

**Minutes of the Meeting of the Service and Finance Committees of Council
Held in the Council Chambers of the Municipal Building
On Monday, March 21, 2022, at 6:30 P.M.**

Jennifer Demaline, Chair of the Service Committee, called the meeting to order.

Service Committee Members Present

Chair, Ward 1 Councilwoman Jennifer Demaline
Ward 3 Councilman Tony Moore; Councilman-at-Large Craig Witherspoon

Finance Committee Members Present

Chair, Councilwoman-at-Large Tammy Holtzmeier
Ward 3 Councilman Tony Moore; Ward 2 Councilman Dennis McBride

Others in Attendance

Law Director John Gasior; Council President Brian Fischer; Mayor Bryan Jensen; Ward 4 Councilman Scott Radcliffe; Planning/Economic Development Coordinator Pam Fechter; City Engineer Ryan Cummins; Zoning Enforcement Officer Jill Clements; Finance Director Bill Logan; Safety/Service Director Duane Streater; Clerk of Council Barbara Brooks; Dylan Reynolds, Chronicle Telegram; John Damrath, CESO Engineering

Discussion of the 2022 Sidewalk Program

Mayor Jensen stated that the reason they were here tonight is because the way we have done the sidewalk programs in the past is not working for the amount of sidewalks that Council would like to start putting in at a time. He said that before he was on Council, we were just doing small sections of the City; we were not doing any vast sidewalk programs at all. So it made it kind of simple in terms of how we did it. Where we started running into a problem was back three years ago when we did the Rt. 83 sidewalk project and were trying to do the maintenance of traffic and each individual homeowner was working on trying to install sidewalks themselves. So at that point, the City kind of took that over and expended a little bit of expense but also managed the program. The Mayor said, so he wanted the two Committees to hear from Mr. Cummins of how we did the sidewalk programs in the past, some of the programs that we have and the numbers that we have in terms of how it becomes more difficult to do now than at the level we used to do it before. Also, there is some difficulty on the personal level where a property owner will say they do not have the money to install the sidewalk or there will be delays with their contractor and then the City is waiting and that does not happen, etc. Ms. Clements, the Zoning Enforcement Officer, has not had a lot of opportunity to deal with this so being new to it, it is going to be frustrating for her. So if we can come to an agreement within the next week or so and move forward, the Mayor said he thought it will make it so much easier to try to come up with something that works and will make the program go quicker.

Mr. Cummins explained that the way things had been done largely in the past when there were just a few pieces and parts here and there was that there would be a list that the Zoning Enforcement Officer would accumulate and he would then give that information to Mr. Cummins and they would start putting plans together for those individual lots. We did those plans in a way where you did not know if a contractor was going to build it or if a homeowner was going to try and do himself, so you had to lay things out and provide information to handle both scenarios there. But we would put those plans together and usually

we would start getting a list in April or May and then as we put those plans together, a lot of times, since the easy areas in town were already addressed you might have a street where there was a drainage condition or significant landscaping in the way or utility poles to work around or easements might be required. So as we were doing more and more we were running into more and more of those issues and trying to address them kind of in a piecemeal fashion, but it was still an assessment process.

Mr. Cummins said the other way to do that is to handle it more as a project. All of those pieces and parts could be done as a more standard engineering type process where the plans would be prepared, the cost estimate would be put together and all the details as far as easements and obstructions, etc. would be worked out in the course of putting the plans together. Once you got to the point where the plans were together, the property owners were notified that the project was going to move forward, they were given an estimated cost, a Resolution of Necessity was passed, and then you moved forward and you bid out the plans and then everything gets constructed by one contractor at one time. Mr. Cummins said he thought it gives you better control over how the work is performed, how the overall quality of the work is, the timing of the work, and the restoration around it. When it is done kind of piecemeal and more directly with the property owners, you run into situations where, even though the property owners see they do not have a sidewalk and they know they are going to have to put it in at some time, when it is actually there, it can be a big financial burden.

Mr. Logan said that when we did the sidewalk project on Rt. 83 a couple years ago, before we got to the assessment, we sent invoices and a number of people paid the City directly and it never got to their property tax.

Mr. Cummins said, yes, that one was kind of a hybrid because it was going to be done kind of piecemeal and then because of the maintenance of the traffic on Rt. 83, it was recognized that it would be better to have it handled by a contractor that knows how to do those kinds of things instead of every weekend, there is a different concrete truck showing up because they are doing another piece. So if you do it like Elizabeth, Puth, and Joseph, the residents are just told this is what their estimated assessment is going to be, the work is then performed, the costs are tallied, and then the final assessment amounts are given to each of the property owners. They would have a certain amount of time to pay all the costs at once or it would be assessed on the tax duplicate. He was assuming you would self-finance but in theory you could also bond it out depending on what you are doing. So that process provides a much more uniform and predictable method throughout the project.

Mr. Cummins referred to the maps he provided to everyone and said they are basically the same maps that were put together last June for each Ward, kind of a status map of where sidewalks are. He updated them with a more current aerial in the background but then he also added the areas as you see there in the black and those are areas that are in process. For example, on Moon Road we have an area on the east side that would be an asphalt path because there is asphalt path that butts up to one particularly wide property that was not part of a subdivision so the path was not built there. That is a little bit specialized plan because it is a path, there are drainage issues to deal with, and there are existing trees along the frontage that we tried to work around. Most of that work would be outside of the existing right-of-way so we prepared easement documents and so that has been in process and that is now ready to move forward, secure those easements and then decide whether that is going to be coupled with something that is being bid or if it is going to be handled as an individual project. And then determine how much that individual property owner would pay. Would he pay the full cost of the path or would he pay what he would pay if it was a sidewalk? Those types of decisions will have to be made before we approach that property owner. We are asking for easement rights so does that offset some of the cost? So there are

things like that that come up. On the west side, there is a good amount of landscaping that is in the way and Ms. Clements is going to be reaching out to the property owners to work through how that will be done. But we have the base plans prepared. There is an area on Detroit Road where it has turned into a back and forth with the property owner about what the value is for an easement that is needed, so that is in process as well.

Mr. Cummins stated that he thought that in three of the four Wards, there are areas that are in process in one shape or another and he thought it is reasonable that all of those areas could reach construction in 2022. He pointed out a particular area on Colorado Avenue where the plans have been prepared and Ms. Clements is starting to reach out to those individual property owners. There are a number of small gaps to fill in on the west side. That one was set up as the individual plan sheets so there is a lot of individual interaction. There are areas like the ice cream stand where we are looking to not necessarily put in sidewalk because their whole frontage is paved but we would put down paint markings to define where that pedestrian path is. So that is something a little out of the ordinary there.

Mr. McBride said that he thought that just painting lines on the asphalt is the wrong move. He thought that putting the concrete in clearly defines that sidewalk. There are multiple places in town, mostly clustered in a couple areas of French Creek, but people use it like it is parking and he thinks we need to draw the line. He said he does not know what the issue is on Detroit Road just west of Hayes Street but he does not know why we could not put it in the public right-of-way. Mr. McBride said he thought, in general, that we just need to proceed with the sidewalk program. Mr. Cummins said, yes, he thought that going forward, it might be helpful if each Ward gives a priority list and the Administration endeavors to start working through that list in each Ward instead of it being necessarily by year like what are we doing this year. Here we are almost in April and we are just starting to decide what to do this year; if we had a list now we could be working on that. Some of that may occur yet this year or otherwise where there are more technical things that come up, we are in a position where it is ready to go for next year.

Mr. McBride stated that there is another thing that he would suggest. The Board of Zoning Appeals used to give variances to permit a property owner to delay putting in a sidewalk. Mr. McBride feels that is the wrong approach because it is only going to be more difficult later. If someone is already financing a \$250,000 - \$400,000 house, they put the sidewalk in and that is the end of it. Even if we need an Ordinance that prohibits granting a variance for financial difficulty.

Mr. Gasior said that he wanted to address Mr. McBride's comment. What the Board of Zoning will do is, say for instance you are constructing a new home on Case Road and there are no sidewalks in the vicinity. The property owner comes before the Board of Zoning Appeals and asks for relief from having to install a sidewalk, which is a legal requirement. And what the Board will do is grant them relief on condition that they sign an affidavit which requires them to install a sidewalk at some later date when requested to do so by the City or they agree to be voluntarily assessed for the cost of the sidewalk at some later date and the City will install it and assess the property. We will record that and put it in the street file and anybody that buys that property later on will be bound by that requirement. Mr. Gasior said, so he does not think that there is anything else that we really need to do because we take care of that with either you put the sidewalk in or if you do not want to put it in, you have to go to the BZA and get that relief. And there are times when the BZA will not grant relief, when they require the sidewalk to be installed because in the vicinity there were sidewalks and it was just a matter of a short period of time that the sidewalks were going to be part of a City program within one, two, or three years from that date. But there are situations, such as Case Road, when we do not know when we are going to be going down Case Road with sidewalks.

Mr. Gasior continued by saying that there are two ways that we approach this and there are two ways that are outlined in the Ohio Revised Code for dealing with sidewalks. Chapter 729 of the ORC is specifically for sidewalks and the way we try to follow 729 is, as Mr. Cummins explained, we get the engineer's estimate, we do all this work to make it easy for the property owner, and Council passes a Resolution declaring the necessity of installing sidewalks within a section of a street. So we identify a section of a street by one address to another address and we will send those notices out after Council passes the Resolution of Necessity. Those notices will go out and the property owner will be given a set amount of time to install the sidewalk and the City Engineer gives them detailed plans on how to do it so that if it is a contractor, they will be able to read the plan, or if it is friends getting together on a weekend, they will be able to read it and understand it and then anybody who does not complete that project by the date set in the Ordinance is then subject to having the City install the sidewalk. The process seemed to take two years: one summer we would be requiring the sidewalks to go in a certain area and then by that fall, say 10% or 15% of the sidewalks are not installed, we give people usually until the time that you really cannot pour concrete anymore that year and tell them to get the sidewalk in and if they say they prefer that the City put it in and assess them, we have a unit cost laid out in the Resolution of Necessity and we come as close as we can to installing the sidewalk based on that unit cost and then we will assess them over 10 years.

Mr. Gasior said that the one exception that he recalls is the Rt. 83 project. It was determined at some point along the way that it would have been too difficult for each of those property owners to install that sidewalk so somehow that project got converted into a Chapter 727 assessment and it is still in the air about how we are going to assess those parcels but he believes we have gotten fairly good compliance from everybody that had their sidewalk installed. He said he was just bringing that up by way of example of what we do not want to do in the future. If we want to go that route where we install the sidewalk and then just determine that we are going to assess the property owner, we have to follow the procedures in Chapter 727 of the ORC, not 729, and that is a far more formal procedure; it is as if you are going to install a sanitary sewer or a waterline. You have to declare the necessity and you then have to file the engineer's estimate and then notify all the property owners about the engineer's estimate. If there is any property that needs to be acquired you are going to have to mix that into the engineer's assessment and come up with a valuation of the easements that might be required. You are going to have to put all of that together and then notify all the property owners and then you are going to have to give them a set period of time to object and if anyone objects you have to set up an Equalization Board and then after you have done all of that, then Council will pass an ordinance to proceed and then we will install the sidewalk. He said he would think if we are going to go the 727 route, you probably want to start the process in January or February because it is going to take time to determine whether or not easements are going to have to be acquired and we would have to negotiate with the property owners over the cost of the easement because we have to get the easement right before we even go out to bid. That is why he thinks, for the most part, the City has followed the 729 formula as most cities do because you eliminate the Equalization Board and a lot of the headaches that you have in the traditional assessment situation. And you just tell the property owners, here you have a set period of time to put your sidewalk in and here are all the plans and specs. We have really gotten very good compliance over the years. It was just the one anomaly with Rt. 83 because of how busy the street is, it was decided in the Administration that we needed to take the bull by the horns and just hire a contractor to install it.

Mr. Moore asked if we had access to the American Rescue money to put toward sidewalks and Mr. Logan said, yes. Mr. Moore said he felt we should move the sidewalks along; it is time. When he was out calling on people for his campaign, connectivity overwhelmingly was what everyone asked him about. Metro Parks is getting ready; that trail system is going to be walkable in June probably on Schwartz and Jaycox

and getting there is going to be a mess. There is no connectivity in getting there in his Ward and he would be favor of the City moving along and getting this done sooner than later. He knows it is a lot of work but that is what every resident wants. We are talking about spending \$76,000 on a Lit Community fiber study but that \$76,000 could do a lot towards sidewalks. We really need to think about moving this along in little pieces and greater pieces because no one is going to access that trail system without going all around the City to get to that and it is going to make a lot of people really unhappy.

Mr. Gasior stated that if we do the 727 type of installation, if the City just wants to go ahead and install sidewalks and not assess anybody, utilizing the General Fund money or ARP money without any assessment involved, that is one thing and he was not addressing that. But if there is going to be a 727 process where the City installs all the sidewalk, the cost is going to be increased because chances are, the estimated cost of doing a program for one season is probably going to exceed \$75,000 and it is going to require not only a competitive bid at \$50,000 but you are going to have to pay prevailing wage at \$75,000. So the cost is going to be a little bit higher for anybody that you do ultimately end up assessing. So again, the City has opted for the 729 approach because people were able to hire their own contractor without having to worry about prevailing wage, etc. But again, to Mr. Moore's comment, if this is going to be something that the City just funds that is another story.

Ms. Demaline stated, in Ward 1, on Moon Road, if you are looking on the east side and you expand that asphalt trail and then it goes into the blue area of the map, the blue ends half-way down Moon. If you are looking on the east side of the road and you pick up and start putting sidewalks in right at French Creek and then that hits some existing sidewalks and that goes all the way up Crescent Drive and then you cannot quite connect to Detroit Road. So we are still missing that key connection of getting Moon Road to Detroit Road. Mr. Cummins said he agreed. Ms. Demaline asked how do we combat that so we can connect that entire strip?

Mr. Cummins said basically, we would put that on a program to accomplish. Those areas can be done; it just has not been part of the directive thus far. Ms. Demaline said, so if we are looking to connect the west side of Moon almost to Detroit after that last piece from Crescent up to Detroit, what is the value of expanding the asphalt path on the east side that eventually goes nowhere? Mr. Cummins said it does expand; there is a subdivision to the south that has path along its frontage and the subdivision to the north but then it wraps around onto French Creek Road, so it does provide some connectivity there. As far as, what is the value of doing it, he guessed his answer to that would be that every piece is a step and you cannot do everything at once. Maybe it is possible to do more at a time than what has been brought forth in previous years but there is no harm in his mind, in doing that work and having that piece done and then moving on to what is next, whether that is getting it up to Detroit Road or getting it along sections of French Creek Road that maybe do not have sidewalk right now – all of those things.

Ms. Demaline noted that on Moon Road, there is a crosswalk installed at Moon and French Creek and that was installed on the east side but now we are looking to connect sidewalks on the west all the way almost to Detroit so you have the crosswalk and then to fully access the connectivity that we are proposing here, you then have to cross Moon again at some point to get up there. Mr. Cummins said, yes, French Creek does not stop; it is not a stop condition there and so he thought it is only feasible to have one crossing. We chose that side to put in a crosswalk and he believes it has the flashing beacons there as well. Again, if we take a different tack than maybe what has been done in the past and we are going to do every bit of an area fully and completely as fast as we can, then different decisions may well have been made but as it stands right now, it has been a piecemeal type attack in the past. And that is why he was saying maybe having a list of priorities by Ward, doing everything completely along Moon Road, then he thought we

could attack that and do that and do it in a way that makes sense timing-wise, layout-wise, etc. Ms. Demaline said what she would like to see is an overall plan of connectivity of where we are going in the next few years. How do we fill in all of these pieces and what is the plan? Maybe we cannot do all of them this year but within the next two to three years we have it laid out so we as Council people know what to expect and can advise property owners when they are coming next in the pipeline. Mr. Cummins suggested that the Administration could sit down with each Ward Council member and look at the map and determine the priorities and then we will start working towards those. Ms. Demaline said that she was very happy to see the map for Moon Road but we just missed that last piece again so you have to cross Moon twice to get all the way to Detroit and it just does not appear to really all come together.

Ms. Demaline then asked Mr. Cummins about the area on French Creek when you get to the east of Muirwood Drive. There are no planned sidewalks there. Mr. Cummins apologized and said the ellipse marking on the map just is not big enough. He said we are filling in the south side between Moon and North Long, that last piece between Muirwood and North Long Road. The southern arc should have been a green marking and the ellipse should have been a little bit bigger. Ms. Demaline then asked, in Ward 1 on Colorado, when you are coming up outside of Stonebridge and you head east on Colorado, with the Library being a large attraction, could it be considered to have the sidewalks installed on the north side of Colorado? Because with this plan, it goes up to Colorado and then when you get toward Avon Brewing Co., that is all parking and you cannot make that into sidewalks unless you had a plan otherwise. We just do not fully connect again to Detroit Road.

Mr. Cummins said, yes, and again he thought all of those are good suggestions that just have not been brought forth. He knows that Mr. McBride has spoken about getting all the way to Northgate Park. So that is what he is saying: it would be helpful to have a plan of what you want to see over the next three to five years and then we will endeavor to get that all into process and get that going. And then you can decide that we have the funds to do this much this year, so at least we can identify the problem areas and address any easements or impediments, etc. all ahead of time.

Ms. Demaline stated that she thought that, in the long run, having a three to five year full connectivity plan will serve us much better than the piecemeal approach that we have been seeing in the past couple years.

Mr. McBride said he was hoping it does not take five years. There are a couple areas in his Ward where it probably does not matter whether there are sidewalks or not; there are going to be a couple areas that just take much longer. But in general, on Colorado, there is no reason that there is not a sidewalk on both sides. There are businesses with paving in front that come right up to the road and that is why he is pushing for concrete sidewalks and as part of that, we may need real driveway aprons or parking lot aprons and we may need to elevate that just because they impinge on it. We have issues of businesses and where it is going to take the City being creative where we might need to create some parallel on-street parking, certainly not angle parking; there are a few properties like that. There are issues all around that area where we need to sit down and come up with a good game plan. He noted other areas of concern such as Rt. 83 all the way up to the tracks, Colorado up to the freeway, Chester Road, and industrial streets where there are no sidewalks.

Mr. Cummins said that is one of the things that would be part of the discussion if we looked at it Ward by Ward. At some point Rt. 611 probably needs to be improved by putting in curbs, improving the drainage and the aprons, and making that more uniform. A road like Stoney Ridge comes to mind; there are areas there that are very narrow. As the City continues to grow and those roads get reconstructed, in all

likelihood you are going to be taking the sidewalk out and putting it in a more uniform place that works with a refurbished street cross section instead of the kind of a cross section that it is today where it has just kind of grown over the years. Mr. McBride mentioned Rt. 83 going up to the railroad tracks; that is another section and probably should go to three lanes due to the traffic and when that goes to three lanes, whatever sidewalks you might have in place, you will probably be ripping them out.

Mr. McBride stated we would push all the way back to the edge of the right-of-way so hopefully that would not occur. Mr. Cummins said, but when you push things back to the edge of the right-of-way, then getting things like the drainage to work and so on, that is where you get into areas where you are starting to acquire easements which in a larger roadway project, you are kind of doing that enmasse. When you are doing a sidewalk, it becomes kind of a one-off thing. You try your best to avoid it. He was not saying that there is not a single road that you could not put a sidewalk adjacent to if you wanted to but he was just saying that, given the growth in Avon, many of the roads were not improved over the years and you have other considerations as you start to move forward.

Mayor Jensen stated, as Council knows, a lot of the developments had their sidewalks installed as part of the housing so if Council decides that they want to pay for sidewalks as part of the budget, you have to remember that an outpouring of the people would be saying that they had to pay for their sidewalks and what is the City going to do? You have to keep that in mind. The other thing is the issue of sidewalks connecting up to Detroit Road. Sometimes a sidewalk may go up to Detroit Road and there is no sidewalk up there. That little tract at Crescent going up to Detroit Road, there is no sidewalk on Detroit going back to the west so that has to be almost part of the project where you look on the other side of the road. We did take it around the corner and take it up to Veterans Park and that is where that crosswalk is. As we look to continue to go from there, we need to go all the way over to across from the high school to complete all those sidewalks so that is the decision Council will have to make of how we move forward. It might be using grant money in certain areas but the City was built on the plan that everybody would put in their own sidewalks. So if we are going to change that it has to be a system where you are going to have to take calls from people because they will all be asking why their sidewalks are not free or why the City cannot reimburse them for their sidewalks.

Mr. Radcliffe stated that there was a lot of good discussion about this tonight but personally, he feels that piecemealing the plan over the next three to five years does not really step us up from where we have been for the last three to five years that he has been on Council. It just seems like a regurgitation of the same thing again and he thought what the Mayor is asking us for tonight is to decide is it yes or no. Are we going to continue to piecemeal together and work to do a better plan than we did over the last three to five years or do we just say across the board that, yes, we are putting in sidewalks everywhere. We are going to have issues where we are going to have to individually discuss certain areas. There are areas in Ward 4 where he does not see how you could put sidewalks in, let alone the residents opinions on who should pay for it, etc. So he thinks the broader step comes back to what Mr. Cummins was saying that with an across-the-board yes, we would be making the decision that the City wants sidewalks put in everywhere and then we would generate the plans to do that. We cannot do every section at once so you are going to have easier areas and many areas where you have to work through engineering problems or the road needs to be widened, etc. That can all be settled if we are all on the same path of, yes, we are putting in sidewalks everywhere and we want get this done within the next three years if that is what it is. Or are we just saying we want to keep piecing this together like we have been doing and trying to stay under certain dollar amounts. Mr. Radcliffe said so he thinks it comes back to a more general question of how we as Council feel: is it a, yes, we want to get this done and give the Mayor a time limit or, yes, let's

keep doing it on a Ward basis with priority lists and how can we roll that through a faster process than what we have done in the past.

Mr. Moore said that he just wanted to follow up on his earlier statement. If the implication was that the City should pay for everything, then he apologized. He thought that the residents still should be assessed for the sidewalks in front of their houses. What he was alluding to was that the City should move the process along a little faster, and he thinks that recouping that money from the residents is fair and most all have paid for their sidewalks. So he just wanted to make sure for the record that he is in favor of the residents paying for their fair share but he just wants to see the process moved a lot faster on a bigger scope.

Mayor Jensen said that if we are going to go with the process we had before, as Mr. Gasior said, it is a two-year process on a lot of those issues. If we change our process, Council can ask us through the Finance Dept. to come up with another solution to that and he thinks that we can do that. He said that the Rt. 83 project is a prime example and he thinks we can put it in place as an assessed project and still believes that Council could approve a portion of it being supplemented. On the other hand, if it our project, there are different things we can do through our Streets Dept. to help with the cost. On Rt. 83 we did go back through and do some landscaping and some other things that helped those residents with the cost. So if Council wants to, we will give you back some other options but again, as Mr. Gasior said, it is two years if we continue to do things the way we are. If we are looking to do something different, the Mayor thought we can come up with that.

Mrs. Holtzmeier, Chair of the Finance Committee, stated that she thought it was important that we marry this discussion with the financial aspect of it of course. She said that in the past, we have spec'd this out by a cost of linear foot and she asked Mr. Cummins and Mr. Logan if they could talk about the historical cost and where we would anticipate that to be this year and in the next several years. Mr. Logan said that he was going to ask that question tonight for where the costs are now. He stated that Mr. Cummins has a better estimate. Mr. Cummins said he would say that we are up probably 30% or more than what we have been in the past. Mr. Logan asked, six or seven years ago? Mr. Cummins said, yes, he thought that going in, we might estimate upwards of 8%. Mr. Logan said so conservatively, we are looking at maybe \$9.00 per linear foot? Mr. Cummins said, and that is just for the concrete itself; restoration, etc. would be on top of that. He thought that it will come in lower than that but for budgeting purposes, that is probably where he would suggest.

Mrs. Holtzmeier asked, when you are talking about an acre or half-acre or quarter-acre of frontage, how many linear feet is that? Mr. Cummins responded that a standard subdivision lot is 100 ft. wide and let's say it is on a street where there is some sidewalk already in place so then the sidewalk would be 4 ft. wide so you have 4 ft. x 100 ft. would be 400 sq. ft. That is in areas where the existing sidewalks were matching the existing width so it would be 4 ft. If it is a street like maybe Stoney Ridge where there are long sections, we would want to have a discussion of whether it would be 4 ft. or 5 ft. Let's say it is 4 ft. to 100 ft. of frontage; that is 400 sq. ft. of sidewalk at \$8.00 per so that is \$3,200 so the cost would be in the \$3,000 – \$4,000 range. He thought that in past people have been getting them done for \$2,500 or something like that. Mayor Jensen said he called for estimates and some of them were talking \$8,000 for 100 ft. so prices have gone way up. But we can get a price back to Council even next week. He will have someone see where the pricing is right now. Mr. Cummins noted that if you do bid out a larger program you do pay prevailing wages but you also make it more appealing as you might save some money based on the type of contractors that are involved and just because you are bidding out more square footage.

Mrs. Holtzmeier stated that Mr. Gasior gave them a great explanation of the differences between the 727 assessment and the 729 per the Ohio Revised Code. She said that she wanted to clarify one point to make sure we all understand it: In the 727 assessment, which is generally what we have been doing, invoicing our residents is an anomaly? Or is that a standard part of the project? Mr. Gasior stated that what we have been doing is a 729 assessment and what that entails is giving the resident that brief four-month period to install a sidewalk and then if they fail to do so the City then comes forward and installs the sidewalk and then the resident has the choice maybe for 30 days to either pay the full cost upfront or to have it assessed on their property tax. And Mr. Logan keeps track of all of that and it is taken care of that way and we have been successful with it. The only problem is just that there is that end of the year waiting period where some property owners just kind of hesitate and then we do not get to them by the end of the year and we have to pick it up again in the spring and install a sidewalk then. But generally we are well under \$50,000 because we are probably only dealing with 10 or 15% of the property owners who elect not to install it at their own cost which again is a cheaper cost. Most everybody finds a way to get it done and they get it done at a very good price. Mrs. Holtzmeier asked, and that 30 days to pay that you mentioned, is that standard or is that an amount of our choosing? Mr. Gasior said that he thought that the Finance Director tries to work with the property owner and eventually the sidewalk does get in. We will wait a little while but we are going to get it in in the spring of the following year for sure and he does not think that happens too often. He does not have a problem with using 727 and having the City do all of this. He just thinks that we have to be very careful that we follow the statutes. That is his only point with that.

Mrs. Holtzmeier noted that some of the streets that we had mentioned tonight by name were all collector streets. She said that obviously, Council's attention is directed toward connectivity and those collector streets are the fastest and quickest way to bring that to all of the residents.

Mrs. Holtzmeier said that they may not have time to make a further recommendation tonight and this may be something that these Committees have to review again. In the meantime, she would be curious to see a recommendation from Mr. Cummins of how much work we could reasonably get done in a one, two, and three year period looking specifically at these collector streets, the ones that have been mentioned. Additionally, Mr. Cummins was very directive on looking for Council's recommendations for non-collector streets as well, those piecemeal projects, and she would encourage all of them to provide him with that list. Mr. Cummins said, yes, of all the areas shown there, only the area of French Creek Road is new in 2022. The others we have been working on and those have been identified in past years, but there has not been a lot of clear direction thus far for the 2022 program.

Mrs. Holtzmeier thanked Mr. Cummins and adjourned the joint meeting of the Service and Finance Committees at 7:26 P.M.

Respectfully submitted by Gail Hayden, Assistant Clerk of Council