

CITY OF GROVE CITY, OHIO

COUNCIL MINUTES

June 27, 2017

Special Meeting

The special meeting of Council was called to order by President Schottke at 6:30 p.m. in the Council Chambers, City Hall, 4035 Broadway.

Roll was called and the following members were present:

Steve Bennett

Steven Robinette

Roby Schottke

Ted Berry

1. President Schottke recognized Mayor Stage, who called upon Mike Keller, Consulting Engineer, for a presentation and update on the Town Center Plaza and Columbus Street extension.

* Mr. Davis arrived at 6:38 pm

Mr. Keller provided updated information, attached hereto, to Council. He said they are looking for input and some direction from Council on how to proceed. He started with an overview of the area and potential connectivity to the Westgate subdivision area. He explained that the City's portion of the project will go up to the railroad tracks at Columbus Street and he said they have continued to work with the Railroad to push forward a new crossing. He reviewed the preliminary plaza and shared street design. He reviewed the preliminary scale of the plaza size-at 0.40 acres. This is a quarter of the size of the Gold Star Memorial Plaza. He showed the connectivity to the proposed Beulah Park development. It now shows flow with Lincoln Street. He then shared the latest discussion with the Railroad. They have agreed to do a one-to-one switch with Grant Ave. He said plans have been submitted to the Railroad as of last week. He shared a comparison of what size truck could service the businesses on Grant Ave. It showed the largest size to be 40 feet long. He said additional land would need to be secured to create an alley to connect to the new parking lot for the trucks to maneuver around. This is only one option. Another could be posting "no outlet".

Mr. Keller shared options for the Plaza project. He said under every option, they used the most expensive scenario. He also noted that they situated the options to minimize the amount of property that would need to be purchased. Option One is Roadway only at \$6,224,748.00. Option Two is Roadway and Plaza at \$8,260,198.00. Option Two A is Roadway and purchase land for Plaza at \$6,772,198.00. Option Three is Roadway, Plaza and Surface Parking at \$11,928,550.00 adding 119 parking spaces. Option Four incorporates a two-story parking structure at \$15,501,698.00 with 190 parking spaces. He said there is more maintenance on a parking structure than with surface parking. He then shared some alternate parking options along the railroad tracks. He said as development comes, parking is something we need to be ready for.

President Schottke took questions and comments from Council Members:

Mr. Bennett asked how water run-off would be handled. Mr. Keller said there would be underground stormwater quality management with proper grading. Mr. Bennett asked how much more a three story parking garage would be. Mr. Keller said about \$2,000,000.00 more.

Mr. Berry commented that these figures don't include any new buildings. He also commented that the ancillary costs in the presentation are very preliminary.

Mr. Robinette said parking is normally the responsibility of the developer. He asked what makes this different. Mr. Boso, City Admin., commented that in the redevelopment of the downtown, it would be a negotiated part of a development package. He said he would not envision taking on these parking improvements without a development partner. He said who would pay for what portion would be part of the overall deal.

Mr. Davis asked if the land acquisition costs were conservative or might they be more. Mr. Boso said the figures shown are based on appraisals we received, with a 10% increase. They are hopeful to get them in that range.

Mr. Schottke asked if it was possible to curve the road more along the edge of the plaza rather than going through the middle; to allow for more calming of traffic. Mr. Keller said that could occur, however the redevelopment would then be pushed to one side of the plaza rather than framing the Plaza on both sides. He said the way this is laid out there are two opportunities for redevelopment and have an open feel. This layout optimized preserving the redevelopment area for both parking and structures.

Mr. Bennett said by kicking the can down the road, this will only cost more. He said even though this is a large expense, it won't all come from the City and it will help incentivize the District. He asked about other access points. Mr. Keller said the Beulah Park plan is in the preliminary stage.

Mayor Stage said in 30 years there have been many visions. This one is pretty broad. Other developments paid for the roads, etc. He said this one is different. He said the Administration is not making a suggestion yet because they don't know how the math works. He said with all the monies being taken away from the State, we are in a position that we haven't been in for many years. He said their recommendation is to get the road to the railroad tracks. The rest needs partnership and developer input. How we pay for the road is in question. We need a financial model that makes sense for our taxpayers.

Mr. Berry commented that he agrees with the Mayor and there are other projects that need reviewed - including Demorest Road and Southwest Blvd. improvements. Those are estimated at \$7 mill. and \$2 mill. respectively.

Council discussed the potential for this project and related it to the Beulah Park project. Mr. Robinette asked where the point of no return is on the railroad crossing. Mr. Keller said the Railroad knows we won't submit a find request until all the pieces line up. He said there is a pause in the process that can be taken, if needed. Mr. Robinette asked if we have development for east of the railroad. Mr. Boso said no. There is one potential one.

President Schottke opened the floor to anyone present who had comments:

Mr. Roger Burkett, business partner on Grant Ave., commented that the review of Grant Ave. on page 11 shows a truck that is smaller than what they need for their business. He asked what happens to semi truck traffic if this all comes together. Mr. Keller said they looked at what was the largest truck that could be accommodated with the space, including the CSX property. He said this is a typical design that can get through without acquiring additional property. He said the traffic routing shown would not accommodate an 18-wheeler. Mr. Burkett commented that he

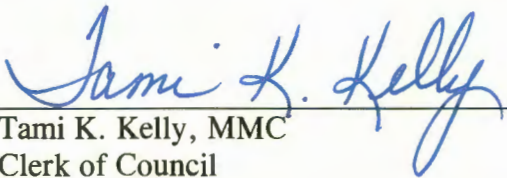
can't conceive why anyone would do this to an existing business. He said this is an unbelievable situation to put an existing business through. He said they are the immediate neighbor and they use that crossing daily. He said he isn't opposed to Beulah Park development and it should be developed into something really nice. However, you don't need the Columbus Street crossing to do so.

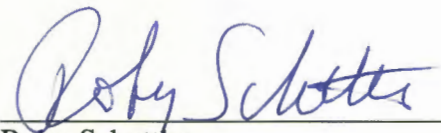
Ms. B.J. Jester, Lincoln Ave., said she is directly affected by this. She said she was approached to sell her home and was astounded. She said she doesn't think the Beulah Park neighborhood has been asked about how this affects them. She said she has the best kept secret neighborhood in town. She said there are other entrances into Beulah Park without needing another railroad crossing. She said she feels they are bypassing their neighborhood, when it could be integrate into the Beulah Park plan.

Mr. Dan Baker, 3455 Cleveland Ave., asked why this wouldn't this be tied in with Cleveland Avenue, put the crossing there since you already have the road in place. Then, Columbus Street could go directly into Cleveland Ave. and the entire right side could be used for the Plaza.

After comments from Council and Administrative staff members, a motion to adjourn was approved by unanimous consent.

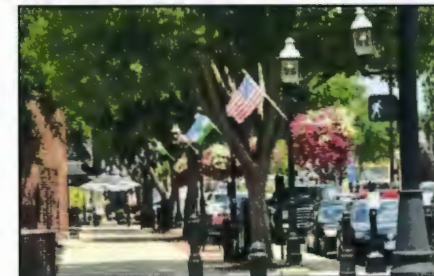
Council adjourned at 7:57 p.m.


Tami K. Kelly, MMC
Clerk of Council


Roby Schottke
Chair



Columbus Street Extension, Plaza and Railroad Crossing



City Council Meeting
Updated: June 27, 2017

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Project Location



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Discussion Topics

- Town Center Plaza Goals
- Preliminary Plaza/Shared Street Design
- Beulah Park Property Connectivity
- Relocated Railroad Crossing & Grant Avenue Options
- Improvement considerations included with evaluation:
 - Land Acquisition
 - Parking
 - Design/Construction
 - Contingency



Town Center Plaza Goals

- Contribute to a desirous public realm and civic environment focused on social offerings, openness and quality aesthetics
- Provide for and create:
 - Additional Public Gathering Space
 - Additional Redevelopment Area
 - Enhanced Connectivity between Town Center and Beulah Park



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Preliminary Plaza/Shared Street Design

- Primary Design Aspect
 - Openness of the shared public realm by the various modes of travel is a predominant factor in fostering the desired “plaza” feel as well as regulating safe travel
- Supporting Design Considerations
 - Narrowed two lane street
 - Flush curbs with street delineation provided through brick/decorative concrete banding
 - Focus on public open space and flexibility over defined traffic movements
 - Evoke feeling of walking through a vibrant social space through incorporation of various streetscape elements
 - Open access to amenities





Preliminary Plaza/Shared Street Design



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Preliminary Plaza/Shared Street Design



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Perspective on Plaza Scale/Sizing (0.40 Ac.)





Beulah Park Property Connectivity

- City Considerations
 - Consistency with the approved preliminary development plan (CR-16-15)
 - Compliance with general principles of the conceptual framework (CR-15-14)
- Developer Considerations
 - Rezoning application submitted (April 2017)
 - Connectivity to Town Center



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Railroad Crossing Relocation

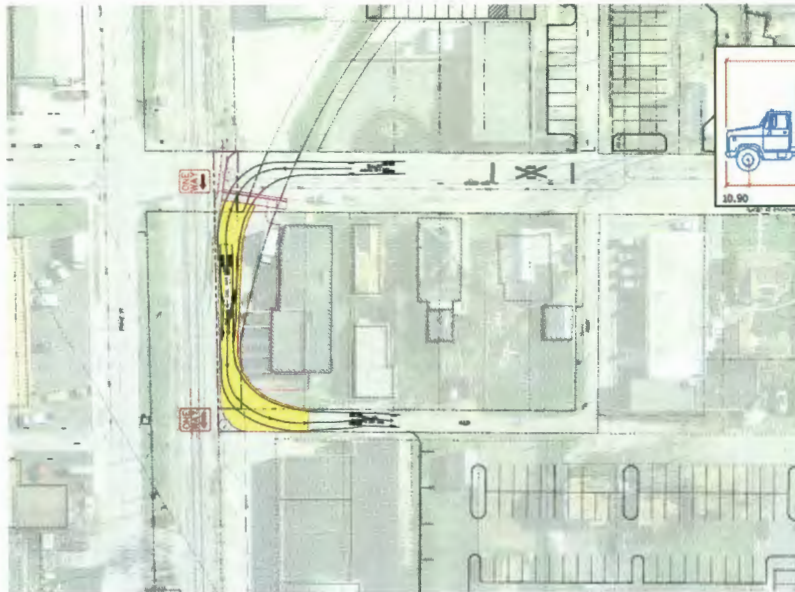
- Met with Genesee-Wyoming (G&W) railroad to discuss "relocated" crossing
 - January 2016, September 2016, April 2017
- Conceptual planning and detailed engineering (at-grade crossing)
 - Completed: evaluation of existing conditions, design constraints and conceptual layout
 - Upcoming: meet with G&W and Public Utility Commission (PUCO) to review concepts and coordination
- Relocated crossing and associated abandonment of existing Grant Avenue crossing requires approval by PUCO
 - Typically two crossings to be closed for every "new" crossing requested
- Formal Engineering Plan Submittal was made June 2017
- General Schedule

– Concept Planning and Coordination	6/16-9/16
– Preliminary Engineering	10/16 – 12/16
– Final Engineering	1/17-7/17
– Legal Process (assume 4 months)	6/17 – 10/17
– Potential Bidding/Funding Legislation	TBD*
– Potential Construction Start	TBD*

TBD* = Railroad improvements to be coordinated with private onsite Columbus Street Extension (west of railroad tracks) to ensure connectivity/functionality of roadway network when crossing and closure completed.



Grant Avenue Railroad Crossing Closure



- Vanson Properties LLC
- CSX Property
- Burket Property



- Grant Avenue – Alternatives if Closure Occurs
 - Access/Connectivity Along Railroad
 - Requires land acquisition from CSX, Vanson Properties LLC and Burket
 - Access/Connectivity to new Parking Area
 - No Outlet Signage

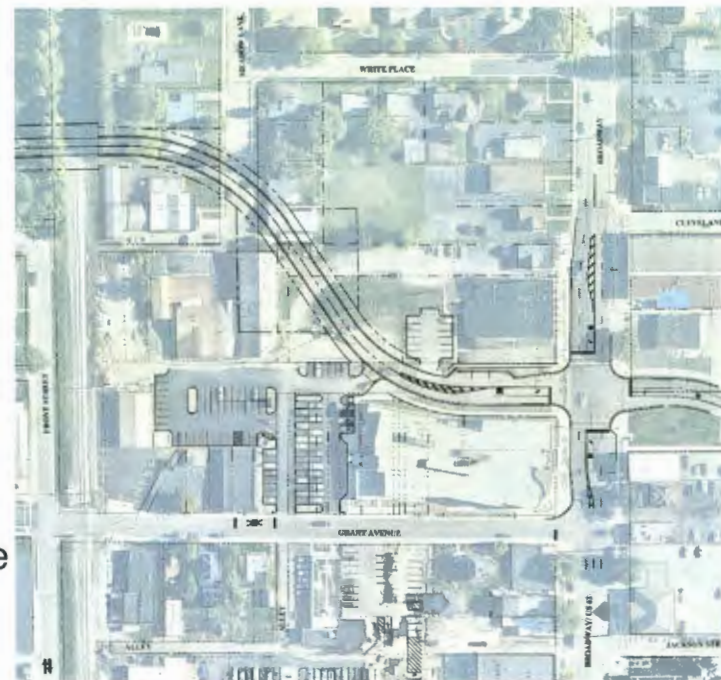
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Improvement Options

- Four options focused on providing enhanced connectivity between Beulah Park and Town Center have been evaluated and include one or more components of the following:
 - Roadway Extension
 - Railroad Crossing
 - Grant Avenue Closure
- Additionally, some of the evaluated options focused on creating public gathering space as well as areas capable of accommodating future parking needs.
 - Plaza
 - Parking (surface and/or structured)





Improvement Option 1 – Roadway Only



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Improvement Option 1 – Roadway Only

Roadway, Railroad Crossing, and Grant Avenue

Professional Services	\$299,848
Construction	\$3,015,000
Private Utility	\$200,000
Land Acquisition	\$2,144,000
Sub-Total Cost:	\$5,658,848

Contingency \$565,900

Total Cost: \$6,224,748

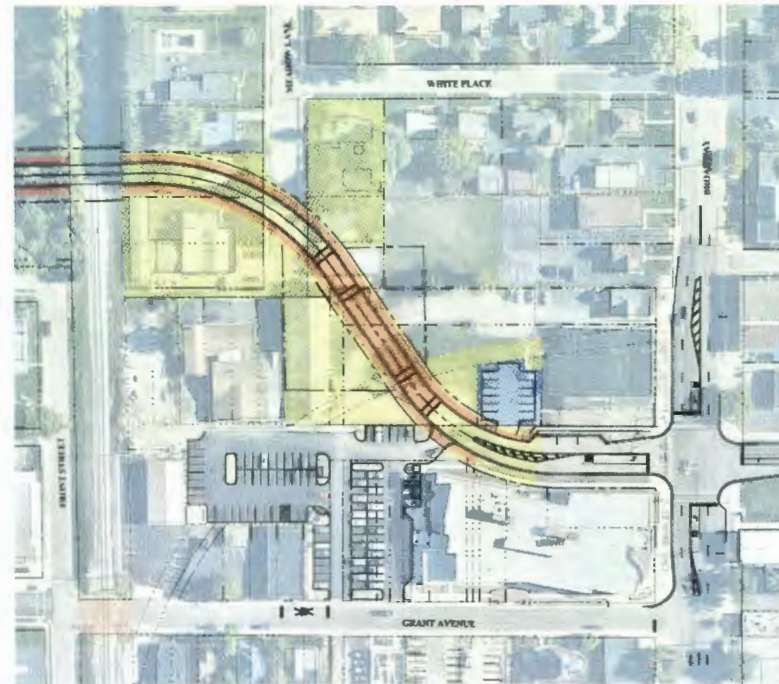
Funded: (\$162,848)

TOTAL UNFUNDED COST \$6,061,900

Number of Parking Spaces 0

Parcels Impacted: 11

(8 for Columbus Street Extension + 3 for Grant Avenue Connector)





Improvement Option 2 – Roadway and Plaza



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Improvement Option 2 – Roadway and Plaza

Roadway, Railroad Crossing, and Grant Avenue

Professional Services	\$299,848
Construction	\$3,015,000
Private Utility	\$200,000
Land Acquisition	\$2,144,000
Sub-Total Cost:	\$5,658,848

Plaza

Professional Services	\$30,000
Construction	\$1,350,000
Private Utility	\$0
Land Acquisition	\$470,450
Subtotal Cost:	\$1,850,450
Contingency	\$750,900
Total Cost	\$8,260,198
Funded:	(\$162,848)
TOTAL UNFUNDED COST	\$8,097,350

Number of Parking Spaces 0

Parcels Impacted: 11

(8 for Columbus Street Extension + 3 for Grant Avenue Connector + 0 for Plaza -- ONLY REQUIRES ADDITIONAL LAND FROM PARTIAL TAKES)

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Improvement Option 2A – Roadway and Plaza (Land Only)

Roadway, Railroad Crossing, and Grant Avenue

Professional Services	\$299,848
Construction	\$3,015,000
Private Utility	\$200,000
Land Acquisition	\$2,144,000
Sub-Total Cost:	\$5,658,848

Plaza

Professional Services	\$30,000
Construction	\$0
Private Utility	\$0
Land Acquisition	\$470,450
Subtotal Cost:	\$500,450
Contingency	\$612,900
Total Cost	\$6,772,198
Funded:	(\$162,848)
TOTAL UNFUNDED COST	\$6,609,350



Number of Parking Spaces 0

Parcels Impacted: 11

(8 for Columbus Street Extension + 3 for Grant Avenue Connector + 0 for Plaza -- ONLY REQUIRES ADDITIONAL LAND FROM PARTIAL TAKES)

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Improvement Option 3 – Roadway, Plaza and Surface Parking



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Improvement Option 3 – Roadway, Plaza and Surface Parking

Roadway, Railroad Crossing, and Grant Avenue

Professional Services	\$299,848
Construction	\$3,015,000
Private Utility	\$200,000
Land Acquisition	\$2,144,000
Sub-Total Cost:	\$5,658,848

Plaza + Parking (Surface)

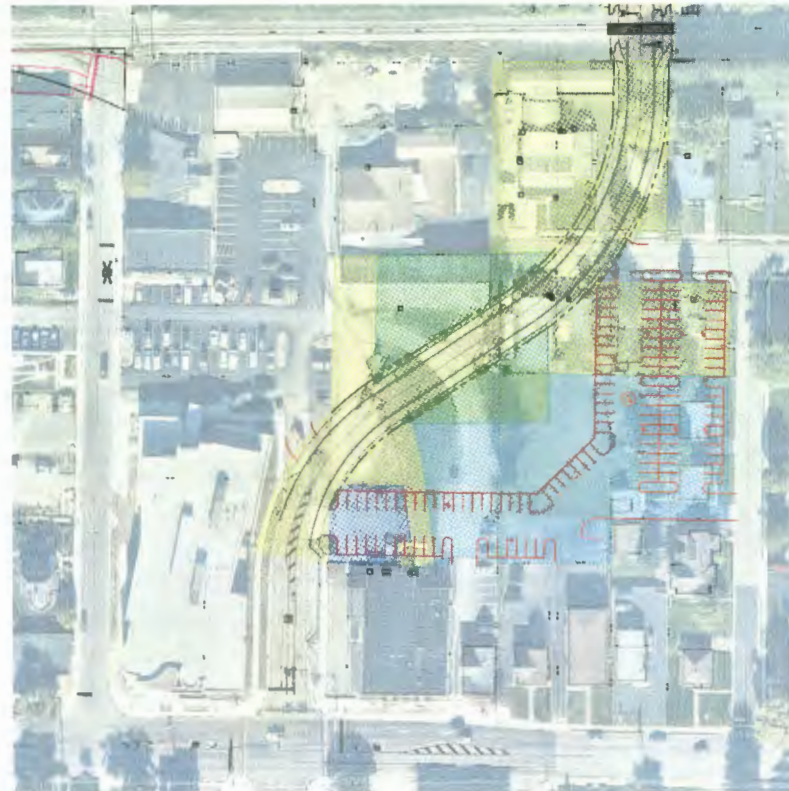
Professional Services	\$308,460
Construction	\$3,206,400
Private Utility	\$100,000
Land Acquisition	\$1,570,450
Subtotal Cost:	\$5,185,310

Contingency	\$1,084,400
Total Cost	\$11,928,558
Funded:	(\$162,848)
TOTAL UNFUNDED COST	\$11,765,710

Number of Parking Spaces 119

Parcels Impacted: 15

(8 for Columbus Street Extension/Plaza + 3 for Grant Avenue
Connector + 4 for Parking)



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Improvement Option 4 – Roadway, Plaza and 2-Story Structure Parking



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Improvement Option 4 – Roadway, Plaza and 2-Story Structure Parking

Roadway, Railroad Crossing, and Grant Avenue

Professional Services	\$299,848
Construction	\$3,015,000
Private Utility	\$200,000
Land Acquisition	\$2,144,000
Sub-Total Cost:	\$5,658,848

Plaza + Parking (Structure)

Professional Services	\$469,200
Construction	\$6,284,000
Private Utility	\$100,000
Land Acquisition	\$1,762,450
Subtotal Cost:	\$8,615,650
Contingency	\$1,409,200
Total Cost	\$15,501,698
Funded:	(\$162,848)
TOTAL UNFUNDED COST	\$15,338,850



Number of Parking Spaces 190 (40 surface, 150 structured)

Parcels Impacted: 15

(8 for Columbus Street Extension + 3 for Grant Avenue Connector + 4 for Parking)

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Alternate Parking – Area 2

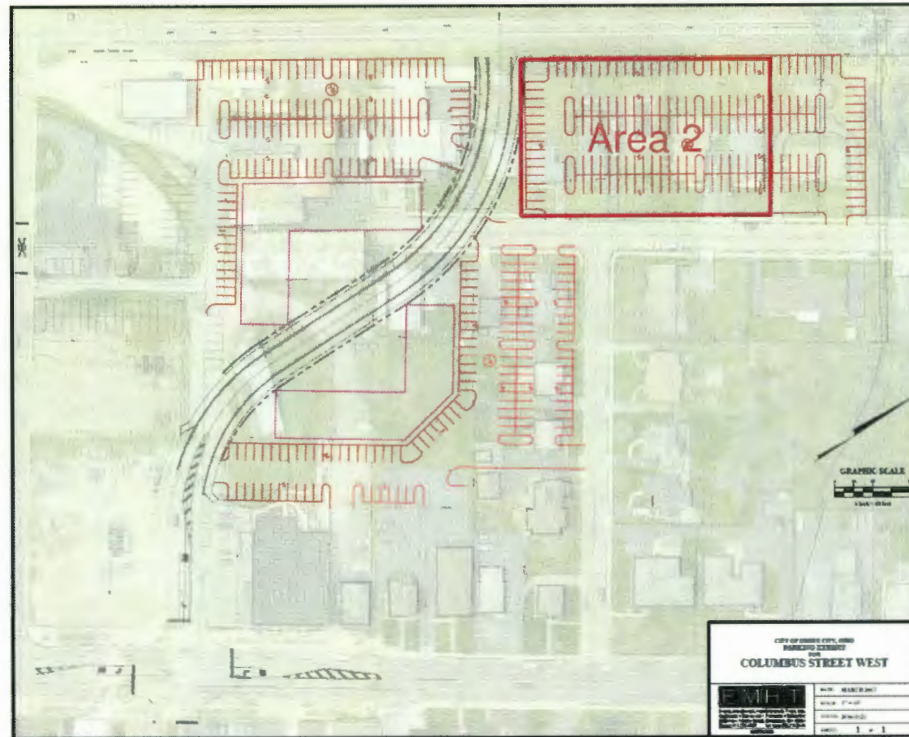
Surface Parking (116 Spaces)

Professional Services	\$ 226,200
Construction	\$1,508,000
Private Utility	\$ 100,000
Land Acquisition	\$1,500,000
Total Cost (Surface):	\$3,334,200

Structure Parking (268 Spaces)

Professional Services	\$ 514,560
Construction	\$6,432,000
Private Utility	\$ 100,000
Land Acquisition	\$1,500,000
Total Cost (Structure):	\$8,546,560

Parcels Impacted: 6





Overall Summary

Columbus Street Extension, Plaza, and Railroad Crossing and Parking

	Option 1 Roadway Only	Option 2 Roadway and Plaza	Option 2A Roadway and Plaza (<u>Land Acquisition Only</u>)	Option 3 Roadway, Plaza, and Parking (Area 1)	Option 4 Roadway, Plaza, Parking w/Structured Parking (Area 1)
COLUMBUS STREET EXTENSION					
SUBTOTAL	\$4,326,848	\$4,326,848	\$4,326,848	\$4,326,848	\$4,326,848
RAILROAD CROSSING					
SUBTOTAL	\$1,020,000	\$1,020,000	\$1,020,000	\$1,020,000	\$1,020,000
GRANT AVENUE CLOSURE/IMPROVEMENTS					
SUBTOTAL	\$ 312,000	\$ 312,000	\$ 312,000	\$ 312,000	\$ 312,000
PLAZA					
SUBTOTAL	\$ -	\$ 1,850,450	\$470,450	\$ 1,850,450	\$ 1,850,450
PARKING					
No. of Parking Spaces - Surface Parking	0	0	0	119	40
No. of Parking Spaces - Structured Parking	0	0	0	0	150
Total No. of Parking Spaces	0	0	0	119	190
SUBTOTAL	\$ -	\$ -	\$ -	\$ 3,334,860	\$ 6,583,200
CONTINGENCY (10% OF TOTAL EST. COST)					
SUBTOTAL	\$ 565,900	\$ 750,900	\$ 612,900	\$ 1,084,400	\$ 1,409,200
TOTAL PROJECT COST/INVESTMENT	\$6,224,748	\$ 8,260,198	\$ 6,742,198	\$11,928,558	\$15,501,698
TOTAL PREVIOUSLY FUNDED	(\$162,848)	(\$162,848)	(\$162,848)	\$162,848	\$162,848
TOTAL UNFUNDED PROJECT COST/INVESTMENT	\$ 6,061,900	\$ 8,097,350	\$6,579,350	\$11,765,710	\$15,338,850

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Potential Outstanding Costs for Beulah/Town Center Connectivity and Enhancements

Potential Town Center/Columbus Street Improvements

Columbus Street Extension, Railroad Crossing	\$6,061,900
Plaza (Land Only)	\$470,450
Plaza	\$1,565,000
Parking	\$3,670,000 - \$7,240,000
OVERALL INVESTMENT	\$6,061,900 - \$15,340,000

Beulah Site/Ancillary Improvements

Park Land Purchase (Assume 50 Acres)	\$0 - \$1,250,000
Park Development	\$2,000,000 - \$5,000,000
Sanitary (estimated)	\$250,000
ANCILLARY INVESTMENTS	\$2,250,000 - \$6,500,000

COMMENTS/DISCUSSION



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