55 illegal left hand turns noted in the study and they should proceed to Grace Drive as they are holding up traffic. Mr. Renninger said the City should buy some land on the north side of Olentangy Street to give them more parking. He said they need parking on the north side, especially if they take the on-street parking away. He said there are two handicapped spots on the street and many of their customers need those. He said one of their tenants is handicapped and they would appreciate getting more handicapped parking in their area. He said he heard applause when he mentioned the extension of Murphy Parkway and he asked if there is a current cost estimate for that connection. Mayor Grubbs said there is not a current estimate. Mr. Renninger said that would eliminate 281 left hand turns. Mayor Grubbs said there are issues with the railroad and a crossing, whether it is a cost to tunnel or make it at-grade. He said there are also issues with how it would connect up on the other side of the road. Mayor Grubbs said the current configuration would not provide an inner belt but would just connect Murphy Parkway to Liberty. Mr. Renninger said it should be considered as a strong alternative before something is done at the Four Corners.

Dan Grumbling, 236 S. Liberty Street, asked why they have not considered split phasing. Ms. Sliemers said they only do that when they have to because it is not a particularly efficient way to do signal operation. Mr. Rice said when the temporary signal first went in, it tested split phasing and it did not work out. He said there is even more traffic now. Mr. Grumbling asked why Murphy Parkway is blocked off. Mayor Grubbs said the barricades will be removed within the next 30 days. Mr. Rice said it does not connect with Liberty but dead ends into trees.

Tom Ritchie, 230 Hopewell Court, asked how the Three Pillar development will impact this. He said they were required to do a study and asked if that was included as part of this study. Eric Fischer, Development Planner, said they did a traffic study of how they would impact overall traffic but as the downtown develops more people will want to come downtown. He said that will affect traffic as the area becomes a destination point. Mr. Lutz said as part of their development and part of the approval process, the developer did a study and has placed funds with the City so they are contributing toward intersection improvements. Mayor Grubbs said any developments occurring in the downtown will be required to follow that process and if a study determines they will add to the burden on the intersection, they will be required to set aside funds to contribute toward that.

Mr. Ritchie asked how the amount of traffic from the Three Pillar development will impact the intersection. Mayor Grubbs said the intersection is already an "F" and it will only make it worse. He said their traffic study was designed to determine their incremental addition to that and provide a funding mechanism so they can pay their fair share.

Vince Margello, 117 Lazelle Road, said from his viewpoint as a developer, he thinks Council needs to look at what is being developed in the area. He said most of the development is taking place to the north. He said years ago he would have said to put in turn lanes but he is not sure now. He said turn lanes should be northbound and southbound because Grace Drive is available. He said Bennett Parkway is available for southbound traffic. Mr. Margello said the problem is now on Liberty Road. He said he does not think they will solve the problem by adding turn lanes on Olentangy Street. He said the railroad track is a blockade that must be considered.

Larry Coolidge, 78 W. Olentangy Street, presented a summary of correspondence from Joyce Barris from the Ohio Heritage League. She said they must determine which direction they want to go; to follow the

guidelines of the Mainstreet Programs or urbanize the area. He said before they put a million dollars into street improvements in the downtown by adding turn lanes, the million dollars should be put into Murphy Parkway. He suggested the addition of turn signals at Grace Drive. He asked how Mr. Wiencek drives home at night. Councilman Wiencek described his trip home. He said if they connected Murphy Parkway he would still drive the same way. Mr. Coolidge said that is the problem: everyone is trying to find another way to get home. He said if this was a perfect community and they could start with a blank slate they would not have what they have. He said the building is not in the road right-of-way; the building was there first. Mr. Coolidge said if they want to be a pedestrian community and have the Mainstreet Program be successful, they must be able to have people cross the street safely. He said if they make the turn lane improvements it will just draw more traffic.

Chris Freiheit, 24 E. Olentangy Street, asked if curb cuts close to an intersection are less desirable than those further back from the intersection. He said the plan shows his curb cut on North Liberty replaced with a paver walkway. Mr. Bohning clarified the markings shown on the drawing. Discussion continued. Mr. Rice said this is a preliminary plan. Councilman Schultz said the consultants were hired to do the intersection design and they were not asked to study the position of potential curb cuts. He said he understands it may make sense to have them further from the intersection.

Kim Renninger, Kimberly's Diamond Corner, 1 North Liberty Street, said they discussed an issue similar to this about fifteen years ago. She said Council needs to consider what is best for the community. She said the Columbus Zoo is one of the biggest attractions in the state, they have traffic volumes and a train that they cannot control but they can control how the traffic comes through the City. She said most of the traffic just wants to drive by and they should attempt to control the things they can, not the things they cannot.

Larry Coolidge said Mr. Stavroff would like to get going on his building one way or another. He asked Council if they could set a date when they can meet and show opposition to that building being demolished. Mr. Lutz said it is premature at this point because there are not plans proposed and if the property owner decides to proceed with renovating or building a new building, he may. Mr. Coolidge said the owner has been through HDAC and Planning and Zoning and has been approved. He asked if the property owner can start the renovations. Mayor Grubbs said it is Council's position that the owner may not proceed as they are trying to get a look at what to do in this area. He said they do not want any landowner to invest thousands of dollars improving a property and have that investment wasted by improvements that may take place at some point in the future. He said he is not saying that is the case, but if there are improvements to be made that say the improved property must come down, it would require the taxpayers to pay for it. Mayor Grubbs said they want to use this process to identify what is the best way to address this issue for the future so it will minimize the impact. He said Mr. Stavroff has an agreement with the City and he is considering a new plan for that structure. He said the agreement states they will not take the right-of-way unless Mr. Stavroff has another type of plan approved by Planning and Zoning. He said it is his understanding that is what Mr. Stavroff is proceeding to do. He said Council wants to address the issue in a way that will solve the problem at the lowest cost to the taxpayers and landowners. He said the technical aspect has been presented this evening and Council understands that is one aspect. He said they understand that historic value, aesthetics, and pedestrian safety have to be considered in any decision. He encouraged public input.

Mr. Coolidge said he would like to see a date set so that anyone opposed to the demolition of the building has a right to speak and be listened to. Mayor Grubbs said there was a Public Hearing at the time of the right-of-way acquisition. Mr. Coolidge said the paper said the acquisition was for a "10 foot sliver" and that will mean the demolition of the oldest building standing in Powell. He said when the City offers \$130k for that "sliver" it is not just buying an easement, they are encouraging him to demolish the building. Mayor Grubbs said if the solution is to extend the turn lanes, the only way to do that is to extend them to the east, which would require the demolition of the building. He said the City would not purchase the entire property as there is still developable land and the decision was made to only buy what they may need. He said the development of a bypass may have made the City better but it did not happen. He said they are trying to avoid going from one decision to another which continually reduces the options available. He said he thinks they all agree that it is time to address this issue.

Councilman Schultz thanked EMH&T for an excellent job. He said their ability to interpret data and provide answers this evening was excellent.

Dan Grumbling asked how long the construction of turn lanes would take. He asked if the Council has

considered the impact that would have on the downtown businesses. Mayor Grubbs said they are not near those types of decisions but he assured him Council will be sensitive to the business owners. He said there is nothing this Council is trying to do to the detriment of the business owners in the downtown. He said they are trying to improve the area so businesses will thrive. He encouraged the audience to sign up if they would like a copy of the EMH&T report. He said notice will be sent out when this issue comes before Council again.

A five minute recess was called. The meeting was re-adjourned at 10:42 p.m.

**RESOLUTION 2007-04: A RESOLUTION TO ESTABLISH THE HISTORIC DOWNTOWN POWELL FUND.**

Mr. Lutz said the City hired Anna Steck as Downtown Coordinator to help establish Historic Downtown Powell Inc. and this fund must be established for accounting purposes so any funds or donations can be funneled to this establishment. He said the Delaware County Commissioners provided \$5k in donation toward this account. Mayor Grubbs said this will be a temporary account as the Downtown group is now incorporated and will be establishing their own bank account.

Mayor Grubbs opened this item to public comment. Hearing none, he closed the public comment session.

**MOTION: Councilman Cline moved to adopt Resolution 2007-04. Councilman Counts seconded the motion. By unanimous consent, Resolution 2007-04 was approved.**

**SECOND READING: ORDINANCE 2007-15: AN ORDINANCE IMPOSING ASSESSMENTS ON PROPERTIES FOR SIDEWALK REPAIR AND REPLACEMENT AND CERTIFYING THE ASSESSMENTS TO THE DELAWARE COUNTY AUDITOR FOR COLLECTION.**

Mr. Lutz said this is the second reading of this ordinance which places assessments against properties which received new sidewalks as part of the mandatory sidewalk repair. He said to date 12 of the 30 property owners have submitted payments in lieu of the assessment.

Mayor Grubbs opened this item to public comment. Hearing none, he closed the public comment session.

**MOTION: Councilman Cline moved to adopt Ordinance 2007-15. Councilman Counts seconded the motion.**

**VOTE: Y 6 N 0**

**SECOND READING: ORDINANCE 2007-17: AN ORDINANCE ENACTING SECTION 333.03.2 OF THE CODIFIED ORDINANCES TO ESTABLISH A SPEED LIMIT ON MURPHY PARKWAY OF 25 MPH.**

Mr. Lutz said this item was discussed in detail at the last City Council meeting. He said this ordinance reduces the speed limit on Murphy Parkway from 35 to 25 mph. He said this is proposed to take place in conjunction with the removal of the barricades on the parkway. He said when this ordinance was drafted it was discovered that the speed limits on East Case, Depot, Scioto and Hall Street were not codified when their speed was reduced ten years ago. He said this ordinance would also place that change in the codified ordinances.

Mayor Grubbs asked if the title of the ordinance should be changed to include the other streets. Gene Hollins, Law Director, said that is not necessary as long as they are included in the body of the ordinance.

Mayor Grubbs opened this item to public comment. Hearing none, he closed the public comment session.

Councilman Schultz asked if Mr. Wiencek received the information he requested from Chief Vest. Councilman Wiencek said Chief Vest felt the 10 mph speed limit was appropriate on East Case, Depot, Scioto and Hall Street and he recommended they not adjust the speed.

**MOTION: Councilman Cline moved to adopt Ordinance 2007-17. Councilman Counts seconded the motion.**

**VOTE: Y 6 N 0**

**FIRST READING: ORDINANCE 2007-18: AN ORDINANCE MODIFYING APPROPRIATIONS FOR THE CALENDAR YEAR 2007.**

Debra Miller, Finance Director, detailed the modifications within the appropriations:

- The original budget estimated the ending balance in the Police Construction Budget and after review it was found there were additional monies that were not encumbered at year end. This allows them to spend those monies on change orders and additional items.
- The ability to transfer or spend the \$5k donation made from the County Commissioners which will go into the newly created HDP fund

Councilman Cline asked if this is an increase of the overall budget for the Police Fund or is this encumbering funds that had been encumbered and expired. Ms. Miller said it is both in that it is the \$2.75 million plus the interested earned.

Mayor Grubbs opened this item to public comment. Hearing none, he closed the public comment session.

**MOTION: Councilman Cline moved to suspend the rules in regards to Ordinance 2007-18. Councilman Counts seconded the motion.**

**VOTE: Y 6 N 0**

**MOTION: Councilman Cline moved to adopt Ordinance 2007-18. Councilman Counts seconded the motion.**

**VOTE: Y 6 N 0**

**FIRST READING: ORDINANCE 2007-19: AN ORDINANCE AUTHORIZING THE CITY MANAGER TO GRANT A WATERLINE EASEMENT FOR WATER SERVICE TO DEL-CO WATER COMPANY, INC. OVER A PORTION OF MURPHY PARK WITHIN THE CITY OF POWELL AND DECLARING AN EMERGENCY.**

Mr. Lutz said due to a private development/retail center on the southwest corner of Murphy Parkway and Olentangy Street, Del-Co is requiring an additional fire hydrant. He said they recommend the hydrant is placed on City property in a portion of Murphy Park. He said the proposed location has no adverse impact on the park and this type of request has been granted in the past. He said Staff recommends approval.

Mayor Grubbs opened this item to public comment. Hearing none, he closed the public comment session.

**MOTION: Councilman Cline moved to suspend the rules in regards to Ordinance 2007-19. Councilman Counts seconded the motion.**

**VOTE: Y 6 N 0**

**MOTION: Councilman Cline moved to adopt Ordinance 2007-19. Councilman Counts seconded the motion.**

**VOTE: Y 6 N 0**

**COMMITTEE REPORTS**

**Development Committee:** No report. Next Meeting: April 3rd, 6:30 p.m.

**Finance Committee:** Councilman Cline said they met last week and received a presentation from a law firm that would be interested in helping the City collect taxes that are identified as owed but unpaid. He said they will continue to work on the Capital Improvements Issues. Next Meeting: April 10th, 7:30 p.m.

**Operations Committee:** No report. Next Meeting: April 2nd, 7:30 a.m.

**CITY MANAGER'S REPORT**

Mr. Lutz said the Police Department will start to move over to the new facility starting Thursday. He said it will be a soft opening which will take place over the next week or two. He said at the next Council meeting there will be a presentation regarding the proposed parking lot plans for the Village Green. Councilman Wiencek asked if they will receive a copy of the plan in packets. Mr. Lutz said they will.

**OTHER COUNCIL MATTERS**

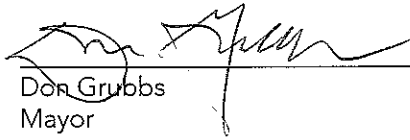
Mayor Grubbs asked for the input of Council regarding how they should proceed now that they have the

study information from EMH&T. A lengthy discussion continued regarding a possible decision process and solutions. No consensus was reached among the members of Council.


**ADJOURNMENT**

The meeting was adjourned at 11:33 p.m.

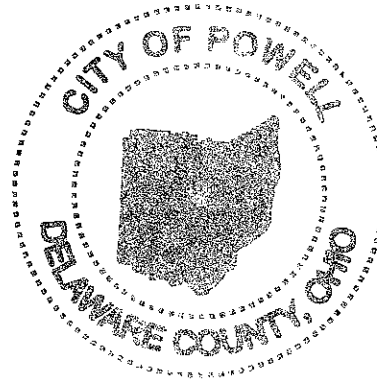
**DATE MINUTES APPROVED: April 3, 2007**

  
Don Grubbs  
Mayor

4-16-07  
Date

  
Susie Ross  
City Clerk

4-17-07  
Date



**City Council**

Don Grubbs, Mayor

Richard Cline

Tom Counts

Elmer Meider

Bill Morton

Art Schultz

Dan Wiencek