

**MINUTES OF THE WORK SESSION OF THE COUNCIL OF THE
CITY OF AVON, OHIO HELD TUESDAY, SEPTEMBER 8, 2020
IN THE COUNCIL CHAMBERS OF THE MUNICIPAL BUILDING
AT 7:39 P.M.**

PRESENT: Council Members: 1st Ward – Bob Butkowski; Council-at-Large – Brian Fischer; Council-at-Large - Tammy Holtzmeier; 2nd Ward - Dennis McBride; 3rd Ward - Tony Moore; 4th Ward - Scott Radcliffe; Council-at-Large - Craig Witherspoon; Mayor - Bryan Jensen; City Engineer - Ryan Cummins; Planning and Economic Development Coordinator – Pam Fechter; Law Director - John Gasior; Finance Director – William Logan; Safety Director – Duane Streator; Clerk of Council - Barbara Brooks

ABSENT: Service Director - Mike Farmer

1. [ORDINANCE NO. 74-20](#) – AUTHORIZING THE DEVELOPMENT OF ENGINEERING PLANS AND SPECIFICATIONS FOR THE INSTALLATION OF AN ASPHALT MULTI-USE TRAIL ALONG THE ENTIRETY OF FRENCH CREEK ROAD IN CONJUNCTION WITH A TRANSPORTATION FOR LIVABLE COMMUNITIES INITIATIVE (TLCI) IMPLEMENTATION GRANT Mr. Cummins
Third of Three Readings at Regular Meeting September 14, 2020

Mayor Jensen advised there were a couple of people in the audience who were present tonight specifically for this topic and he asked the Council President if he had any objections to allowing them to speak tonight.

President Fischer invited anyone who wished to speak on this topic to come forward and state their name and address for the record.

Tom Mitchell of 4045 Stoney Ridge Road advised he is a third generation Avon resident and he thanked City Council and the City Administration for all they do for our City. He advised he served as a long-time member of the Avon Parks and Recreation Commission and one of the things they did as a part of that Commission was conduct a survey with the most recent one completed in 2017. Mr. Mitchell said the main points from the survey were focused on improving connectivity within the City; biking and walking/running trails were at the top of the list for outdoor facilities. He stated there were 1838 surveys submitted, which was a pretty good response rate within the community and specifically the results around question #6 which was, “Indicate the importance of the following outdoor recreational facilities in Avon”. Mr. Mitchell explained the number one item was walking trails where 72% of the people said, “Very Important” and 24% said, “Important” for a total of 96% saying it was at least important with only 4% saying it was Unimportant. He said that was the highest ranked item and the second highest ranked item was running/biking trails where 68% said, “Very Important and 27% said, “Important” for again a total of 96% and only 4% saying it was Unimportant. Mr. Mitchell advised he understands Council has to make all kinds of hard decisions and he thought it would make sense to come share those results as a reminder of the input that the residents provided just a few short years ago. The survey done prior to the 2017 survey had similar results so it has been pretty consistent. He thanked Council for their time and all that they do for the residents of Avon.

Barbara Dragony of 37849 French Creek Road advised she understands the importance of a walkable and bikeable Avon, but she asked where this trail is going to lead to? Why was it going on French Creek Road? She said the 35 mph speed limit is a joke. Ms. Dragony asked if they needed to extend the trail was Sheffield also putting in a trail to meet up with this one and why not just use the sidewalk that is already there? She said she

put in a sidewalk ten years and she asked what about the money she had to invest in putting in a sidewalk that she was personally happy without? Ms. Dragony said those are her concerns and she asked if they were starting the engineering now and when the actual plans were going to be out? She advised they have just gone through major construction on that street and even with the construction and the reduced 25 mph speed limit she could hear the construction workers yelling for people to slow down and that was when there were people in the street. Ms. Dragony said she walks her dog up and down that street and a lot of time she does not feel safe but yet the City wants to put in a ten-foot wide path. She stated she does not think it is possible and she is opposed.

Paul Burik of 37245 Carleen Avenue said he also served on the Avon Parks and Recreation Commission for awhile. He stated he wanted to bring to Council's attention the aspect of the proposed plan that he thinks would benefit fiscally the entire City and more specifically the adjoining properties. Mr. Burik advised there is an organization called Rails to Trails that assists and advises about building trails. He mentioned they are building a trail called Great American Trail from Washington D.C. to Seattle which was approximately 60% complete and the closest part to here is just south of Columbus. He said Rails to Trails have been doing this work all over the country and what they have found is that the property values go up as the trails go in. Mr. Burik invited anyone interested to visit their website at www.railstotrails.org He advised this past Sunday, September 6, 2020 there was an article in the Chronicle entitled "Building bans vs. affordable housing" written by Haisten Willis, who writes for the Washington Post. Mr. Burik stated basically the article deals with gentrification of areas that have become desirable and popular; gentrification is the phenomena where low income housing residents get pushed out for higher value properties. He said he wanted to share two small paragraphs from that article that illustrate how trails such as the one being proposed can increase the property values in town and more specifically to the adjacent properties to the trail. Mr. Willis writes, *"Seeking to curtail gentrification and displacement, Atlanta and Chicago put construction and demolition moratoriums in place early this year. In Atlanta, construction permits were banned until December 4 to slow investor activity near the western portion of the Beltline, a trail system under construction that is laid over old railroad tracks and driving up the value of real estate everywhere it winds. Chicago made a similar move, prohibiting until February 2021 demolition of old two and four-flats, which were being torn down in favor of large single-family houses, in the western portion of the 606 trail. Similar to Atlanta's Beltline, the 606 is laid out over old rail tracks, providing an urban greenway through several northwest Chicago neighborhoods. In both cases, public investment in the popular trails led to a jump in value of privately owned real estate."* Mr. Burik advised that article was used to illustrate to this Council tonight that these kinds of trails are financially beneficial to the community and especially to the properties closer to it and he encouraged Council to consider proceeding with the project.

Mayor Jensen invited Mr. Ziemnik to the podium to provide answers about the eventual connection with Sheffield Village.

James Ziemnik of 39074 French Creek Road and the Director of the Lorain County Metroparks advised regarding the question about connecting to Sheffield; this group was put together with Avon, Sheffield Village and the Metroparks for a large-scale planning, trail and connectivity plan. He said the Avon trail on French Creek Road will eventually connect with Sheffield Village and the Metroparks has already been working on a trail with Sheffield Village on French Creek Road to the French Creek Reservation. Mr. Ziemnik stated everybody they have spoken with about this proposal has said it will be an amazing resource and amenity for the City of Avon and Sheffield Village connecting French Creek Road from Avon to Sheffield Village to the French Creek Reservation, which ultimately will take users through a series of trails and routes all the way to Lake Erie and it was all part of a very large regional plan.

Mary Berges of 35985 Ithaca Drive advised she is a former Avon Parks and Recreation Commission Member and Tom Mitchell talked about the 2008 survey that was done and she wanted to give the statistics for that survey as Mr. Mitchell mentioned the results were very similar to the 2017 survey and that it is an ongoing issue for Avon residents. She said in 2008 the number one item ranked as very important, was children's playgrounds followed by walking trails. 72.6% of the residents surveyed said that was very important followed by biking/running trails at 72.5%. Ms. Berges stated the desire to have these things in Avon has not decreased, but in fact it has increased. She felt if they are going to go to the trouble of surveying the residents and asking them what is important, it would be good to follow through with those things that the City can do financially. Ms. Berges noted the top new capital items in that survey: the first item was the pool which came to fruition; secondly was to expand recreational program offerings, third was a community recreation center and fourth was trails/walking. She advised during the pandemic they have read in reports and seen on the news that the bicycle shops have been overwhelmed with demands for bicycles. Ms. Berges said one could say that once the pandemic is over that maybe people will not ride their bikes, but if they have invested in bikes for their family that they were more likely to continue to ride bikes. She stated people have been much more active outside because of the pandemic as gyms were closed and some people still do not feel safe going to the gyms. Ms. Berges thinks the level of activity will sustain itself. She said that she walks almost every day in Avon and she walks along S.R.83, which is a busy road with a speed limit of a minimum of 45 mph. Ms. Berges continued by saying she walks along the sidewalk and she does not feel it is unsafe, but there is a lot of traffic on the sidewalks with people on bicycles and people with strollers, families, people walking their dogs and there is not enough room on the sidewalk for people to walk in both directions or even in the same direction as someone has to walk off on the grass closer to the street or in the weeds. She advised to have these wider paths would really be a benefit to the citizens and connectivity has been such a big point for the residents in Avon over the years. Ms. Berges thanked Council for their time and patience in listening to their comments tonight.

David Alten of 37825 French Creek Road advised he is a third generation Avonite. He said he appreciated and he does not argue at all with the studies conducted by the Parks and Recreation Commission as he is an avid bicyclist, an avid runner and he agrees that the City needs these paths. But he felt the key take away from the survey was inner connectivity within the City. Mr. Alten said he would argue that maybe ten percent of Avonites even know what French Creek Reservation is or where it is located. He stated they could argue that if the path is put in then people will know, but he felt that only a handful would feel safe going into Sheffield Village knowing how close it is to Lorain coming from a parent of two daughters who would not allow his children to go that close to Lorain by themselves. Mr. Alten advised, going back to the survey, while he wholly agrees with the results, he would ask that they focus on inner connectivity within the City. He said he would love to be able to go from the west side to the east side of Avon and vice versa and he felt a lot of people would benefit from that, but to make a dedicated path to Sheffield Village did not make sense in his eyes.

Edward Braunscheidel of 37967 French Creek Road advised they just got rid of the lift station on French Creek Road, which was a real money drain and a pain for a long time as he was there when it was installed. He said to see the lights flashing all the time and getting rid of it was a good thing for the City even though it cost the residents on French Creek quite a bit with the sewers. Mr. Braunscheidel stated he would like to know if the engineering study is going to include life cycle costs for the maintenance of the trail as he felt it should not be the residents' responsibility to maintain it. He said this trail is in a residential area almost the entire length and when the City was surveyed asking if they want walking/biking trails most do not anticipate that the trail is going to be located along a road, but were thinking more along the river or out in nature. Mr. Braunscheidel advised eventually the plan was to go all the way down to Mills Road and possibly through some federal property as that would be nice. He suggested that before they vote that they think about what the total cost to the City would be

because it is going to be there for a long time. Mr. Braunscheidel said they will now have a ten-foot wide trail that will cover all the utility connections for all the residents. He stated if they have to dig through the trail to service a utility issue he asked who would cover the extra costs. Mr. Braunscheidel felt the speed limits were going to be much faster as e-bikes would be coming on this trail and there were not a whole lot of sight lines with some of their driveways and they would be blocking the trail when pulling out of their driveway. He said these were all things to consider.

Mrs. Holtzmeier asked if they could help Mr. Braunscheidel get some answers to his questions tonight. She said he asked about the life cycle costs for maintenance.

Mayor Jensen asked Mr. Ziemnik to address that concern and to address again the sealing costs for the asphalt.

Mr. Ziemnik advised that for the Black River Trail, previously referenced, they have only had to put a seal coat on that trail twice in the thirty year time span it has been there. He said they at the Metroparks with all of their trails, have a summer crew that go around to all of our parks and parking lots and asphalt trails and seal all the cracks. Mr. Ziemnik stated if they take that step in preventative maintenance it goes a long way in keeping everything secure and keeping the moisture and water out. He said the annual cost to the Metroparks is approximately \$10,000 for all of our asphalt surfaces throughout the Metroparks. Mr. Ziemnik advised they have never had to overlay any of the major trails. He said before he was with the Metroparks there was an arrangement made with Pulte Homes and the HOA for Bentley Park in Avon to put in an asphalt connecting trail and it was installed at a very thin layer. Mr. Ziemnik advised they just did some repairs with that trail a couple of weeks ago because a lot of roots are growing up. He said they have it scheduled for an overlay next year on the Bentley Park trail that connects to Miller's Nature Preserve and to the Avon school. Mr. Ziemnik stated the maintenance costs have been very minimal, but they are also very proactive on any preventative measures such as crack sealing as any good Service Department is going to be. He said with the Federal funds and the NOACA funds in signing that agreement and taking that money to ultimately build the trail, the City of Avon is on the hook for twenty years of maintenance, but those costs are minimal.

Mr. McBride advised this proposed trail is not just a couple of inches of asphalt over soil, but it is digging it out and putting down a base and several layers of asphalt. He asked Mr. Ziemnik if that is a correct assessment of the situation.

Mr. Ziemnik confirmed it is. He said it is all about putting down a good base and seeing that it is well drained. Mr. Ziemnik advised the engineers overseeing the project will make sure it will have a well compacted and a well constructed trail with a good base and removing water with drain tile and they would go a very long time with their trail system like any paved surface.

Mrs. Holtzmeier advised there is the asphalt road and then a small tree lawn area and then there would be a ten-foot wide asphalt trail. She said a lot of these aprons and driveways are mixed use as some are asphalt and some are concrete and many are stone and the driveways themselves are going to be at a lower level than this proposed trail. Mrs. Holtzmeier asked where they expect the water to pool.

Mr. Ziemnik advised he could not attest to the grade differential between the driveway aprons and the trail. He said he would be surprised if it varied more than a couple percentages. Mr. Ziemnik felt everything will be graded properly and it would be a very smooth transition and consistent grading across that trail. He said if driveways are draining properly, which in most cases are going to be draining out to the road with a slight slope on the trail

that would also drain out to the road. Mr. Ziemnik added if the drain tile is there and the proper drainage is there that water is going to be moved away and never settle or have the chance to get underneath and freeze/thaw and blow the trail apart just like a concrete apron.

Mrs. Holtzmeier advised she was sure the trail itself would be of a grade to be sufficient. She said she knows there is some concern about the water pooling at the residents' driveways it would not have anywhere else to go.

Mr. Ziemnik said he would be very unpleasantly surprised if that occurred based on how the Metroparks have constructed trails and crossing aprons on private property and other entities.

Mr. Cummins advised as with almost every municipal infrastructure the City does, ensuring proper drainage is of the utmost concern because it really makes the difference almost always for a successful project. He said making sure the tree lawn drains properly or that the grade is matching up with the driveways is the work they are talking about here. Mr. Cummins stated they would be collecting the surveying information and then doing that engineering work to work out all of the details.

Mr. Ziemnik advised these are Federal Highway Transportation funds that are the source of the funds and ODOT has an obligation as part of their agreement to fulfill the Federal Highway Transportation requirements. He said all of these plans they are talking about would pass through several engineering firms as well as all of the engineers that are involved in this at ODOT District 3. Mr. Ziemnik stated he would be very disappointed if they had water drainage issues after it has passed through all of those requirements.

Mayor Jensen asked Mr. Ziemnik to go over the safety concerns in the parks that were raised. He said he has been to the park in Sheffield with his grandchildren and not once did he feel unsafe.

Mr. Ziemnik advised the Metroparks have had virtually no safety issues. He said people are the best security and if there is a well designed, well populated type of trail system that is where those kinds of problems go away. Mr. Ziemnik stated they have never had an issue in Sheffield Village and he was taken aback by that comment and there have never been any reports or incidences of crime. He said they have a lot of trails along the Black River and they are currently under construction all the way to Century Beach on Lake Erie and they were not hearing of any issues along their trails. Mr. Ziemnik advised their trails are well patrolled and well utilized which helps to dissipate those kinds of concerns.

Mayor Jensen asked Mr. Cummins what they would be looking for with regards to the engineering if this project goes forward.

Mr. Cummins advised similar to proper drainage, one of the key components that they will be looking at if this legislation is voted to move forward, is the placement of the existing connections and things that are in the way by working with the Service and Utility Departments in advance to relocate things to minimize any impact. He said they want to make it the best possible scenario so all along the length of the trail that is something they would be conscious of and will be working to minimize.

Mr. Butkowski addressed Mr. Ziemnik and said that the last time they met he asked him the question about the overall percentage of trails they have in the trail system that are located through residential areas and he believes the answer was in the low single digits.

Mr. Ziemnik advised one that comes to mind is along Ford Road in Elyria near Midway Mall and that trail passes through a residential area and that trail is ten-foot wide. He said in this current phase the Metroparks are building is passing through the old Cromwell site by Colorado Avenue and passing through a couple of residential streets. Mr. Ziemnik stated there is a distinct advantage of doing that because now they are keeping people farther away from some of the more well traveled roads in Lorain especially when shifts let out. He advised they are passing through some residential areas on Randall Street, Lehigh Avenue, Kansas Avenue and back through Longfellow Park. Mr. Ziemnik said honestly there are not a lot of trails going through residential areas, as they have never really had to do that, but they are at a point where they are trying to connect all their major parks and working with all the cities and communities in the County and it is almost inevitable that they will have to go through some residential areas to make these connections. He said everyone knows that Avon's growth is faster than the rest of the County and they are starting to run out of open green space, and what they do have is already a lot of federally protected wetlands.

Mr. Butkowski advised with the study, one of the four locations was actually through a very green part of Avon and Avon is not completely built out right now. He displayed the trail located on Ford Road onto the screen that was mentioned earlier. Mr. Butkowski said he was curious to see how much of a residential impact it is and he showed where the trail followed along Midway Boulevard and continues along the commercial areas and around the old Walmart and then comes in front of two residential properties before it goes into the Black River Reservation. He advised that trail is predominantly through a commercial entity as opposed to residential in the totality of that trail.

Mr. Ziemnik agreed and advised leading up to that trail off of Gateway Boulevard along the North Coast Inland Trail as it winds its way toward Cascade Park. He said they come across the bridge and a couple of residential streets leading up toward the police station leading toward Kerstetter Way.

Mr. Butkowski advised he understood, but there is a lot of mixed use in that area and it was not completely residential like it is on French Creek Road except for what is close to Detroit Road. He said his point is that of all the trails there are in Lorain County, the overwhelming preponderance are rural wide-open areas as opposed to in front of people's homes. Mr. Butkowski stated there are great statistics in the surveys, but it is the confluence between connectivity and a hiking or a biking trail and that is what he is struggling with. He said he believes there are other ways to provide that same connectivity by extending the sidewalks that a lot of the residents have already paid for and put in there and there are still some open areas where sidewalks need to be completed. Mr. Butkowski asked how they can accomplish this by addressing the residents' concern about having trails, but also the connectivity of those that have made the investments in their property. He said regarding the survey results, people in the entire City want to have access to these trails, but the proposed trail on French Creek Road has no trail head. Mr. Butkowski asked how the rest of the residents that do not live along those properties access that trail and utilize it like the survey was showing that people throughout the City want.

Mr. Ziemnik advised agreed that currently Avon has no connectivity citywide to anything. He said the Metroparks would love to see greater connectivity in areas such as the Miller Nature Preserve and they were going to continue to chip away at it and he believes they will find some ways to get things connected. Mr. Ziemnik stated they would like to see connectivity through Schwartz Road Park to Miller Nature Preserve and going from there to the recreation complex. He was not disputing with what Mr. Butkowski was saying, but they have to start somewhere.

Mr. Butkowski felt they could start with one of the four options that the study showed such as where Avon Isle could be the trail head and the other end of the trail could be on French Creek Road which would be another potential spot for a trail head and then going all through a natural trail away from residences and still provide the connectivity to be able to get to Sheffield Village and Sheffield Lake.

Mr. Ziemnik advised he was not disputing that, but there was a lot of time and effort spent on planning and the Metroparks are just one part of that planning group about how they can get the connectivity.

Mr. Butkowski advised he understood, but his job is to look out for the residents and what is best for them and more importantly what is best for spending the money. He asked if this program going down French Creek Road was the best option or was there a better alternative that accomplishes the same thing at maybe a reduced cost and accessibility to everyone in the City.

Mayor Jensen said he does not believe the City owns the property Mr. Butkowski referred to.

Mr. Butkowski agreed the City does not own that property but felt there is the potential. He said they could also put a trail in the Metroparks property off Riegelsberger Road and Jaycox Road currently and still provide accessibility to the residents of the City.

Mr. McBride advised what Council is being asked to approve was to start the surveying and engineering and it would be going through multiple reviews. He said currently even if it was not connected it can be used as a trail and until they connect to what is on French Creek Road there are probably a couple other ways to access the trail head until the City could acquire some additional property. Mr. McBride stated if they do not proceed with this, he believes the City could forfeit the grant funds. He indicated this money is specifically for the defined area in the grant application and if they alter those plans they would be starting over and he agreed with Mr. Ziemnik that they needed to start somewhere.

Mr. Ziemnik advised there was a NOACA federally funded Transportation for Livable Communities Initiative (TLCI) plan that was circulated, and they have been through a lot of public meetings and it was adopted. He said there is nobody like the feds and NOACA who have to guarantee those. Mr. Ziemnik stated in terms of public meetings and public feedback there were multiple meetings and multiple opportunities for online surveys, etc. He advised a plan was developed and the City engaged Envision as the consultants and developed a plan and submitted it and it had been accepted by the City and submitted to NOACA. The plan was accepted by NOACA they said they will provide funds to start building the trail. He stated if Council pulls that plug, there goes all those funds down the drain and NOACA will wonder why they took that step and he was trying to remain respectful but asked if they were going to give it all back. Mr. Ziemnik advised those funds cannot be used for sidewalks; NOACA funded Avon to build a ten-foot wide multi-modal trail. He said it was Council's decision, but he feels it is disappointing that they have come this far only to pull the plug and say they changed their mind and were going to do something else and start all over. Mr. Ziemnik stated respectfully he was letting them know that there are a number of communities licking their chops wanting Avon to give the money back because there is another round of TCLI planning and implementation money that is coming available with applications due mid-October and people are ready to accept these funds and would love to build something.

Mr. McBride advised the "devil is in the details" and this discussion should have been held awhile ago and maybe it was as he personally did not attend those other meetings, but someone was engaged to do that and then the City and Council execute it.

Mr. Radcliffe advised he attended most of the community meetings that happened and saw the support and people wanting the trail. He said he also understands the concerns tonight, but the part we are talking about here is to do the engineering to determine what is feasible and what is not in terms of designing this trail to be put along French Creek Road. Mr. Radcliffe stated if it was determined that some things were immovable or bigger problems and this project needed to change design perimeters because of the engineering study, which is the focus tonight, then that opportunity would come. He advised they could not just plow through those problems, but if there are issues such as where the current utility lines are located and grades of the properties then it will be determined what can and cannot work. Mr. Radcliffe said if something was found to be larger problems than what they can feasibly overcome then they would have to go back and relook at this plan with the whole group again to get a better understanding of how they could design around those obstacles.

Mr. Cummins said he believes that is correct. He advised in speaking with Mr. Ziemnik last week he believes the Metroparks have run into that exact scenario that he is talking about in other parts of the County. Mr. Cummins stated to him, it is a very different ask going back to NOACA and saying that we have looked at it and let them know that there is a very specific problem that the cannot address on their own or need NOACA's help addressing and ask NOACA for flexibility in either schedule or location or end points or anything of that nature versus saying we are just not interested in doing this type of path right now. He said he thinks they would find NOACA helpful in the scenario of something is in the way and they have this very specific problem to address whereas if you say you are not interested in doing this path then he tends to agree with Mr. Ziemnik in that it would take a while before the City would again be granted NOACA funds.

Mr. Radcliffe clarified that what we are talking about voting on is the first step of the engineering process. He said once it has gone through that process and they see the plus and minuses he asked if they then have to apply to do the next step of the actual funding to help with the construction of the trail. Mr. Radcliffe asked if they could step away from this project for any reason at some point later when they have a better understanding of what those issues might be.

Mr. Cummins advised he felt that was possible if it was for a specific reason related to the construction of the trail. That was very different than at some point deciding after a year of planning and using federal funds to prepare that plan and having a very robust public engagement process to do that plan and coming up with a specific route to connect certain destinations. Mr. Cummins recommended that the engineering process be allowed to go forward as they have an application that has been approved for funding to get from point A to point B. He said they generally know how they want to do that, but they have to figure out all of the specifics; drainage, utility connections that are in the way, whether it should go on the north or south side of the street. Mr. Cummins advised weighing all those different factors and figuring out how to get from point A to point B and preparing the plans to do that, that is what this process would begin.

Mr. Moore asked regarding the grant funds if it could be used in a manner to put in a bike lane on French Creek Road and use the tree lawn area and connect via the sidewalks and have more of a dedicated bike lane similar to what he has seen in surrounding suburbs.

Mr. Cummins advised that is certainly something that could be done under certain conditions. He said that is not what we asked to build with the money in this particular condition. Mr. Cummins stated there are areas of town where adding a bike lane would be beneficial. He said he does not believe that they could go to NOACA and say, "thank you for the grant, but we are going to be building something different than what we told you we were

looking to build" as he was not certain that would go over very well and that the City would be able to keep the grant funds. Mr. Cummins advised there are certain times where adding a bike lane might be sufficient, but this happens to be part of the core connection from the regional destinations to the local destinations. He said a he does not believe a project where it would just be a bike lane and not serving the pedestrian community of walkers, runners, etc. would be acceptable to NOACA in this instance.

Mr. Ziemnik advised the Metroparks were engaged with the County, led by the County Commissioners, for a four City lakefront connectivity plan from Avon Lake to Sheffield Lake to Lorain to Vermillion. He said there was a very extensive study done for all four communities and there was a plan laid out to build a separate multi-modal trail along Lake Avenue and there is plenty of real estate to do that. Mr. Ziemnik said some communities opted not to do that and Sheffield Lake had some painted lanes as well as Lorain. He said unfortunately some things happened in Avon Lake and a few people were tragically killed. Mr. Ziemnik advised he had a conversation with the Mayor of Avon Lake and respectfully indicated that they had an opportunity to go after some funding because the plan showed they could have done it with a separate stand alone ten-foot wide multi-modal trail along Lake Avenue and that fatality may not have happened and that is a sad statement and he is really sorry to say it. He stated now Avon Lake is doing their own study for the feasibility of a multi-modal trail along Lake Avenue to prevent people from getting hit by a car.

Mrs. Holtzmeier advised she was glad they were talking about the engineering and she wants to go directly to this Ordinance No. 74-20 because that is what they are really talking about and looking to approve. She said there is a pretty thorough map within the Ordinance that is 3 pages and listed as Exhibit B and that pretty thorough map outlines the trail from the Sheffield Village/City of Avon line all the way to Detroit Road. Mrs. Holtzmeier thanked President Fischer for allowing this Ordinance to go three readings as it needs a lot of discussion. She advised clearly the folks that have been showing up here to Council have a vested interest and they want to talk about it and she felt they should give them their due. Mrs. Holtzmeier said if the first thing they needed to look at was the engineering for the project and figure out what is appropriate by the engineering whether it is recommended for the south side or north side of the street or if it should go all the way to Detroit Road or stop near North Long Road to where it connects to another master plan recommended phase of this trail, then if it truly does have the possibility to be something other than what is written in the Ordinance, then they should get rid of the map (Exhibit B) in the Ordinance as she did not know that it is necessary. Mrs. Holtzmeier advised what it does is provide direction to her, as a lawmaker, that says this is the way we are going to go. She said the second point is that at phase one, this Ordinance shows that this project as spelled out in the map has a cost of \$1.1 million and even with the grant \$850,000 would be footed by taxpayers and that is specified in Exhibit B. Mrs. Holtzmeier stated she wants to look at the money as originally they talked about the engineering and they talked about the TLCI grant application to NOACA. She said on the NOACA website it shows the City's application and in appendix A is shows all seven priorities; seven areas on Avon where we could have wonderful trails and with the exception of this one, are all pretty much through nature. Mrs. Holtzmeier said this proposed trail on French Creek Road goes through sixty-six residential properties. The application showed that this project was supposed to come in with a preliminary cost of \$610,000 and that would be engineering and design costs including survey and environmental and geotechnical. The entire project was \$610,000 which is about half of what is being shown as the potential spend in this Ordinance. She asked what made the cost of this project balloon so much noting that it actually ballooned in cost and scope. Mrs. Holtzmeier advised she looked back at some of the maps in the original application and this project was only supposed to go from the Sheffield line to about North Long Road, which is about the beginning of the project that Mr. Butkowski showed where there could be a trail head on the north side of French Creek Road. She said that makes sense to her that the scope of that project was about half of what it is now and then it somehow has ballooned. Mrs. Holtzmeier stated it also

shows in the preliminary estimates that engineering was about 8% of total cost at \$44,880. She asked what the cost of engineering now is in the current proposal.

Mr. Cummins advised in that same Exhibit B they have engineering estimated at 12%, which is approximately \$101,000.

Mrs. Holzmeier said it went from 8% in the application to 12% ballooning to more than \$100,000.

Mr. Cummins advised the application is as was ratified by Resolution No. R-29-19, which was the \$1.1 million project and that was the application. He said he was not certain what NOACA document she was referring to that had it listed at \$600,000.

Mrs. Holtzmeier advised it is on the NOACA website under a link for the TLCI application and it is listed as the City of Avon Master Plan and the document is from Appendix A; Bicycle and Pedestrian Plan Final Plan dated December 2019. It is listed at www.noaca.org under community assistance central funding programs.

Mr. Cummins asked if that is the requested local share.

Mr. Ziemnik advised the overall cost estimate was \$1.1 million and the application was submitted by the City of Avon and he believes they originally applied for \$400,000 on the first round. He said the \$1.1 million is for the overall trail. Mr. Ziemnik stated the Metroparks only apply in bits and pieces and they get the overall approval for the trail master plan and then say when they are ready to build a specific piece of it.

Mr. Cummins advised he is looking at the TLCI application that was submitted, and it lists total project costs at \$1,118,410 and NOACA funds requested were \$400,000 less a local funding committed at \$718,410. He said that was the original application. Mr. Cummins clarified that NOACA did not provide the full \$400,000 funding.

Mr. Ziemnik said with this engineering they were only looking to get started on this one section to which Mr. Cummins confirmed that to be true. He added that may start to explain things.

Mrs. Holtzmeier advised she was referring to preliminary cost estimates from Envision and not Chagrin Valley Engineering and Envision's estimates were lower in the percentage of total engineering as well as in total scope. She said according to Appendix A from the City's Master Plan, it showed the project on their map just going from the Sheffield line to about North Long Road. Mrs. Holtzmeier stated coincidentally the area of French Creek Road that does not have sidewalks currently. She said it had the plan stop at about the area of French Creek Road that has sidewalks leading to Detroit Road. Mrs. Holtzmeier advised it is a point of dollars and appropriateness and where that is at; as she looked at that and saw that application on the NOACA website that the City had submitted and NOACA posted. She said as she read that she thought that actually makes a little more sense to be putting in a large trail in a section of our community that can connect to Sheffield that does not already have sidewalks and while residential, which is a negative, the particular properties of that section of French Creek Road have much larger, wider frontages and the properties are larger and the houses sit further back from the road than the 42 properties that are from North Long Road to Detroit Road. Mrs. Holtzmeier added that seemed more appropriate and she liked the fact that they did not already have sidewalks so using taxpayer and grant dollars would also help to get some connectivity on that street. She said she further liked that it was cheaper and provided the City with some savings that perhaps could be used toward the next phase of this trail as that seemed like a good confluence. Mrs. Holtzmeier advised their eyes as good stewards of taxpayer money

should be on the bottom line. She said when Ms. Dragony mentioned she installed her sidewalks about ten years ago, and they are still in decent condition and that she was asked by the City by Ordinance to do it out of her own pocket and Ms. Dragony and her neighbors complied and provided that connectivity. Mrs. Holtzmeier stated there are other areas of the City that do not have connectivity and the City relies on that Ordinance through the annual sidewalk program to compel residents to establish sidewalks. She said she wants to see that program maintain credibility amongst the City's taxpayers and she is not attracted to using further taxpayer money above and beyond what a grant would cover to rip up perfectly good sidewalks and reinstall trails that then connect to more sidewalks and that is what this would do if it went all the way from the Sheffield line to Detroit Road. Mrs. Holtzmeier asked where this proposed ten-foot trail connects at Detroit Road and French Creek Road and she responded to a four foot sidewalk and she felt that was not the best use of connectivity. She asked how much of the TLCI grant is able to go toward the cost for engineering.

Mr. Cummins advised he believes the grant is for construction costs.

Mrs. Holtzmeier asked where the money is coming from for this recreation trail, meaning the \$850,000 after the grant funds.

Mr. Logan advised they have choices; after the grant funds they could take it out of Park Operating Funds or Park Development Funds or Recreation Income Tax Funds or even TIF Funds. He stated they were not near that yet, so he has not sat down and budgeted as the engineering has not even been approved yet.

Mrs. Holtzmeier asked where the funds came from when Council voted in July to fund \$50,000 to appropriate monies for engineering to the Citywide Bike Trail.

Mr. Logan advised he would have to look back, but he believes from the General Fund, engineering line item.

Mrs. Holtzmeier asked if the City could not use any of those other funds for the \$850,000 to construct this particular portion of the trail.

Mr. Logan advised they have not been affected yet. He said the Envision dollars that were spent were set up in a separate capital project fund and the bulk of those were covered by this grant and the Metroparks. He said that money we have spent, which he believes was originally funded out of the General Fund and again, was a separate capital project fund. Mr. Logan stated they will more than likely be paying those funds back if the City does not proceed with this grant.

Mrs. Holtzmeier advised the \$850,000 that the City would have to come up with may come out of the Recreation Fund, the Park Fund or it could also come out of the General Fund.

Mr. Logan confirmed that the City had those choices.

Mrs. Holtzmeier advised if it does come out of the General Fund, it was obviously monies that are not going toward other projects. She said she has some issues with reconciling destroying perfectly good sidewalks to further take money out of the General Fund and not use toward utility or sewer infrastructure upgrades.

Mr. Logan advised some of the costs involved in the project are storm sewer costs. He said that portion of the project could come out of storm sewer funds.

Mayor Jensen asked Mr. Ziemnik to confirm that the City can still ask for more grant funding for this project if a portion is installed and that NOACA might consider more funding to help the City get the project completed.

Mr. Ziemnik advised that has been NOACA's pattern and philosophy that if the City gets something started, NOACA will want to see it get completed and it moves the City up in consideration to help continue the project that has been started. He said if the City has nothing started then NOACA would ask why they should give more money for a project that is not even started. Mr. Ziemnik stated that has been his experience with NOACA and frankly what they were advised. He said the phase 2 he referred to earlier through Lorain was initially one big project and he was advised to break it up into phases and that they would do better and they had a strategy where they built one end and then the other end and then the middle portion was approved in a heartbeat.

Mrs. Holtzmeier asked how much a preliminary estimate would be to take the project from the Sheffield line to approximately North Long Road near where that trail head could be built across the street as it would be just the one mile.

Mr. Cummins advised that was roughly sixty percent of the way so he would estimate it at sixty percent of the \$1.1 million.

Mrs. Holtzmeier advised that would be roughly \$670,000 and the City would still be eligible because they would be constructing something for that \$250,000 grant.

Mr. Cummins advised as he is sitting here today, he could not say that.

Mrs. Holtzmeier stated it would still be a part of the project that they originally submitted, and it would be considerably less to the taxpayers as they would be spending less, and they would not be tearing out good sidewalks. She said they would be putting in a trail where one does not exist, and they are saving money and would have an option to do something across the street to further connect it. Mrs. Holtzmeier advised that is a proposal she is attracted to and she felt they would be acting as good stewards of taxpayer funds and a good compromise to be able to utilize a grant and pay less money and still get people the connectivity they want. She felt it was not as simple as coming in here and saying, yes or no; but that they need to dig into it. Mrs. Holtzmeier stated these points they are discussing are important and she supports bringing that trail from the Sheffield border to about North Long Road and then seeing that as a phase. She said to the Mayor's and Mr. Ziemnik's point of being able to go back next year and say we know more and we will do better because we know better. Mrs. Holtzmeier advised they would be saving money and not taking it from other endeavors. She asked how do they want to finish connecting it and what was the best way to do it. Mrs. Holtzmeier said they could perhaps have that discussion as Council another day if it makes sense to go all the way to Detroit Road after they have seen it or if it makes sense to go across the street and go through a wooded area that has beautiful multi acres of land with some of the oldest trees in Lorain County and that area runs right along the French Creek River. She stated she calls that area the enchanted forest and suggested if you have never walked it or seen it that it is quite the sight to see and she recommended doing so.

Mr. Ziemnik advised that property is magnificent, and it was not for lack of effort between the Administration and the Metroparks speaking to that property owner's family and they are just not ready to sell. He said the City does not own it and the family at this point has said they are not interested in discussing selling it but they have made a concerted effort to continue that discussion.

Mrs. Holtzmeier felt it was important enough for that property to make it onto the Master Plan and the specifications made by map and laid out as one of the seven important priorities for bicycling and pedestrian accessibility in our City. She said she sees that as a reasonable option, one that Envision specified and would be a good choice. Mrs. Holtzmeier advised as far as this Ordinance in front of Council is concerned, they have the ability if Council is agreeable to that compromise or proposal, to bring it from the Sheffield line to approximately North Long Road, they have the ability to amend the language in the Ordinance and to move forward without the map to do exactly what Mr. Cummins has said which is to use engineering to specify where the best place would be for the trail, but what they would have done is put a limit to the geography and in essence reduced the cost to approximately 60%.

Mr. McBride advised they have spent a long time talking about this and they have heard from the residents and their concerns. He said they have received emails from other residents, and he believes they have enough information and approving this Ordinance is to get the engineering started. Mr. McBride felt if they were to do what Council Member Holtzmeier is suggesting that they were just going to have to come back and tear up the sidewalks anyway because people would be going from a ten foot wide multi-purpose path down to a four foot wide sidewalk which is a disaster waiting to happen. He said someone will get hurt and someone will end up in the street. Mr. McBride felt they needed to move on and proceed with the votes next week with the Ordinance as written. He respectfully asked Council President Fischer to move on to the next item on the agenda at this point. Mr. McBride advised they have discussed this topic for well over an hour and he felt at this point they were just repeating what has already been said. He stated this application was submitted and it was available for review and yes, it changed a little from the Master Plan, it always does, and he asked if they could move on.

Mr. Radcliffe asked how many acres the other piece of property is that Mrs. Holtzmeier referred to earlier. He said he was trying to get a ballpark figure for what it would cost if the City were able to purchase that land to add into this trail.

Mayor Jensen advised the City has estimates on the cost of that land and it is over \$4 million.

2. [ORDINANCE NO. 81-20 – REAPPROPRIATIONS](#)

Mr. Logan

Mr. Logan explained the re-appropriations as follows:

General Fund No. 101

Increase appropriations \$21,000.00 for Compensated Absences (retirement payout) as the budget for 2020 has been exhausted.

Total General Fund Re-appropriations \$21,000.00

Special Revenue Funds

Recreation Income Tax Fund No. 240

Increase appropriations \$71,250.00 for debt service on the Series 2009B bonds due December 1, 2020.

Living Tree Memorial Fund No. 253

Increase appropriations \$2,000.00 for trees to be planted in honor of family members that have passed away. We have received donations from three families this year.

Total Special Revenue Fund Re-appropriations \$73,250.00

Debt Service Funds

General Obligation Bond Retirement Fund No. 301

Increase appropriations \$19,500.00 for costs of issuance associated with the 2021 Recreation Facility Notes sold on August 13, 2020. The notes are dated September 2, 2020. These were sold competitively (no underwriter) therefore the City is responsible for paying the costs of issuance.

Total Debt Service Funds Re-appropriations \$19,500.00

Capital Project Funds

2019 Road Program Fund No. 409 (Nagel Road Widening)

Increase appropriations \$56,068.08 for the OPWC share of this project. OPWC have made their payments directly to the contractor. This amount has been recorded as revenue in the fund too, as part of the OPWC Grant for this project. The City received \$250,000.00 grant and \$250,000.00 no interest loan funds from OPWC. This is the final payout for this project.

Mr. Logan explained this project has been done and the information has now been received by OPWC.

**Detroit Road Widening Fund No. 416*

Increase appropriations \$20,000.00 for preliminary design engineering.

Chester Road/American Way Improvement Fund No. 486

Increase appropriations \$15,000.00 for construction inspection and staking.

Total Capital Project Funds Re-appropriations \$56,068.08
(\$91,068.08)

Special Assessment Bond Retirement Fund No. 501

Increase appropriations \$54,644.00 for debt service on various bond issues due December 1, 2020.

Total Special Assessment Bond Retirement Fund Re-appropriations \$54,644.00

Total All Funds Re-appropriations \$224,462.08
(\$259,462.08)

**Clerks note: The amounts listed above in red were mentioned in this Work Session by Finance Director Logan; however, it was not a part of the physical Exhibit A to the Ordinance at the time or when it was passed on September 14, 2020. Ordinance No. 81-20 will be amended by Ordinance No. 93-20 on September 28, 2020 at the Regular Meeting of Council to include those omitted amounts.*

3. ORDINANCE NO. 82-20 – GRANTING A SPECIAL USE PERMIT TO RICHARD & PAULINE SCHNEIDER TO ALLOW FOR LOT CONSOLIDATION, LOT SPLIT AND THE CREATION OF A FLAG LOT ON THE NORTH SIDE OF SCHWARTZ ROAD, EAST OF 32480 SCHWARTZ ROAD

Planning Referral

Ms. Fechter advised Mr. and Mrs. Schneider recently purchased some property next to property they already own on Schwartz Road. She said they consolidated that property and now they are asking to split it into two buildable lots. Ms. Fechter stated one will be a typical lot upfront and the other one is a flag lot that requires a Special Use Permit. She advised they have received approval from Planning Commission which was contingent

on the Board of Zoning and Building Appeals granting a 5 inches variance. Ms. Fechter said the BZA granted the variance and now they were before Council asking for approval of the Special Use Permit.

4. [ORDINANCE NO. 83-20](#) – TO AMEND THE SPECIAL USE PERMIT FOR AVON V.F.W. POST NO. 7035 TO ALLOW FOR THE CONSTRUCTION OF A 26' X 7' OUTDOOR BAR TO BE INSTALLED UNDER THE EXISTING PAVILION LOCATED AT 36950 MILLS ROAD Planning Referral

Ms. Fechter advised the V.F.W. is asking for a Special Use Permit for an outdoor bar. She explained it is just a structure for outdoor seating and was not a functional bar in the typical sense. Ms. Fechter stated Mr. Barvincak has built a beautiful wood structure that will be used only for special events and parties. She said there is no running water or electricity for the structure, but is a beautiful bar that people can utilize while they stand or sit outdoors for an event at the V.F.W. Ms. Fechter stated the V.F.W. was granted a Special Use Permit previously for their outdoor patio and this is to make the pavilion area legal including the picnic tables and the bar for the outdoor seating.

Kerry Barvincak of 37937 Detroit Road advised it will be a 24' long rectangular bar and would only be used when the pavilion is rented for parties on weekends. Mr. Barvincak said it will be shut down at 11 p.m. and the noise level will be considerably less than what it is at a typical bar. He stated again, it is an addition to an existing pavilion.

Ms. Fechter advised they currently have the lighting for the structure on a timer that turns off at 11 p.m. and currently because of Covid-19 everything closes at 10 p.m.

5. [ORDINANCE NO. 84-20](#) – TO ACCEPT PUBLIC IMPROVEMENTS CONSTRUCTED BY SPEEDWAY, LLC AT STATE ROUTE 611 AND RECREATION LANE Mr. Farmer

Mr. Cummins on behalf of Mr. Farmer who was absent, advised all work has been completed and this is for the improvements of Recreation Lane at S.R. 611. He said there was a lingering issue with a light on one of the traffic poles, but that has since been taken care of and everything has been completed. Mr. Cummins believes the routing sheet has been signed.

Mr. Logan confirmed that the City received the deposits and maintenance bond that day.

6. [ORDINANCE NO. 85-20](#) – RATIFYING THE ACTION OF THE MAYOR IN GRANTING AN EASEMENT TO COLUMBIA GAS FOR THE INSTALLATION OF A GASLINE ON SCHNEIDER COURT TO SERVICE THE BENDIX SITE Mr. Gasior

Mr. Gasior advised as they are all aware, Bendix is coming to Avon and the back of their property abuts Schneider Court. He said there is a gas line that terminates at the western end of the Service Garage area. Mr. Gasior stated an easement is needed from the City by Columbia Gas to cross to the east side of the City property and then on to the Bendix property. He advised Geis, the builder, would like to have natural gas at that site for the winter months to be able to heat the building. Mr. Gasior explained that in order to get on the Columbia Gas construction schedule, the City needed to execute the easement and rather than wait until tonight's meeting, he advised Mayor Jensen to sign the easement to facilitate getting it on the Columbia Gas construction schedule and they are asking Council to ratify that action next week.

Mr. McBride asked why Bendix did not connect to the gas line on Chester Road since there was already natural gas available.

Mayor Jensen advised there was not enough supply and Schneider Court was the easiest access with the amount of natural gas that they were going to need for that building. He said this action is to help Bendix.

Mr. McBride agreed this is the right thing to do for Bendix.

7. ORDINANCE NO. 86-20 – GRANTING A SPECIAL USE PERMIT TO VAULT SELF-STORAGE, LLC TO CONSTRUCT A SELF-STORAGE FACILITY JUST WEST OF 34420 MILLS ROAD IN THE M-1 INDUSTRIAL DISTRICT Planning Referral

Ms. Fechter advised Vault Storage presented in front of Planning Commission wanting to build a self-storage facility on Mills Road and there have been conversations in the past about traffic in that area. She said that Vault Storage is partnered with a prospective property owner to the west to do a traffic study and that traffic study is required to be submitted during the final development plan. Ms. Fechter explained this step is merely stating they want to come in with a storage facility on Mills Road and have given the City a basic site plan, but this Special Use Permit gives them the approval to go ahead with the full extent of engineering. She said then Vault Storage will work on their stormwater and the results will be back from the traffic study and will make recommendations based on those results. Ms. Fechter advised with both of those users coming in at the same time the City thought it would be more cost effective to have them partner together to pay for that traffic study and then determine what recommendations come out of it for the next step of the final development plan.

Mr. McBride inquired as to what type of structure was Vault Storage installing.

Ms. Fechter advised they are going to be mini storage buildings; they are a very nice system that has a Bluetooth locking system.

Mr. McBride asked if it is going to be a masonry structure or a metal building.

Vinny Violi of 18378 Bonnie Lane, Strongsville and managing partner of Vault Self Storage advised the structures will be steel structures out of Wisconsin, Trachte Building Systems. He said he owns a construction company and his family has built these structures for twenty years and they are one of the premium suppliers for these structures. Mr. Violi stated they would be doing a front facing façade and they would like to work with the City on what they would like to see to have a nice neat appearance with landscaping out front. He said there would be no latches or padlocks on the outside with the Bluetooth locking system.

Mr. McBride advised basically they are standard metal self-storage units.

Mr. Violi added that there will be climate control and insulation.

Mr. McBride said they would be somewhat of a higher end product.

Mr. Violi agreed and said their goal is to be a premier site.

8. RESOLUTION NO. R-19-20 – TO AMEND RESOLUTION NO. R-19-19 IN SUPPORT OF REPLACING THE FIELD TURF AT CRUSHER (f.k.a. SPRENGER) STADIUM Mr. Logan

Mr. Logan advised that in the Resolution last year, Council authorized the installation of the replacement of the field turf.

Mr. Gasior added with the pandemic there was no baseball season in 2020.

Mr. Logan stated as such they would like to delay the replacement of that field turf for another year assuming there will be a baseball season next year.

Mr. Gasior noted it is a stand-alone issue because the way the Resolution was worded it stated that the City would put it in by the end of this year. He said since there was no baseball this Resolution amends that previous one to now state that the City will replace it in 2021.

Mr. Logan advised they would budget the same \$600,000 originally budgeted for this year and was taken out of the 2020 budget. He said the other thing that was under consideration was possibly putting in the infield turf in that first year and the outfield turf in the second year and it would still be approximately a total of \$600,000, but if they can get it done in the fall of next year then that is what they would like to try to do.

9. REPORTS AND COMMENTS

MAYOR JENSEN advised a couple months back with the CARES Act there was an Ordinance passed that allowed employees to be paid if they were quarantined following the federal government requirements. He stated one thing that was exempt from that Act were first responders and a draft policy was distributed that will be on next week's agenda that will provide first responders with this same benefit. Mayor Jensen indicated they would like to provide the same benefit as they do any other employee as it relates to the possibility of being quarantined during this pandemic. He felt it was unfair to not include first responders. Mayor Jensen advised one thing that makes this policy for first responders slightly different and the reason it was kept out of the federal policy is because a lot of times first responders can work through those time periods. He said he wanted to update the City Ordinance as it relates to this policy in case it is needed and in a dire emergency the City would be able to bring a first responder in to work, but if it was not absolutely necessary the City wanted to be able to quarantine them when requested and still be able to pay them through the CARES Act. Mayor Jensen felt it was not fair to exempt first responders from paid leave while quarantined to be fair to all the employees and he noted the City is reimbursed from the federal government.

Mayor Jensen introduced Bill Hricovec and said that recently a member of the Board of Zoning and Building Appeals resigned before the end of his term and Mr. Hricovec is the recommended replacement to that position. He advised he spoke with the members of the BZA and they recommended Mr. Hricovec for the vacated seat on that board. Mayor Jensen stated he knows Mr. Hricovec personally and he has some construction background and good common sense and decision-making skills. He indicated Council would see an item on next week's agenda to appoint Mr. Hricovec to the BZA to fill the unexpired term vacated by Mr. Schatschneider.

COUNCIL MEMBERS:

MR. BUTKOWSKI, WARD 1 had no further comments.

MRS. HOLTZMEIER, AT LARGE had no further comments.

MR. MCBRIDE, WARD 2 advised the Parks Department did a great job this weekend removing the signs in the public right of way and he thanked them.

MR. MOORE, WARD 3 advised he would like to call an Economic Development Committee meeting for Monday, September 21, 2020 at 6:30 p.m. to further discuss tax incentives for Hunter International. Ms. Holtzmeier and Mr. Butkowski indicated they were available for that date and time.

MR. RADCLIFFE, WARD 4 had no further comments.

MR. WITHERSPOON, AT LARGE had no comments.

MR. FISCHER, AT LARGE reminded everyone this Friday, September 11, 2020 is Patriot's Day and there is always a nice ceremony and tribute commemorating that solemn occasion. He noted this year's ceremony would be held at the Veterans Memorial behind the Police and Fire stations across from the pool to better allow for social distancing. Mr. Fischer advised recently he had a friend and co-worker, a Cleveland Police Officer, who was killed this week and it is always nice to remember our first responders who put their lives on the line every day.

DIRECTORS/ADMINISTRATION:

MR. CUMMINS, CITY ENGINEER had no further comments.

MR. FARMER, SERVICE DIRECTOR was absent.

MS. FECHTER, ECONOMIC DEVELOPMENT/PLANNING COORDINATOR advised this is the time of year where Super Heroes to Kids Day is held in Avon. Unfortunately, due to Covid-19 the City will not be able to do the traditional activities, but they have planned a drive-in movie night in the parking lot of the Aquatic Facility. She said this Friday night is open to the general public and there are sixty-five families signed up, it sold out right away, and the movie Incredibles 2 will be shown. Ms. Fechter advised on Saturday there are twenty-five families that are part of the special kids for Super Heroes to Kids in Ohio that are going to be upfront VIP guests and the City is able to open it up to forty more families to have a total of another sixty-five for the movie on Saturday. She said there are approximately thirty Super Heroes on-site on Saturday and a handful on Friday who will be waving to people as the cars pull in. Ms. Fechter thanked Jen from the Germ-Free company for making goodie bags for each child again this year and as a part of her line of work she is able to sanitize and seal each bag handed out for the event. She said they are making the best of the situation and at least they are still able to give the kids a little something fun to do.

MR. GASIOR, LAW DIRECTOR had no further comments.

MR. LOGAN, FINANCE DIRECTOR advised they had a couple of very successful debt issuances recently. He said the bond refunding in late July of \$37 million worth of bonds generated over \$6 million of savings over the next twenty years, that is a 17% savings on what was re-issued. Mr. Logan said the net interest cost was 1.87% for the life of those bonds. He stated they had 36 buyers and the bonds were sold five times over, which is unheard of in a municipal market world and there is a lot of liquidity out there. Mr. Logan advised in looking at the refundings that we have done over the last few years, 94% of the City's long-term debt, which is about \$73 million has been refunded, meaning refinanced, meaning the City is realizing these lower interest rates. He said the recreation facility notes were sold as well a couple weeks ago for \$6,250,000 and the City of Westlake purchased the entire note directly with no paying agent, meaning the Finance Director in Westlake found a way to circumvent some of the systems in place. Mr. Logan advised Westlake bought the entire note and it has an interest rate of approximately .32% on it and he hoped that same Finance Director would be there next year when Avon rolls over that note again.

MR. STREATOR, SAFETY DIRECTOR reminded everyone about Patriot's Day at 7 am on Friday, September 11, 2020 at the Veteran's Memorial. He thanked Mr. Fischer for bringing it up earlier.

AUDIENCE:

Bob Seibel of 1691 Elm Drive advised he was in front of Council about a month or so ago regarding drainage issues with the Willow Creek Subdivision and he believes Council approved a general survey to be done on the development and he was checking back to see where that stands. He stated they almost broke records yesterday with the amount of rainfall and once again he and his neighbor had a full lake in their back yards and it is an ongoing issue when it rains. Mr. Seibel asked where they are with regards to the survey.

Mr. Cummins advised they have been moving along and working on it and have identified drainage areas and flows and the background information. He said he has not put together any slate of recommendations as of yet, but they are advancing, and he sees the issue that Mr. Seibel and his neighbor are facing and they will be working with the City Administration to see what kind of recommendations they want to put forth.

Mayor Jensen asked Mr. Cummins if he had a date as far as how long before he has something to present.

Mr. Cummins advised he would say over the next month.

Mayor Jensen suggested they get back to the homeowners within a couple of weeks possibly and then get back to Council to show what has been found out.

Mr. Cummins confirmed he would.

Mr. Siebel advised he appreciated the effort.

10. EXECUTIVE SESSION: 9:22 p.m.

A motion was made by Mr. McBride and seconded by Mr. Moore to enter into executive session for the purpose of discussing a personnel matter and to discuss the purchase or sale of an interest in land, and the vote was: Mr. Butkowski, "yes"; Mrs. Holtzmeier, "yes"; Mr. McBride, "yes"; Mr. Moore, "yes"; Mr. Radcliffe, "yes"; Mr. Witherspoon, "yes"; Mr. Fischer, "yes".

The vote was 7 for and 0 against and the Chairman declared the motion passed.

11. RECONVENE: 9:53 p.m.

A motion was made by Mr. McBride and seconded by Mr. Moore to reconvene the Work Session of Council, and the vote was: Mrs. Holtzmeier, "yes"; Mr. McBride, "yes"; Mr. Moore, "yes"; Mr. Radcliffe, "yes"; Mr. Witherspoon, "yes"; Mr. Butkowski, "yes"; Mr. Fischer, "yes".

The vote was 7 for and 0 against and the Chairman declared the motion passed.

12. ADJOURN: 9:54 p.m.

There being no further business the Work Session of Council was adjourned.

PASSED: _____

SIGNED BY: _____
Brian Fischer, Council President

ATTEST: _____
Barbara Brooks, Clerk of Council