

**CITY OF INDEPENDENCE
JOINT STREETS & UTILITIES COMMITTEE
MEETING MINUTES
FEBRUARY 24, 2022 AT 4:00 P.M.
COUNCIL CAUCUS ROOM & VIA ZOOM**

Present: Chairman Dale Veverka – Streets & Sidewalks Committee
Vice Mayor Dave Grendel
Councilperson Chris Walchanowicz (left at 5:30 p.m.)
Chairman Jim Trakas – Utilities Committee
Councilperson Anthony Togliatti

Also Present: Mayor Gregory P. Kurtz
Councilperson John DiGeronimo
Councilperson Tom Narduzzi
Finance Director Vern Blaze
Service Director Ron McKinley
City Engineer Don Ramm
Engineer Inspector Jim Riley
Finance Assistant Maggie Osysko
Recreation Director Tom Walchanowicz
Fire Chief Steve Rega
Technical Service Director Dave Snyderburn
Procurement Coordinator Dennis Zdolshek
Sustainability Coordinator Ryan Wancata

Chairman Dale Veverka called the meeting to order at 4:05 p.m.

Chairman Veverka said we have a quorum for both. Jim, would you like to deal with the street lights first really quickly or do you want Ron to go first.

Chairman Trakas said why don't we go to the part of the agenda where we talk about Item Number 5.

Chairman Veverka replied sure. We will just turn it over to Ron and let him run with it.

Service Director McKinley asked does everybody have a copy of my presentation? I believe so.

Well, winter finally decided to show itself with snowstorms in January and February. After evaluating the current method of snow removal, snow plow route maps were created and used

along with gang plowing the main roads became mandatory. During snow fall we also tandem plowed the secondary roads. The sidewalk machines were dispatched simultaneously with the trucks and concentrated on the main sidewalks during the storm. After the storm, the sidewalk machines worked in tandem within each area map that was created until the sidewalks were completed. During the heavy snowstorms, loaders and skid steers assisted the sidewalk machines, removing the snowbanks so the sidewalk machines could get to the sidewalks. This takes a tremendous amount of extra time and additional manpower to complete.

We have ordered 5,700 tons of salt, received 5,200 tons, and we have applied 3,500 tons to date.

Christmas lighting crews continue to remove the Christmas lights.

Chipper crews have been dispatched when applicable.

The catch basin cleaning crews were also dispatched when applicable.

Cold patching of potholes has begun and will continue until spring.

The springtime brings us to mulch deliveries and pressure washing the islands. We will be using a product called Sure Guard from Advanced Turf Solutions which is a post-emergent to assist with the weeds in the islands.

In-house crack sealing will begin in April, and asphalt patching will begin as soon as the asphalt plants open which is usually in mid-April. Service will continue individual concrete slab repairs throughout the City as well.

Service and Engineering will work together to establish a list of roadways to focus on.

I will be proposing the purchase of a new asphalt hot box and asphalt roller at the March Council meeting. Our current hot box is a 2010 Spaulding tow-behind unit that constantly has wiring issues, will not start half the time and needs both heating elements replaced this year at a cost of \$3,500. The machine does not have a tack tank unit installed, so we are limited to using 5-gallon buckets to install tack. In the last 8 years we have spent \$22,000 on parts, not including labor, and since 2017 we have spent \$13,000 on parts not including labor.

The new proposed hot box is a 6-ton hook lift unit, with a tack tank installed, and purchased off the STS contract. This machine is a triple walled insulated unit that comes with 2 diesel heating burners. It also has a 24-hour timer and electric overnight heat. This overnight heat is useful at the end of the day, instead of throwing away material, we can keep it warm and re-use it the next day. Delivery is approximately 4 months.

Our current asphalt roller is a 2002 model that will not start half the time, needs constant repairs, and the machine does not have vibratory or watering capabilities. The proposed asphalt roller will be a 3'x5' vibratory roller purchased off the Sourcewell contract, with a delivery date of 1 year. It will come equipped with a 48-gallon pressurized watering system with an electric pump, a seat belt for safety, front and rear work lights, including flashers and a backup alarm for safety.

Catch basin cleaning, chipper crews and street sweeping will be a daily occurrence utilizing our new maps, making sure we complete every route in the City in a timely manner.

Also, at the March Council meeting I will be proposing the purchase of a Titan leaf machine. This machine will work with the new tandem axle Freightliner we received last year. The Titan leaf machines have a longer hose on them which allows us to increase our efficiency and decrease our manpower from 3 men to 2 men per truck, eliminating a raker, until the final clean-up week. Due to supply chain issues, the engine manufacturers have allocated only 45 engines to our suppliers on a first-come, first-serve basis, and delivery is approximately 4 to 5 months out.

Service Director McKinley said the next document is what I call an efficiency document, some of the changes we have made in the Service Department to help increase the productivity and efficiency. For example, with the chipper, we now use computer-generated routes for the most efficient way to get every stop. The guys also pick up any additional stops along the way and record them on their daily worksheets. The equipment is now being washed, waxed and undercoated. Also, at the end of the season we now perform all maintenance on the machines before storage. For example, at the end of the leaf season, we washed, waxed and undercoated and did all the repairs and maintenance to the leaf machines before we stored them inside. So, we never put anything away broke.

The senior rubbish, that went from 40 hours a week to 4.7 hours because that truck that we bought.

The leaf program used to follow the rubbish routes. This way set us back 5 days during the 2021 season. So, the maps and the routes were created, and we made up the 5 day setback in 4 days, and we were able to get back on schedule.

Special pick-ups and the HHW's, we also used computer-generated routes for the most efficient way to get every stop.

Within the office we worked with Marie and created spreadsheets and documentation of quantity of work. For example, the rubbish and recycling cans, the dumpster rentals, the tent rentals, salt, asphalt, concrete, all the yearly totals are now being calculated and stored on computer hard drives.

As far as the mechanics go, we created preventative maintenance forms. Mechanics document each truck they work on and store them on the computer hard drives.

We also created a checks and balances. So, we now follow up with every phone call or every email that comes through the Service Department with a completed email. For example, a resident calls in that her mailbox is damaged. The Office Coordinator will send an email to the Service Admin which goes to the management team in the Service Department. Then the Office Coordinator will follow up with the foreman or the employee on site making sure the job is completed. Once job completion has been established, another completed email will be sent out so that everyone knows the job has been completed and who completed the job. This way nothing falls through the cracks.

We also started calling the residents back, making sure the job was done, completed and they were satisfied.

The equipment now has a dedicated parking location. For example, the recycling building now holds the sweeper truck, the Vac-All, mini-excavator and the senior rubbish truck. So, the guys know every day where to park the vehicles inside.

The first map here I would like to talk about is called a Sidewalk map. We created this map to help the guys out with plowing the sidewalks in the City. Currently, we have 66.34 miles of sidewalks to plow. We also have 137 lane miles of roadway to plow. The nice thing about this map is that it shows exactly where the sidewalks start and stop and what side of the road the sidewalks are actually on. So, the guys really like this map. It helps them, especially at midnight where they can't remember where there's a sidewalk and where there isn't one. This is very beneficial to the guys.

The next map we have is the snow and ice control map. We also use this for leaves, but as far as snowplowing goes, the big red line down the middle, those are our primary roads. We have 4 tandems plowing the mains. Then we broke the City down into sections, and we color-coordinated them, and we listed them in area. We gave each section an area. For example, tonight during the snowstorm, there will be a guy assigned to Area 1, the blue roads, and that is what he is going to focus on, just those roads. After he gets those roads completed, he will get on the radio and call anybody else in any other area and ask them if they need help. So, it takes 6 guys, one in each area and 4 on the mains, 10 guys during a storm. The map is also helpful again at midnight to make sure that the guys know exactly what they are hitting and what they are not. Now at the end of their shift, say it kept snowing, the guys highlight the roads that they have completed, and they turn it in. So, the next shift takes the map and continues for first shift and third shift.

The last paperwork here is what I call my Service Department Asset Audit. We went through the yard, we documented everything we have, all the way down to a chainsaw, the make, the mileage, the VIN number, the license plate, the year and model. Then we have a year, the asset type and ID number. Those columns will be what we put into Tyler, so the Tyler system can plug and play with this audit. Then the column all the way to the farthest right are my notes on what's good, what's bad, what needs to go to Govdeals, what needs repaired, when we are going to repair them, what year we got new stuff, things like that so we can keep a running track. Now this changes, daily, monthly, anytime we get a new machine we add it in here. When we sell a machine through Govdeals, we take it off. So, this is an ever-moving, ever-changing thing, but the color coordinating is just for me so I can flip through this knowing what I am working on this year. Like the yellow on the second page is the 550's, the hook-lifts, those are all in good condition. We are keeping those, but the black stuff are the 550's I would like to replace. The green, this truck, in order to get salt you have to raise the bed of the truck, and the guys didn't like going down the road with the bed of the truck in the air. So, it only had 20,000 miles on it. It was an F-550 dump truck, so we just gave it to Rec to help them out so they could have that truck.

There are snowplows, chainsaws, the second last page shows a lot of the chainsaws, backpack blowers, weed eaters. So, we keep track of everything.

Last but not least, I have one little fun fact. I am looking at a Govdeals Sold Asset Report, and in the year of 2021, last year, the City netted \$68,875.00 from the Service Department vehicles and equipment that we sold to Govdeals. So, every time you buy a new machine, we send something to Govdeals. We are not necessarily losing all of our money. We are recouping some of it.

Now, I know everybody wants to talk about senior snowplowing and sidewalks.

Vice Mayor Grendel said I just have one question Ron. You talked about on Page 2 of your report there, purchasing a new hot box. Approximately what does it cost? I didn't see it.

Service Director McKinley said a hot box, \$56,862.00.

Vice Mayor Grendel asked that's complete for everything? You talked about the roller.

Service Director McKinley said the roller is separate. So, with this hot box, here is a letter from the manufacturer. This hot box is on the STS contract. The pricing is from 2008, and it's valid as of today. The new pricing has been submitted, and it's waiting to be approved. The new pricing that was submitted will include a 12% to 14% increase over the current contract pricing. The new pricing could be approved at any time. So, they aren't going to hold prices anymore.

Vice Mayor Grendel asked how about the actual roller? How much is that?

Service Director McKinley said the roller is \$47,876.00, and it's approximately 365 days for delivery.

The Titan leaf machine, our supplier has advised because of supply chain issues, the engine manufacturers have placed them on allocation for calendar year. There are 45 engines. That's all they are going to sell. It's first-come, first-serve.

Vice Mayor Grendel asked that's nationwide?

Service Director McKinley said well it's for this supplier.

Vice Mayor Grendel asked and how much is that?

Service Director McKinley said \$74,301.76.

Vice Mayor Grendel said combined these 2 are approximately \$175,000, maybe even a little more like \$180,000.

Is that on the Five-Year?

Finance Director Blaze said we have been meeting with Ron and the Mayor, and the legislation that you will have before you for the March meeting will have whether we had it in the 2022 column of the 2021-2025 Capital Improvement Plan. A lot of the (inaudible), the ones that don't you will be talking about in a few minutes, the largest one being the potential bombardier purchase. That was not on the Capital Plan.

Vice Mayor Grendel said come that March meeting, we will start having those meetings.

Finance Director Blaze said I sent the email out to you and the Mayor regarding four potential capital meetings in March.

Vice Mayor Grendel said very good.

Jim Riley said one thing with the equipment. As Ron said, if you are going to buy anything this year you have to order it because you may not even get it this year with how far out they are. If you don't order it this year, next year it might be 3 to 4 years out by the time you end up getting the equipment. It is crazy, and the prices are terrible.

Service Director McKinley said so for the sidewalk machines, we currently have 2 four foot Whacker Neuson's articulating mowers. They have V blades. They are 47 horsepower machines, and in the heavy snowstorms they just couldn't compete. There was just a lot of snow to move in a short amount of time. So, there are options. There are low flow hydraulic machines. They do make a snowblower attachment for them, and they are \$9,500 each for the attachments. Will they work? Will they work on a big snowstorm like this year? Probably not, but there are other options.

We could upgrade and get new whackers, high flow machines which are like the machines we have now, but a high flow hydraulics so it could move more material. The problem is these prices went up. They were \$72,000, and now they are up to \$101,000 for a little articulating motor.

Some of you have asked about a bobcat, the L23 small articulated motor. I do have a quote on that, and it's \$36,000; however, it's only half the horsepower of our current machines. So, that's not a viable option.

I know we have a bobcat compact tractor motor which is a mini skidster on tracks. It has 55 horsepower compared to our 47 horsepower machines. They want \$54,000 for that. They do have a snowblower attachment for it. You are going from 47 horsepower to 55, and it's not much more.

Then we have the famous bombardier. It does come with a V plow and a snowblower. Now the nice thing about this snowblower is that it has a 2 auger system in it. We are plowing 66.34 miles of snow, and to break that all the way down in a cubic yard formula. If we were to look at dump truckloads, a dump truck holds 12 cubic yards. We are actually moving 5,405 dump truck loads of snow at a snowstorm of 15 inches based on a 4 foot wide sidewalk. That's a lot of snow to move.

We used to have 2 bombardiers I am being told. We purchased one in 1969, and sold it in 2014. That means we kept it for 45 years. The other one we purchased in 1981, and we sold it in 2018. We kept that one for 37 years. So, these machines do withstand the test of time, and it will be a long term asset for the City. If we divide the price of this bombardier, (inaudible), and the price is \$182,635.00. We divide it over 30 years, and that comes out to \$6,287.00 a year.

These options are, the bombardier is obviously the best option. It only takes 1 man versus having 2 or 3 more bobcats or whackers or anything, other than this bombardier. The bombardier could get through all the sidewalks, and the whackers that we have could come behind it and help clean it up. The nice thing about the bombardier is it goes 20 miles an hour. It doesn't in 20 inches of snow, but it does go 20 miles an hour from this section to that section, and it has 100 horsepower, more than double what we currently have.

All these options are tools in the toolbox. There is no cure-all or you can't do this overnight in 24 hours, but this is a viable option to increase the productivity and the efficiency of the Service Department. This would help out tremendously.

Chairman Trakas asked how long does it take to plow all of the sidewalks now?

Service Director McKinley said 7 to 10 days in the snows that we have been getting. The guys told me 6 inches or less, it takes them 24 hours. Anything over that, we have been averaging 7 to 10 days, but that's also with loaders and skid steers and digging out the intersections so we could actually get the machines in there.

Chairman Trakas asked how about if we had a bombardier?

Service Director McKinley said for sure. Tom, you have seen these things work correctly when we had both of them? What are your thoughts?

Recreation Director Walchanowicz said I think 36 hours.

Finance Director Blaze said Tom was around when they bought that one in 1969.

Service Director McKinley said you did have 2 of these machines.

Councilperson Walchanowicz said I think the biggest thing is this machine will go through 3 foot of snow and crosswalks.

Vice Mayor Grendel asked besides snow, what else do they use the bombardiers for?

Service Director McKinley said it is a specialty machine made for sidewalks and sidewalks only.

Chairman Trakas said for snow.

Jim Riley said like those (inaudible), they use year-round to do other things.

Vice Mayor Grendel said I was just thinking this was an unusual use. Back in the 1970's and 1980's when we were having snowstorms for months, but now this is an unusual year. If we had events like we did, you would need to have them, but you hate to have winters like you won't even use them at all.

Finance Director Blaze said Ron and Dave, you guys could talk.

Several people began speaking at once.

Technical Service Director Snyderburn said the last few winters were 35 or 40 inches at the most. Even this year you probably had, with the 15 inches, you probably had 40 inches of snow so far, that its.

Several people began speaking at once again.

Technical Service Director Snyderburn said the bombardier is a machine for the heavy stuff. You could do that, like Tommy said, 36 hours you could do the whole City no problem. The bombardier is a machine, but first of all, you shouldn't have sold either one, but whatever. They are good machines. You put new tracks on the one for \$12,000. I don't know what you got for it, but whatever. Listen, yesterday is yesterday. So, the bombardier is a great machine. It all depends on how much it's going to snow. You talk to the climate people, it's warming up.

Chairman Trakas asked are there used bombardiers that you can purchase?

Service Director McKinley said I am sure I could find a used bombardier, yes. The only thing I would like to add is in a heavy snowstorm it could handle it. In lesser snowstorms, it's just going to increase the efficiency. So, we can get 6 inches plowed off even faster.

Several people began speaking at once again.

Chairman Trakas said sidewalks and driveways.

Service Director McKinley said that's the next discussion.

Jim Riley said that's the thing with this blower, the snowblower. You won't be pushing a lot of big boulders on the driveways after they are plowed.

Chairman Trakas said the machine is going to be fast enough to blow them into the grass.

Jim Riley said I haven't seen that kind of snow in a three week span in my life. It was crazy.

Chairman Trakas said 1978.

Several people began speaking at once again.

Service Director McKinley said you can't blow snow at 20 miles an hour.

Finance Director Blaze said I think you should say that Council will make the decision that, you guys are telling me that the whackers could cover probably at least three-quarters of the snowstorms we get. It's the bombardier that covered these few 1 or 2 season, non-season storms. That's probably why we got them.

Technical Service Director Snyderburn said just so you know too, we did have a snowblower for the bombardier, but you know you hit a stone, it was heavy and full of water. It clogged up. You had to clean it all the time. You had to get out. Nothing's perfect. The bombardier could go through 2 foot of snow.

Chairman Trakas asked how often do you have to stop and clean the ice out of there?

Technical Service Director Snyderburn said it depends on the snow.

Jim Riley said this has a double auger.

Councilperson Walchanowicz said my thing is like a snowblower, it would probably help Rockside Road, having a snowblower. You have a lot of people walking the sidewalks.

Several people began speaking at once again.

Service Director McKinley said well we had to dig them out with a bucket and dump them on the sides. That took 3 days just to do Rockside Road.

Jim Riley said the Rec Department was letting Service use that little Toro, but it's meant to clean up around buildings. It helped. It's like a mini-bombardier.

Recreation Director Walchanowicz said it doesn't have any weight.

Technical Service Director Snyderburn said you might not be able to put a bombardier all along Rockside Road, I am telling you because the sidewalks are narrow.

Jim Riley asked what about going under the freeway? You get some snow on each side of that.

Service Director McKinley said keep in mind the whackers have rubber cutting edges so we are never going to get all the way down to the pavement like a steel blade. There's always going to be a layer of snow.

Chairman Trakas said I guess we got spoiled and used to the old way to do it.

Councilperson Walchanowicz said so are all the residents. That's the problem that we have to make them happy again.

Chairman Trakas asked did you look for some used ones to see what's out there that's less than \$200,000?

Service Director McKinley said absolutely.

Vice Mayor Grendel asked if you ordered a bombardier, how long would it take?

Jim Riley said and that's the thing too, you wait a year.

Service Director McKinley said they are made in Canada.

Several people began speaking at once again.

Service Director McKinley said I could look at some used bombardiers and see where they are at.

Chairman Trakas asked would that make sense everybody to kind of do that comparison so we have references? These things do last forever.

Finance Director Blaze those were made from steel or iron. I hope these new ones aren't made of plastic.

Service Director McKinley said no, no they are steel. North Olmsted has one, the City; so Tom and I went out there to watch how theirs worked. It's pretty amazing, it just goes. There is no stopping it. It's just like a little tank.

Mayor Kurtz said it's Dave's birthday today, so he is going to want to get home at a reasonable hour, so we could look into these things. I think we had a pretty robust discussion on this, it's great.

Vice Mayor Grendel said thank you, but whatever time it takes.

Mayor Kurtz said I got a call that said we can't keep you late.

Several people began speaking at once again.

Vice Mayor Grendel said I think we should explore everything because this was an unusual 2 or 3 weeks that we had. You hate to make all these purchases and not have another snow like this for 10 or 15 years and everything.

Chairman Trakas said I just look at the, it does have a superior approach. So, in other words, it gets everything out of the way. It's not leaving stuff on driveways. I think that's what the residents' frustration was. Hey, I just cleaned my driveway, had someone come over for \$50 and there is stuff all over the driveway. Then it turns to ice. That I think was the main thrust.

Finance Director Blaze said that's nothing new because if a bombardier or anything came through, it's been doing that forever.

Chairman Trakas said well the bombardier is a little more thorough, I would have to say.

Finance Director Blaze said you have to push the snow somewhere, across the driveway it leaves it on the drive.

Chairman Veverka asked the dual auger snowblower for the bombardier, we have a controllable chute so somebody would have to constantly every 100 feet be adjusting it?

Service Director McKinley said you could move it from the cab.

Jim Riley said once you get to the driveway Dale, you could keep it straight. You are blowing through the driveway. It's just going to be some operator coordination, but it will keep snow off residents' driveways.

Vice Mayor Grendel said that was the big complaint.

Service Director McKinley asked how about senior driveways? What is everybody's thoughts on that?

Chairman Trakas said we talked about it a little bit at the workshop meeting, and I think what we know is you are constrained because of the parameters of the Senior Driveway Program is under. The question that comes up is are those constraints, should they be loosened so that you can actually clean a driveway instead of saying one up and one down, one push. The whole concept of this came about I believe during the Wisnieski administration or early Kurtz administration in the early 1980's that the Fire Department couldn't get up people's driveways. It started out as a safety matter, and then it became a matter of well can I get out? Can I get to the grocery store? Then costs went up so you didn't have the local kid shoveling anymore for \$1.50. It became a \$25.00 push, so it became expensive for senior citizens. With all of that as a background, we put parameters on this program that said hey you have to limit it for cost purposes. It was a different era and a different time. The question comes in from your own expertise is should we consider changing the parameters of the program so you could actually do a driveway and not go up and down and go because I think the feedback that we have been getting. We didn't call them out the last couple of years substantially, but prior to that, and of course this year, I think the feedback was kind of hey I have this big well by my garage now, and I can't even drive. I can't get out of the garage. That is what I think we wanted to have the conversation about.

Councilperson Walchanowicz asked do we change the parameters or do we change who is eligible for senior snowplowing? Brecksville uses that you have to be certified through HEAP in order to have their driveways done. That could go from 600 senior plows to 300 senior plows.

Finance Director Blaze said the last time I talked to them years ago, it was about 15 drives compared to the 600 we do because of that HEAP.

Service Director McKinley said we are up to 725 drives for us.

Councilperson Walchanowicz said so if you go through the process of who is eligible through HEAP, it could cut it a third.

Jim Riley said what you have to keep in mind too with the way it is bid per driveway. Like if you look at everybody in this room, everybody's driveway is a different length, and that's the problem in the City. You have some short driveways, and you have some driveways that are pretty long. So, the guy is bidding and saying I'm going to do this for \$12 a driveway. They are looking to make money. You can't push a driveway, one of those real long ones; they are just trying to get out as quick as they can.

Councilperson Walchanowicz said well I know there's an app on your phone, and for the snow event on MLK day, the going rate was \$130 a push, and that was Garfield, Maple Heights, those type of driveways. That is what people were paying to plow driveways on MLK day, and we are paying these guys \$12 to \$18, whatever it is per push. So, we are going to get what we are paying for.

Service Director McKinley said I think the average Dennis is \$14.75.

Procurement Coordinator Zdolshek said \$14 or \$15. I did reach out to a number of the contractors to discuss our concerns and what our options would be, and what they felt about redoing the specs and getting away from 2 pushes and everything. Two of the contractors said they would probably double the price per driveway. In regards to getting closer to a garage or behind a car, next to a car, all of them said that even on their private customers, they will not go within closer to a garage door than 2 feet just because they don't want to be responsible for damage. It makes sense. I did ask them about would they ever consider adding hand shoveling or something like that. They said that basically that would even triple or quadruple the price. They would only be able to do 3 or 4 driveways an hour if that was involved.

Chairman Trakas said maybe have a separate meeting just on senior driveways, and let's bring some in so we can have a discussion with them because they are doing it every day. We might get an honest assessment. Obviously, costs are going to go up if you are going to do anything. I feel that this is a popular program. If you change the parameters in terms of how it's done, that would be one thing. If you change who is eligible, that would be a very different issue. That would be a little bit more difficult to talk about. I think that's a good idea. Perhaps for Streets Dale is just to have a good, open discussion on it. By the time the next meeting comes along, we will have the program probably concluded, so we will have some more data about it and get some residents to give some feedback as well. I think those are all legitimate concerns. It probably would take more time than we have today.

Chairman Veverka said right, and when I had a discussion with Ron, I said down the road we are going to need to look at the program post-season, but I did want to make sure that it was at least we scratched the surface of it at this meeting. So, but 725.

Vice Mayor Grendel said I was wondering too, the Mayor uses the Swiftreach Program. We get a lot of calls from people asking when the senior driveways are going to get done. Maybe they could do a Swiftreach call saying the snowplows are coming out at such a time. This way, everybody will know. You don't have to get worried about it and make calls to the Mayor's office or the Council Members. They will know when it's coming out, and that will alleviate some of their concerns. If they need to get somebody sooner, then they will have to call a private contractor to get them out sooner, but at least that gives them an idea when they are going to come out, or being dispatched. I think that will alleviate a lot of people's questions or concerns, if we can do this. We use it for a lot of other emergencies now. Does that make sense Greg? You might not be able to narrow it down for the seniors, and it doesn't hurt if somebody else gets that message. They could disregard it if it doesn't pertain them, but I think that helps everybody. Sometimes you don't know if we get 4 inches or 3 ½ inches.

Mayor Kurtz said I have no problem communicating with every issue more effectively. I also agree that a separate meeting to discuss the program. It will give us some time to come up with recommendations. Ron and Jim have come up with a number of ideas that we would like to refine and incorporate them into a discussion with Council to see if we can make this program more effective, more efficient and more responsive to our customers and what their expectation level is. So, we should defer this possibly to, we will finish up the season. If it's okay with Council, we would love to have a separate meeting on this once we can make recommendations and incorporate as many ideas you have into them.

Vice Mayor Grendel said that would be a great idea Mayor. We can have a workshop for this and invite some seniors and contractors and get a flavor from all sides.

Chairman Trakas said I like that idea.

Chairman Veverka said and the other thing Ron is it's helpful for sure if you let us know immediately when the plows are called out. I know that has happened in the past, and it has been helpful when we can add a resident on the end so they know they only have 4 hours.

Chairman Veverka said okay, we will move on, does that make sense?

Thanks Ron.

Service Director McKinley asked would it be rude if I left to handle the snow for this evening?

The Service Director then left the meeting.

Chairman Veverka asked do we want to jump on to the lighting?

Chairman Trakas said we will revert to Item Number 7 on the agenda, and Dave do you want to handle that? Who wants to start off?

Technical Service Director Snyderburn said either Ryan or myself.

CEI has offered 3 options, and the first option is to put LED lights in our street lights.

Chairman Trakas said why don't you give an overview so we know what we are talking about here.

Technical Service Director Snyderburn said first of all, we have a lot of street lights, and basically a lot of street lights on, but anyways we do a monthly lease and write monthly check on the street lights. They are pretty responsive. Sometimes they have problems with the storms. They certainly don't have the number of personnel that they once had, but the bottom line is, we do have street lights out at any given time, that burn out at any given time. We also, just to note, in the City we have 3 separate types of lights. We have metal halide, we have high pressure sodium and we have mercury. So, that's why you see, if you go down Rockside Road, you will see different hues, you will see different lights. In the past, First Energy will replace whatever light they have on the truck. They will replace it in kind with that one option.

So, First Energy wants to replace, they would like to replace everything with LED's, and the LED's, they will use the correct wattage. In other words, they will replace, if you have 450 watts, they will replace it in kind with a much lower wattage, but just as bright, LED. You see these on the freeway now. ODOT (inaudible). It's a much brighter light. It's broadcast in a better position over the road. It will broadcast all over sidewalks and all. Anyways, it's better lighting, and there are 3 options that they offer.

You would pay up front. The first option is Number 1, the City would pay \$242 per fixture up front, and they would change them to LED. So, for example, if you wanted to change all the lights on Rockside Road at once, and I think there are 121 lights on Rockside, you would pay \$242 per fixture; and they would install them. The minute they install them, if they install 50, you would be charged that tariff, that LED tariff which is lower because the electricity costs are lower. So, the cost would go down. So, that's option 1.

Option Number 2 is the same option as Number 1, but you lease over a period of 6 years you pay for that light, and that light, each light would be \$5.16 a month per fixture. It works out to \$309.06 per fixture over 60 months, and then you are paid off.

The third option that they have is the replacement on failure option. There is no cost for this option. They will replace any legacy fixture, if it has a bad photo cell or bulb or a ballast with a new LED street light. So in other words, if you have a bad bulb, they will come out and replace that fixture, free of charge, with an LED.

So, as of right now, at least the lights that are out, the 30 or 40 lights that we have out right now, we would report those, and if we signed an agreement with them, they would replace those with LED's free of charge, even if we come down the road later on and say hey the 40 LED's that we have left on Rockside, you will have 15 new LED's, and there are 70 lights that are still a different hue, we just want to install the rest LED's. We won't have to pay for that 40 or 50 that they already installed. We could pay for the other 70. So, that's the bottom line with the program.

To me I think we would want to at least start replacing them as any that are burned out, we are doing LED fixtures free of charge. It's open for discussion. That's the bottom line. That's the offer from First Energy.

Obviously, we went over the other company before. First Energy is our best bet. I truly believe they are eventually going to change all these to LED's. It's more cost efficient for them because of the labor. That's the biggest cost any more, the labor, and you can't get anybody to do it.

Chairman Veverka asked and you said it was \$200 and what?

Technical Service Director Snyderburn said \$242 per fixture.

Councilperson Walchanowicz asked are these fixtures just on Rockside?

Chairman Trakas said no, it would be citywide. It's in residential neighborhoods.

Technical Service Director Snyderburn said we have about 1,100 fixtures, street lights, give or take. The City owns some. Altogether we might have 1,200, but the City might own 100.

Chairman Trakas said around the park and stuff like that.

Technical Service Director Snyderburn said we own certain lights. We own different lights on Rockside, the signal poles. We own down 21, the lower 21 north of Rockside Road. The ones we just put in, we own those lights. Those are LED's. We own lights here and there, and we do maintain certain lights too. We maintain all the lights on our bridges, even though they are ODOT bridges, they are our responsibility.

Vice Mayor Grendel asked how long do those LED's last for?

Technical Service Director Snyderburn said I'm going to tell you what, I will give you a for instance. These are GE fixtures, which they use GE fixtures, First Energy. We put LED's in the Service Department, and I want to say about 9 years ago now I have yet to have one of those fixtures burn out, nothing.

Councilperson Walchanowicz asked what's the warranty on one of these fixtures?

Technical Service Director Snyderburn said let me just say this, they are saying, GE is saying their fixture is going to last 20 years. They are saying hey 10 to 15 years, that's a given. Like I said, we almost have 10 years on the fixtures in the Service Department and not one has burned out.

Councilperson Walchanowicz said they say they will last 15 years, and one burns out in 7 years, are they going to replace it free of charge?

Technical Service Director Snyderburn said we have to pay them a tariff, sure. We lease our lights. It wouldn't cost us anything to replace them. It's just like now, it doesn't cost us anything for them to come and replace a fixture or bulb.

Councilperson Walchanowicz said so we currently lease the pole.

Technical Service Director Snyderburn said we lease the poles and the lights.

Chairman Trakas said so under one of these scenarios we would own them, we would just buy the lights. I just want to make sure about that.

Technical Service Director Snyderburn said I'm just saying, that's the reason why I brought it up originally. We have 3 different types of fixtures in the City. The ones on the side streets, they are all high pressure sodium. They have yellow light, it's not real bright, so nobody complains about them going in the houses. Those are your colonial type posts, but the ones on 21 and the ones on Rockside Road, anything that's on a wood pole, it could be a variety. It could be a high pressure sodium, it could be a mercury vapor, it could be a metal halide, different hues, different type lighting. These will all be LED's, same hue, same brightness. Well obviously, the same type of light.

Chairman Trakas asked Dennis have you worked up the costs on all these different scenarios by chance?

Procurement Coordinator Zdolshek said we did look at, the return on investment if we purchase the lights outright would probably be 6 to 8 years, and one of the things with Option Number 1 or Number 2, First Energy will not give us any type of delivery date on that. They do not have the manpower to replace a whole city, so it could take 2 or 3 years as it is. I think when we did discuss this with the Mayor and Dave, it's not going to cost us anything to enter into an agreement where going forward CEI would replace all our current fixtures with LED.

Finance Director Blaze asked upon failure?

Technical Service Director Snyderburn said upon failure.

Procurement Coordinator Zdolshek said and then at some point and time if we wanted to, that's why the process, looking to do just like Rockside Road, certain segments of the City. We really wanted to get one area completed.

Technical Service Director Snyderburn said I would say getting a light bulb right now in our current fixtures, they probably only last 4 or 5 years anyway, so within 4 or 5 years we sign the agreement, we should have pretty much the whole City done with LED bulbs.

Chairman Trakas said that's an uneven approach, and I guess I would be inclined to do it over a couple of years, just buy them and do it over a couple of years. I understand it might take a while to do it. We haven't set aside any money for this, so we would have to figure out how to do it in the next big year, but if you started out by doing the leasing or by doing the replacement,

I think that makes sense, but I would like to get some costs. Energy costs have been skyrocketing, and they are not going down anytime soon, so the more value you can get by switching out the old lights to the new lights, I think it would be in everybody's interest. I think First Energy would rather come here a couple of times as opposed to every time something burns out.

Several people began speaking at once again.

Councilperson Narduzzi asked do we know what it costs to light one fixture for a year?

Technical Service Director Snyderburn said you know what Tom, it all depends on the wattage, and there are different tariffs on different wattage. The wattage on Rockside Road, I think they are 450 watts, so there are different tariffs. I think those lights are somewhere around \$30 per light. We spend about \$250.

Councilperson Narduzzi said so I still think it's cheaper when they burn out to replace them rather than start paying to have them replaced. That's just my personal opinion.

Technical Service Director Snyderburn said at least now if we sign the agreement, we can always sign the one agreement. We can always say that if we sign the agreement to replace on failure right now, we could go back in a year from now and say you know what, I know you replaced 125 fixtures with LED's, but we want you to do these because we like the brightness of the other ones. We could always say that. We could give them the money to do it. We might as well start right now. That's what we are here for, and maybe there's another reason why we should, but we might as well start replacing them upon failure now with LED's because it's only going to benefit us. We get a lower rate immediately, it goes into their system. We get a lower monthly rate on those fixtures that have been replaced, and like I said, probably within 4 or 5 years I think we would probably have almost the City replaced because that's about the life of a bulb.

Vice Mayor Grendel said I think it makes the most sense to me, instead of spending over \$200,000 to have it all done at one time, and they aren't going to do it for another 2 or 3 years anyways.

Technical Service Director Snyderburn said it would probably be about at \$242.

Vice Mayor Grendel said we could put that to better use for something else. Given the fact that this is going to be replaced in a 5 to 6 year period.

Technical Service Director Snyderburn said well this is off the record.

Finance Director Blaze said Dave everything is on the record at a public meeting. Councilperson Narduzzi, in 2021 the electricity for street lights, the City paid \$294,000. If that 1,100 light fixtures is accurate, it's about \$267 a year per light, divided by 12 months. It's about \$22 or \$23 a month per light.

Chairman Trakas said say that again Vern.

Finance Director Blaze said \$294,000 total for the year, and divide that by 1,100, it's \$167 a year, and you divide that by 12, and it's about \$22.27 a light fixture a year at the current tariffs.

Technical Service Director Snyderburn said and that's what I say Tom when you ask me how much it costs. Like I said, the light fixtures on Rockside Road, more wattage, obviously use more electricity. So, those are a little more expensive. They are like \$30 or \$31 a month apiece. The lights that are 100 watt, or 150 watt in the neighborhoods, they might be \$12 apiece or \$10, but that's what we are leasing them for. The big figure there is the \$290,000 that we spend on electricity, we give it to First Energy for the lights.

Councilperson Narduzzi said I'm in favor of just replacing them when they burn out. It's almost a wash to replace the lights, what we are paying for them, and in 4 years we are going to be on top of it anyways, so I don't know. That's just my opinion, but I think it's a waste of money to go and buy them or to lease them when they are going to give them to us free sooner or later.

Chairman Veverka said I would tend to agree with Tom. I think this makes a lot of sense, if only for the appearance. We have some yellow ones, we have some blue ones, we have some white ones, just for that little bit of appearance, I don't think it's worth the expenditure. So, I would agree with you Tom.

Councilperson Narduzzi said and then if we end up with a street that has like 5 new ones and one old one, and that old one just won't die, then we spend \$250 and have it replaced. Let's be reasonable, sooner or later they are all going to get replaced.

Vice Mayor Grendel said we can see after 4 or 5 years if we only need a few more, we can replace the rest at that time at a reduced cost. I hate to see that kind of money spent when they are ultimately going to get replaced.

Councilperson Walchanowicz said we would spend more money over a 5 year period leasing them than buying them outright.

Councilperson Togliatti said it kind of stems off of what Councilperson Walchanowicz just said, and I think that second option, the 5 year lease period did sound pretty appealing. Did I hear correctly that it's \$5.00 a month per fixture?

Ryan Wancata said \$5.16 Councilperson.

Councilperson Togliatti asked and we are aware of the current tariffs that we are paying, and then we are aware of the new tariffs we would be paying? So, we could do a business case analysis of this. If we are paying \$31 a month per fixture on Rockside Road with the current tariff, and the new tariff is \$25, it's a complete wash, but Council doesn't know those numbers. It would be great if someone in the Administration could run a scenario here to try to determine if option 2 would be beneficial to us.

The other comment I have is off Councilperson Trakas, we did have some very robust discussions on this in the past, and I know we are investing heavily on branding and landscaping and wayfinding and signage, and one of the things that we did not want to do in our business district was to scatter the lights being that you have different shades, different intensities, different colors of lights in our business district because that is branding in itself. In the past, Council had wanted to do Rockside Road, Brecksville Road, Pleasant Valley Road as a whole so that it's transitioned immediately from the splotchiness that it is to a consistent lighting pattern throughout the entire business district, and the strategy that we are talking about today is not going to achieve that. It's going to leave us looking sub-par in my opinion. If we are striving to be the premiere community, I think lighting is extremely important. Lighting is safety, and Rockside Road is our bank there, so my opinion would be to treat those districts differently, but I think it all comes back to this option 2. If you are paying \$5 a month, you might be saving \$5 a month in tariff, and it's a wash and might not cost us anything. So, I would be curious to have those figures.

Ryan Wancata said just following up with you Councilperson Togliatti, Dennis and I could run those numbers, and we could present that to the committee if there is a meeting next month. Just so everyone is aware, with option 1 is \$242 per fixture. That would come to about \$290,000, and then option 2 with the leasing, that would be \$370,000 at the end of 60 months. So, there is obviously a difference there, but I agree with you that we should run this comparison and not have the splotchiness and the different colors of lights.

Really the only other thing I have to say, I think Dave and Dennis you guys explained it real well, and Vern thank you for saying the \$294,000 per year. The Illuminating Company claims that the energy savings we will see will be about 30% to 40% cost savings. That is anywhere from \$88,200 to \$117,000. So, there is obviously a benefit of doing this. Like I said, Dennis and I could work on this comparison for that option 2 if you want.

Councilperson Narduzzi said but if you aren't going to have it done for 5 years, why should I pay all that money and not recoup my savings for 5 years? I could do that over a 5 year period and it would be free.

Councilperson Togliatti said maybe we should have someone from First Energy. I know Kevin Smalley has always been very willing to come in and meet with us and talk with us. He could explain to us the timeframe and the intricacies of the program.

Councilperson Narduzzi said I think I just heard the timeframe. It's going to take 5 years to replace them all.

Technical Service Director Snyderburn said if you figure a bulb right now, the bulbs that are in there right now, I would say they are a 5 year bulb. So, that's just me saying look even if you put a new bulb in today, 5 years from now that bulb would be bad on that light in the existing fixtures. The only thing is, like Ryan was saying, it's \$370,000 if we went with the leasing. I don't know exactly what he said, but you are still paying the electricity, you are just going to pay a lower rate of electricity. You are right, there's a number there. I am not sure if that number, but like Ryan said, you are saving anywhere between 35% and 40%. If we are saving 35% at

\$100,000 a year if we did them all, we are still spending quite a bit of money. You are still spending \$370,000 over a 6 year period.

Finance Director Blaze said we could run numbers. My gut reaction is if you do replace on failure option, you are not paying anything for the replacement of the LED's, and over time you are going to get all the LED's that you didn't have to pay for. Then you are going to pay the lower tariff anyway because you have LED lights, not the old incandescent or vapor sodium lights. So, without even running numbers, that's just the gut reaction that I think a number of us are having here. Why spend the money if we are going to replace them. They will replace them for free anyway, and our tariffs will gradually go down as those are replaced with LED's.

Councilperson Togliatti said I understand that, and I don't disagree with what you are saying, but the reality of the situation is that you are still going to be paying 30% to 40% above the LED tariff for the bulbs that are continuing to burn for 4 or 5 years. You are leaving money on the table, and if you are saving 35% with the new LED tariffs, and we are saying right now that our tariffs are \$30 a month per fixture, and by changing to the LED we are going to save 35%, well that's \$10.50 a month per light savings. If it costs us \$5.00 a month to change that bulb out now, we are still saving \$5.00 a month per fixture based on simple calculations. So, we have a fantastic audit of all of our City street lights. Each light is identified. The wattage and type of bulb is identified, so we can plug these tariffs in and easily figure out this cost benefit analysis. I think that's really the base of what we need to have a discussion here because we are kind of throwing 4 years, 5 years. We are throwing figures out there that we don't even know if they are realistic, and I do think we need somebody from First Energy to answer these questions too if we are going to make a decision. Those are just my opinions.

Chairman Trakas said no, I think you are right. Let's do this, let's have a meeting in March so we can kind of get to the bottom of this and invite First Energy and run some of these numbers, and then we could have the best information to make the decision. The good news is you brought this to us, and I think we will do something pretty quickly. It would be healthy to have that full information in front of us. If they can't do it for 2 years, then that tells us something, right?

Technical Service Director Snyderburn said we could do that, and Councilperson Togliatti, you are right about those fixtures like the cobra heads on Rockside Road, but the majority of lights we probably have are the ones in the neighborhoods. You will not save as much on those, but the fixture expense is still the same. In other words, the fixture expense is still at \$242, but you won't save the same amount of money because the electricity is a lot less for those. You understand what I am saying.

As far as getting the numbers straight, you are right, we don't have everything straight here. You would hate for it to keep going month after month, and if they will put the LED's in now, if we just sign an agreement, and we put in anything that's burned out, and even if we want something done 6 months from now, if we budget for it, or a year from now, at least we won't have to pay for the LED's that they replace now. That's almost a no-brainer is what I am getting at.

Vice Mayor Grendel said you don't think we should sign an agreement now and get the figures and see if it's worth our while.

Technical Service Director Snyderburn said I believe right on Brecksville Road right now we have about 30 lights out, believe it or not, somewhere around there. I think they are waiting for us to tell them what we want to do before they change the bulbs because he doesn't want to say okay I will do it now. That's why we were kind of waiting for this meeting. If we could get them changed out, at least those right now. We could always tell First Energy that we want to change them all. We could do that 2 or 3 months from now.

Chairman Trakas said of those 3 options that we have, we could go with the replacement option immediately and then consider the others. What is the consensus? Should we go ahead and do that?

Councilperson Togliatti said from our previous discussions with Kevin Smalley years ago, the option of doing a hybridization of those 3 options was not on the table back then, it was one option. So, I guess I would like to hear from First Energy that we can hybridize these options and do multiple.

Technical Service Director Snyderburn said just so you know, he assured me of that, but if you want.

Chairman Trakas asked could we get a letter on that? Would that make you comfortable?

Technical Service Director Snyderburn asked if not could we have a meeting sooner, even if it's a 15 minute meeting or a half an hour meeting.

Vice Mayor Grendel said we could have the figures, so we could make an educated decision.

Technical Service Director Snyderburn said I could call Kevin Smalley, and why wait too long.

Chairman Trakas said let's schedule that.

Technical Service Director Snyderburn said we could do that.

Chairman Trakas said we will do that as soon as we can.

Technical Service Director Snyderburn said we could do a Zoom, whatever you like.

Councilperson DiGeronimo said maybe a question for Mr. Snyderburn. When a light does go out, what is the response time with First Energy? Are they on it pretty quick?

Technical Service Director Snyderburn said their timeframe Councilperson DiGeronimo is 72 hours, but that's if there are no storms, and everything is good. Obviously, there's never a time when there are no storms, either a wind storm or a rain storm. Their crews are out somewhere else working on something. So, if there's a critical light out someplace, and I call Kevin, he's pretty good about it.

Finance Director Blaze said let's see then because I called in 2 lights out, and 4 lights out at Rockside Road and Brecksville intersection, and that was Sunday. We will see Thursday now if it has changed yet because I consider that a critical intersection.

Technical Service Director Snyderburn asked there's 4 lights out there?

Finance Director Blaze said there are 4 lights total, 2 of them are out so there's a 50% capacity. To your question Councilperson DiGeronimo, we are talking about this company here, I think the hurdle has to be pretty high for us as far as getting what we are promised because I am hearing 72 hours here. I was on my running route this past fall, there were 2 lights burned out between Hillside and Pleasant Valley on the west side of the street, close to the power lines. I failed to call them in because I was told hey we are on this plan, we called them in. I went for my morning run last week, and the 2 lights are still out. That's a lot more than 72 hours.

Technical Service Director Snyderburn said and just so you know, I don't know if those were reported for one thing, and the lights at I-77, if you are talking on Pleasant Valley.

Finance Director Blaze said no, this is just on 21.

Technical Service Director Snyderburn asked were those reported?

Finance Director Blaze said I have been told we were going out monthly, doing monthly checks; so I assume they were reported.

Technical Service Director Snyderburn said well we just started that.

Councilperson DiGeronimo said Vern I didn't mean to rile you up, but I guess my only comment there besides the splotchiness of the lights is while it's true if they are replaced as they go out, if we need to wait throughout this period while they are going out in 2 years, there is always going to be a light out, and it's going to be out for a week or so. Again, just back to the look of us, that light's replaced, but next week the next light is out. So, we are just going to be dealing with that for 2 years. That's the downfall.

Technical Service Director Snyderburn said Councilperson DiGeronimo, I am sorry to interrupt, but let me get a meeting. Let me put a meeting together with Kevin, with our rep. We will put him under the gun, and we will make sure.

Finance Director Blaze said we will take a week turnaround time, that would be fantastic. I think we measured it at months now for them to get out to replace a burned out light.

Technical Service Director Snyderburn said we will have it come from the horse's mouth. He is a rep, and we will get him together. I will get a meeting, the sooner the better, as long as everybody is available. I will talk to Debi, even if it's only on Zoom, it's fine. At least we will get it together.

Finance Director Blaze said I trust what I see with my eyes more than I trust what I hear with my ears.

Chairman Trakas asked anybody else on this topic? I know some people have to go.

What is the next item on the agenda Mr. Ramm?

City Engineer Ramm said Mr. Chairman I was hoping that we could cut right to the Meadowbrook discussion.

To provide a little recap first, and then we do have some guests here from Environmental Design Group as we will wrap up the portion of the summary back to the legislation that we had on First Reading for the February meeting.

So, we did have a successful resident meeting on this topic with the residents this past Tuesday, and it went very well. Just to provide a recap, back in 2019 we originally budgeted some funding to do both Meadowbrook and the t-ball drive streets, a full depth poured in place recycling and overlay. We had budgeted some funds for that. We also talked to the residents and told them we would be interested if they were willing to give us permission to put a nice big round turnaround cul-de-sac, and they were very receptive to that.

So, we budgeted a couple of hundred thousand for this road. We had the project surveyed in March of 2020, and we were gearing to get going the rest of 2020 for designing and bidding out the project. Again, just focusing on the roadway pavement, and there was the funding in 2020 that was locked down for that work. At that time we were just kind of turning a blind eye to the fact that it was a private drive, and we had been there in years past to do work, and we were just going to do it and continue to not make an issue of it.

Then we had one of our consultants perform a more thorough inspection of the structure, and they did a load rating, and based on its age and the condition, the obvious conditions of deterioration, they said that it was no longer load rated for legal loads. They felt that it was time to replace at least the main structure that was put in back in 1970, and there was a side culvert that is newer. It's in better condition, but it was built in 1990.

So, as a result of that analysis, it kind of amplified the discussion because now we went through some quick cost estimate options to replace the structure, and it ranged from \$70,000 up to near \$200,000, depending on the type of replacement/repair method. That wasn't including the road, \$200,000 for the road. So, it almost doubled right out of the gate, and these costs were specifically for construction. It did not include engineering, inspection, those types of soft costs. So, it really amplified the value of the work, and the concern for the private drive being public taxpayer dollars.

So, one thing we gravitated to and were successful, a few years back we obtained highway easements for a portion of a dead-end private drive at the north end of Daisy Blvd. and the Lafayette subdivision. So, we secured highway easements. It was a nice mechanism. The

residents were able to grant us those easements. They got recorded, and we were able to move forward with the work.

We feel that part of the resident meeting was to discuss that topic with the residents of Meadowbrook. They all felt that they would be happy to provide us with highway easements that would really legitimize and formalize the City's involvement with spending of City funds to make improvements down there.

Councilperson Walchanowicz asked so if we ever replace that bridge, how would the residents get to and from their houses if they have to go out?

City Engineer Ramm said we looked at that, and we are considering constructing a temporary drive. Right off the screen here is the land to the park. We discussed it, and it's a long ways, but we can cut it in there temporarily, particularly now if the bridge is down and out, we will have to have some secondary means of access. So, that would be part and parcel with the work as we move forward.

Knowing that this is a short, small little bridge, and the fact that we tried to keep it as cost effective and time-condensed as possible, EDG, Dave Snyder and Andrew Crousman are here from EDG. They have occasion to consult us in a variety of ways over the years. They had good experience with design build projects, and small bridges and culverts really lend themselves to the design build delivery method. This little exhibit just kind of shows how it's more efficient, and that you can overlap functions as opposed to things have start and stop and sequence. It's just a prolonged process the traditional way. Not that it can't be done, it's just that we are looking to keep things as quick as possible and to deliver the project quickly and cost-effectively. So, we were steered towards the design build, and we thought we could get our feet wet and provide a nice project to utilize this method. This graph just shows you over time, it terminates in 15, for whatever reason the data, it shows a nice progression of design build delivery methods being more and more utilized over time with the old traditional design build kind of going the opposite direction.

So, for those couple of reasons we engaged assistance from the consultant, EDG, and what they prepared was a proposal that we put forth with legislation last month, and we would like to entertain it. Ultimately, we know what we want. We know that the end product can be something very similar to the Lacey Seminsky culvert bridge, and we tried to keep out of the waterway. We think it's not overly complex from a design standpoint. We think a design build team can do the engineering and keep a condensed schedule. EDG's proposal was to kind of create this bridging document that helps identify all the check boxes that we know that we need the project to incorporate all the things, not necessarily technical, but maintains traffic, Army Corps of Engineers issues, minimizing permitting requirements, some of those big-ticket items, big picture items. EDG would be like an owner's rep to help us, steer us through the project and the process. So, that's kind of what we are proposing. EDG is here to answer any questions specific to their proposal or to the overall design build concept if you have any questions.

Chairman Trakas asked any questions from Council?

Vice Mayor Grendel asked so what is the total cost of the project now with the bridge, adding a new bridge and all of that?

City Engineer Ramm said it could be upwards of \$400,000 easily just for construction, and then with engineering costs and inspection costs, it would go up from there. Certainly now with the supply chain issues and inflation. Keep in mind, those costs were last year, so they are dated, and we are going to learn here and some of the rest of this presentation will touch upon some of those issues that we are already aware of that we want to share with you.

Vice Mayor Grendel asked at the end of this, is it still going to be a private drive? Is the City going to dedicate that?

City Engineer Ramm said the highway easement kind of foregoes formal dedication and negates the need, but it provides the City really the mechanism that we need to formalize and give us some legal rights, as good as a dedication would be; but because it's so sub-standard out there, this sliver of land that is there, is nothing close to what we consider being standard for dedicating. So, the residents seemed a little bit apprehensive towards the dedication process since way back when, and they felt that this highway easement was a nice way to go.

Councilperson Narduzzi asked so Don, are we going to have to purchase these easements from the people?

City Engineer Ramm replied no. That was a specific requirement that they would donate those easements. We still have to go through the legal description, preparing of the exhibits, but it's relatively minor costs.

Councilperson Narduzzi asked and is it going to be a full 2 lane street? Right now it's like a lane and a half.

City Engineer Ramm said our thought was to keep it, minimize the footprint and keep it the way it is, pretty much match the limits of the road, but for straightening it out and rehabilitating it full depth because there's just really no room to do that.

Councilperson Narduzzi said I was going to say, on the south side you have a house right there, and on the north side that guy would have a little short driveway coming up off that street.

City Engineer Ramm replied right. It's such a narrow, tight area, there's really not any lane, and they are happy with it. It's never been an issue that I am aware of that the width of it, they managed. We have managed from a City service standpoint, plowing and picking up trash and recycling. There are just so few cars, traffic, residents to share the road. It seems adequate, but for the cul-de-sac.

Chairman Trakas asked underneath the bridge, do we have flooding problems currently at all because it looks like it would alleviate anything that we would have.

City Engineer Ramm said there is flooding. The creek is kind of a flood zone, so one requirement of our project was that it will not induce flooding. It will be a no-rise, and it should. It should be hydraulically more efficient to open up that stream and get rid of that impediment of the center column of the two barrels.

Chairman Trakas said that's a big number. We were talking about \$100,000, the whole street at one time.

City Engineer Ramm said it has evolved over into something much bigger.

Mayor Kurtz said Mr. Chairman, the Engineer clearly articulated the discussion we had with the residents, they unanimously support this project obviously, and they are willing to give us highway easements so that we can get this moving. There's no cost associated with the land acquisition or land necessary and the permanence associated with it. This is another one of those loose ends that we were able to put it together. We have taken care of the property since 1970 when they installed the original culvert, the City. We upgraded the water line in 1989, added a second culvert to eliminate the flooding on the Elmwood area in 1990, and so this is another one of those loose ends that we have a chance to clean up with the new concept of highway easement and also the design build.

The residents also recognize that there will be a temporary road out to the Elmwood Park area during the construction. So, there is no interruption of service, and our safety forces can have access to the road. When it is all said and done, it will be developed into our overall strategy of our complete maintenance. So, the people were well received. Councilperson Veverka was there. We are headed in the right direction to permanently resolve this issue and then put ourselves in a position that we should have been in 60 years ago.

Chairman Trakas asked questions from Council?

Councilperson DiGeronimo said one question Mr. Chairman or for Don. Are you going to have a hand in contractor selection or if EDG wants to comment on criteria just to make sure you are comfortable with who is coming on site.

City Engineer Ramm said Councilperson DiGeronimo, that was a question that came up as a matter of fact at the resident meeting, and that's going to be very critical and important. We definitely want teams that have been successful in the past working with each other and particularly with bridges and culverts.

Mr. Snyder said one thing with the design build, and the difference between design build, you can kind of have (inaudible) and sometimes it can be the wild, wild west. Our program is that owners' rep piece, and it creates a very clear path to get this project done so that the bidders on this project, they are all bidding, they know there is a flexibility of a design build project. We are also going to put constraints in there to make sure it's not the difference between an airplane and a car and a train. They are all kind of working with the same type of elements, and we are going to define that clearly so that when the bids come back, we have some consistency, and the package that we create sets the rules for this design build very clearly. We will review those

bids, and we will make sure that they meet the scope and the project intent, but at that time we will also create a matrix that shows all the costs associated with the project. We will hand that over with our recommendation to the City to review and ultimately I see that being how that decision ultimately gets made, who moves forward as the contractor, that design build contractor. You guys will have our recommendation based on that.

City Engineer Ramm said it was Councilperson DiGeronimo's question, do we have a hand in selecting? Typically, bids are put out on the street in advertisement, and any contractor could bid it. Will we have a short list of firms or design build teams that we can see based on a good track record?

Mr. Snyder said absolutely. We put it out through traditional means, but we would also be able to solicit specific firms that we know would probably be ideal for this type of project. All design build, trying to get the benefits of the schedule efficiency, collaboration, cost advantages, especially now with all the different things in the marketplace, inconsistencies with materials and uncertainty. Then also be able to make sure that we have teams of contractors that are qualified to bid this work. It's a mix of both of those things.

Mayor Kurtz said Mr. Chairman said obviously we appreciate Councilperson DiGeronimo's input, initially helping us move in this direction. So, it's a great opportunity on a small project to introduce a new concept to the public sector from our perspective at least, and I know that he's willing to help us navigate some of these uncharted waters. So, that will be another advantage we have because ultimately this defines the team concept in terms of cooperation between the Administration, Council and our professionals. This is the theme of what we are trying to achieve this year is creating that team effort with everybody having input, trying to solve problems and make sure that we all move in the same direction, pull the rope in the same direction under that same team umbrella. That is really the genesis of this whole opportunity.

Chairman Trakas asked any other questions from Council?

Mr. Chairman what is your view?

Chairman Veverka said my view is I was at the meeting, it sounded like the best way to do this. So, it would be my recommendation Dave because you are the other person that's here to follow through on this.

Vice Mayor Grendel said I will make a motion to recommend that we follow this method and this process for this project with Council as a whole.

Move by Grendel, seconded by Veverka, to recommend that this method and process for the project with Council as a whole. Roll Call: 5 yes/0 no; motion carried.

Chairman Trakas said thank you.

Councilperson Togliatti said I have a question for Don. Don, what is the span of that bridge?

City Engineer Ramm said I thought it was about 16 feet, about 20 feet overall. The bridge itself, the box beams on the bridge, 16 feet, and it's another 5 or 6 feet for the box culvert.

Chairman Trakas said \$400,000 for 20 feet.

City Engineer Ramm said but that would include the road ideally.

Chairman Veverka said Don, continue where you left off.

Chairman Trakas said we will probably go another 20 minutes if that's okay.

City Engineer Ramm said I will try to fly.

Chairman Trakas said don't fly. We will have another meeting. There are important things to talk about here.

City Engineer Ramm said so the 2021 projects to be completed in 2022. I revisited our spreadsheet of some projects, some of them have achieved final completion for all intent and purpose.

The Upper Brookside Phase 2 was the Fabrizi job at the southerly most end of Upper Brookside, and that job came in nicely under budget.

Hillside Sidewalks East was the DiGioia job. That has been finally completed, and under budget.

The Hillside Sidewalks West project, we have a little bit of work to do for all intent and purpose. It's about 10% for final restoration and tree planting and some punch list work. We are tracking under budget presently on that project.

Lastly, the 2021 Asphalt Road Maintenance Contract, we have a little bit more work to do in the spring, Rockside Road, some striping, things that we didn't get done due to weather. We are sitting on a good amount of money for some work that was not performed, and so that is where we are at on the projects from 2021.

Chairman Trakas said very good. Any questions along those lines? You did a nice job of completing everything.

City Engineer Ramm said we were working hard and trying to push the weather, that was a little bit volatile there in the fall.

Chairman Trakas asked questions on 2021 projects?

City Engineer Ramm said this is now moving 2021 more on the utility end of things. Those were the roads. I just have to show you some of the utility work. Sanitary storm sewer cleaning and televising, we had those open contracts with United Survey and C&K, and we are healthy still with the budget. Even though those contracts have formally terminated on December 31st, with

gentlemen's agreements, we were able to continue to utilize those vendors. We are planning on re-bidding the contracts because we have to. We have already extended them one year, and we need to re-bid them. This gives you a flavor of what we spent some time on. C&K did the work on these streets. I would say the focal point was Dalebrook. We had a mineral deposit issue and capacity reduction in storm sewers so they were really spending a lot of time doing cleaning in the Dalebrook neighborhood.

We had a backup in the Chestnut Woods area where we went and kind of spent a lot of time doing a lot of streets, cleaning and televising. That was United Survey's work, so again, both contracts are still with some funding available; but we are moving towards re-bidding.

Moving to the 2022, unless there are any questions.

Councilperson Togliatti said Don I just had one quick question. The sanitary sewer contract, was that \$300,000 allocated to each of the 2 companies, or was it \$300,000 split between the 2?

City Engineer Ramm said so these were contracts that were over a 2 year period. I think they both started out at \$150,000, were extended one year at another \$150,000, so between the 2 of them they are \$300,000 and \$300,000. That's kind of my recollection.

Councilperson Togliatti asked so that's \$600,000 spread over 2 years?

City Engineer Ramm said correct, over 2 vendors. Correct Councilperson.

It has worked well for us. They both do good work. They are both responsive, and we like using both of them.

2022 Priorities, these were primarily from our Five-Year Capital Plan. This first one here I will touch upon it's our (inaudible).

The County bid that job today. It opened today. They anticipate the Notice to Proceed on June 15th. It's a 2 year, and we have kind of been talking about the complexities of the job. It's a 2 year project. The estimated construction cost was \$7,000,000. I am told there were 3 bidders, Kenmore, Ruhlin and Walsh, and the bid results were pretty competitive. Kenmore was low at \$7,340,000. The next one was Ruhlin, they were \$51,000 behind them on a \$7,300,000 job, and then Walsh was over \$9,000,000; so a little bit of a separation there.

Chairman Trakas asked do you have any experience with Kenmore?

City Engineer Ramm said I do not.

Chairman Trakas said I do, and I would be worried.

City Engineer Ramm said and this is the County bridge, they are going to manage the construction, inspect it. We will be very attuned with coordinating with all of our businesses from a traffic standpoint.

Chairman Trakas said not too customer friendly.

Mayor Kurtz asked what were the pricings Don again?

City Engineer Ramm said Clark sent me a photo.

Mayor Kurtz said that's okay, the County is funding this 100% correct?

City Engineer Ramm replied correct. Kenmore was \$7,348,000. Ruhlin was \$7,399,000, and Walsh was over \$9,000,000.

Chairman Veverka asked have any experience with Ruhlin?

City Engineer Ramm said I do not.

Chairman Trakas said they mostly do State work.

City Engineer Ramm said they are a very large firm.

Mayor Kurtz said they are a bridge contractor I think.

City Engineer Ramm said I think they are well qualified. So, that's hot off the press. Those were open today.

Councilperson Togliatti asked and this is maintaining the bridge at its current width? I know there was some talk of widening it for safety reasons and other reasons.

City Engineer Ramm said Councilperson Togliatti, the proposed structure will have a 5 or 6 foot sidewalk I believe on the southerly side of the new bridge, but by and large I think the roadway, but for some nominal widening I think. For the most part, the lane widths will be pretty similar, maybe 6 inches to a foot at the most additional widening.

We will move on. We recently bid out our 2022-2023 Street Striping Program, and we only had one bidder. This slide is meant to show you, it's been 4 years since we bid this out. In 2018-2019 Duramark was the bidder, and it was \$138,000. Fast forward to this year, pretty much the same contract. We bumped up almost double, and now keep in mind that's over 4 years. So, they had to honor that price for the 4 years.

Chairman Trakas said I would take this immediately. Do you see what oil prices did today? It's \$110 a barrel. I would accept this bid tonight if we could.

City Engineer Ramm said my goal would be to propose legislation for the March meeting to award this contract. Duramark has been our vendor for many, many years, and we like them. They do good work.

One thing that added to the cost, we felt the need to replace the highway shield symbols down on West Creek and Rockside. They are the big shields, red, white and blue, and they have I-77 and I-480. They are a special material. They are not traffic paint. They are a thermal plastic type tape, and they have been out there for a good 5 or 8 years now, and they are getting kind of beat up. You have to formally sandblast them off, it's a whole production. That item alone was like 5 or 7 of these symbols, and that added \$30,000 to \$40,000 of work. It's expensive, and that's also why this thing went up.

Vice Mayor Grendel said they are on Rockside too.

City Engineer Ramm said by the old BP, those lanes there, and West Creek has them also, coming out of West Creek. We would like to award this contract. You will see legislation here submitted for the March meeting.

We are bidding our Crack Seal Program right now, and bids are due March 2nd. We probably catch that at the April meeting. Nothing more too much to say there.

The Rockside/I-77 ramps, that project is moving forward. We were notified by ODOT here recently. They need us to execute final legislation because that project is moving out to bid, and one thing they made us aware of, were costs and inflation and supply chain issues. The current cost estimate as compared to the original cost estimate was upward of a 23% increase, and it kicked our share up. Our local cost component of the project is now \$1,750,000. It was probably \$600,000 to \$800,000 less than that but for this increase. The good news is our Five-Year Capital Plan had locked down a good amount of money, and we can absorb that difference, and therefore, we told ODOT to proceed to prepare the legislation for us, and there again, the need this executed and put back to them by the end of March. It will have to be the March meeting. We have the template legislation, and we will forward that over right away and try to get that on the agenda for the March 8th meeting. Any questions?

Vice Mayor Grendel asked it will go out to bid?

City Engineer Ramm said they will go out to bid here this spring. Our hope was to get going and get it done this construction season, and it may lag over into spring for restoration, but our hope is that we can get it all done this season.

This next grouping of projects is kind of grouped together because they are all kind of similar in that they are programmed for 2022/2023. We want to get going with engineering with these 4 jobs, and with the designation for 2023, the likelihood of 2023 construction. So, we went out to QBS, qualifications based selection process for this job. It's going to be a very large construction project, and our selection committee designated GPD Group as the most qualified. So, we are working with them to provide us with a scope and a fee proposal that we hope to have in place for legislation.

Vice Mayor Grendel asked is it just Brookside or is Eastview included?

City Engineer Ramm said it's Brookside from Eastview to Brecksville.

Vice Mayor Grendel said so Eastview isn't in this project?

City Engineer Ramm said Eastview is not in this project. One of our alternate bids was to resurface Eastview in one of our prior asphalt programs because it's kind of tighter.

Vice Mayor Grendel said it's been over 20 years since Eastview. It was before I was on Council, so it had to be 22 years ago that it was done.

City Engineer Ramm said probably. So, this project wouldn't include that, but we have other mechanisms in place to try to get that resurfaced.

So, the Brecksville Road Improvements, this job has been under design for some time. That's E.L. Robinson's contract, and we are just still going through the details of it. It's going to be major utility relocation, and we are really just trying to pinpoint and finalize the design to the extent that we know the limits of the utilities that are impacted and could then move forward with final design as well as the right-of-way acquisition.

Chairman Trakas asked do you have any recommendations on the conversation we had before on the LED lights? In some of the residential neighborhoods, it was brought up that we have lights pretty close to people's front windows. Is there a way to regulate that with an LED light?

City Engineer Ramm said in fact that concern came up with the Topgolf road, and especially those residents on 21. We really were able to mitigate that concern. So, they are LED, and the type of fixtures are able to shine in one direction. It really minimizes the bleed over, and when those lights got put up and turned on, not one complaint from the residents there. It was very effective.

Kleber, Longano, those streets are very in need of repair and reconstruction. So, we do also want to get engineering secured for those with those similar QBS processes, get engineers identified and contracts executed for those.

The Hillside culvert and water main, the same thing. That's the one that has been on our list a long time. We will try to get that engineered and constructed in 2023.

Meadowbrook we already talked about. Of course we got our slew of annual contracts. They are most all up for rebid because we all have extended them the one year. So, we are coming up on the asphalt road, concrete road, creek and utility maintenance. Those are all in the process of being rebid. One comment, we do have the ability with the asphalt, we might be able to extend that one year, but we are not sure the contractor will hold to the prices. We have reached out to see if he would be willing to honor the price, but we haven't heard back. We were hoping to know that for this meeting.

The next one is not really our project, but we have a little bit of involvement. It's the first time you are all hearing about it. The Regional Sewer District was doing the Brookside stream restoration program for the house that was demolished a year or 2 ago down by the stream. They

submitted plans to us for a formal grandiose stream restoration project, \$450,000, no cost to the City. It pertains to, this is the parcel where the house was demolished. Their project pertains to this property. This is a plan sheet, they are just kind of regrading that area. It creates a flood plain and doing some regrading of the steep slope along the hillside there. While they were there they looked a few properties upstream, and the City has a sanitary sewer that comes down from Montello and Dalebrook, crosses and comes down in an easement parallel to the stream, and they noticed that the slope was kind of failing on the Dalebrook side. The slope is pinching the creek, and the creek has been beating along the edge closest to our sewer. Our sanitary sewer is the green line, and it's basically exposed. This yellow is the surface of the creek bottom, and on top of our 15 inch sanitary sewer has been exposed. There is a major concern there that if that got undermined, raw sewage could be spilling right into the stream. So, the Sewer District has prepared plans and incorporated work that would armor the bank and create armoring protection back over our pipe, probably the way it was originally built. This is the new typical section, so they would propose a concrete encasement, and a rock armoring to move that slope to the water's edge again and get that moved off of our pipe and put us in a much more safer position on the integrity of that sewer main. They do all the engineering on our behalf, and they just need some commitment, about \$30,000 they think is what we are looking at because those costs would be considered 100% local for the sanitary sewer. So, we think it's very fair.

Vice Mayor Grendel said you can't afford to have that.

City Engineer Ramm said we would be tasked to do this repair on our own but for them coming in and timing working for us the way it is, and then have contractors mobilize. We want to take advantage of that, so not for March but maybe April we may have a formal agreement, a cost share agreement with the Regional Sewer District to put forth with legislation.

Finance Director Blaze asked do you know whose property that was?

City Engineer Ramm said that was the Olszko's house. There was an older lady that lived there.

Finance Director Blaze said so this is lower Brookside down there by Wodarczyk.

City Engineer Ramm said Olszko was the grandson of the elderly lady who lived there. I can't remember her name. That was her grandson, and the mother and father are up on Lafayette. The names escape me.

Vice Mayor Grendel replied Bondra.

City Engineer Ramm said so that's this project. We think it's a nice way to go.

Vice Mayor Grendel said you don't want a failure or that.

Chairman Trakas said that's too precarious of an area.

City Engineer Ramm said so this next item is the status of the Federal funds for utility projects.

Chairman Trakas asked did you want to conclude? It's almost 6:00 p.m., and we have been going for 2 hours here. Did you want to save this for next time?

City Engineer Ramm said I have very little to say, I will talk fast. So, we did come into contact with this program. It's the new programs that are coming out, a major amount of Federal funding. We have been starting to investigate. This is the AARA Program, it's the new one coming out at the first of the year. So, we are trying to figure out what programs would be eligible, specifically for surface flooding, yard flooding, some of our stormwater projects. We are also pursuing through the EPA their programs that they already had and received significant increase of funding for drinking water and wastewater projects. So, all of our water main projects, we are trying to determine eligibility. So, we are working on looking at Federal funding.

The Mayor wanted us to kind of dovetail, circle back on the, give you a snapshot of where we spent the Regional Sewer District's community cost share dollars. So, this program, we have been able to secure money starting in 2017 when that program finally got going and have steadily used those funds to the tune of over \$1,000,000 so far. This is breakdown where we have spent the money, and the lion share of course has been the Brookside/Bramley project where \$700,000 was designated, really actually \$1,300,000. So far we have gotten \$700,000, so the next 2 or 3 years we get about \$200,000 a year, that's what comes in through this program. As the money builds up, we are able take credit for.

Vice Mayor Grendel said like we are going to put a new water line in on Longano, and also Kleber.

City Engineer Ramm said not this program, it's more for drainage and stormwater management, but if it had drainage related components. The challenge with this program is the system, our supply system has to be the applicant. So, it's Cleveland Water, it's the operator of the system, so there is a little bit of a hurdle to kind of get through. We would have to maybe have an MOU or some sort of agreement with Cleveland Water to be like a co-applicant or kind of move forward and kind of sponsor a grant.

Vice Mayor Grendel said it would be a great opportunity to kind of upgrade all of our mains if we can.

City Engineer Ramm said so we are looking, we are actively looking to see if we can. It's just cumbersome, these Federal programs are cumbersome and time-consuming to apply, let alone to be successful to receive the grants. Vern and I attended a session in Akron. It was 4 of these very programs. We are looking, and that moves us real quick to Chestnut. This is still that project. We are rebidding the creek maintenance, so this is an alternate because we utilized some pricing. The last time we had a conversation for this job, we had done some estimates and got some quotes, but we are going to get a fresh new number to help the conversation. We do think we will try to break out the phase for the deepest trunk sewer thinking that maybe we could get some private partnership program going for the deepest portion of the sewer which will then put us in a good spot to then take off the side bars. We are going to try to structure that in the bid.

This was the next item, and then we are done. This other item, the role of Engineering and GIS.

Chairman Trakas said that came from Streets & Sidewalks.

City Engineer Ramm said yeah, we are not sure.

Chairman Trakas said I can't remember where that came from, but you have a role.

City Engineer Ramm said very much so.

Chairman Trakas said why don't you explain it since it's on the agenda.

City Engineer Ramm said a while back we gathered up a lot of our data. CT Consultants helped us to acquire all of our data with the storm sewers, sanitary sewers, hydrants, our utility systems. We have it all. It's in GIS. We are trying to get up and running with our utilization of it. We feel that it's a great way to manage the assets, and even when you are going into an area of town for an engineering project, you always start with what's out there. This is a way to geographically manage every asset in the City, every property. It's based on its geographical location, and the data and the management of the data is critical. So, with the EAM, the assets management with Tyler, that program is really meant to help us utilize the GIS better with our daily work and our service to our customers. So, that's more from the Service Department's end.

Chairman Trakas said you just have a lot more information for our daily maintenance and everything we do.

City Engineer Ramm said we would like to better utilize this. Our system is under-utilized, but we have the backbone. We are trying to definitely move in a better direction.

Chairman Trakas said it sounded like what Ron was talking about earlier with those maps. It could be easily solved by using this. They have been doing a lot of manual stuff in the trucks, and I would imagine we would be able to put a lot more information out there. Is that something that is anticipated coming down the pike?

City Engineer Ramm said yes, when we get a specific person in that role, the GIS Coordinator. That will be somebody's focal point to get this system running and better utilized.

Chairman Trakas said anytime I hear printing out maps, I get concerns.

City Engineer Ramm said so under any other matters, we just have a couple quick items. This is the property that was recently given over to the City, the parking lot project that you were hearing about with CBIZ, the landfill. We are moving forward with our portion of the commitment to the project which was to build the parking lot facilities, using a two-tier type parking lot. We are bringing this up because we would like to ask for the March legislation, as we are moving forward with the design, we are going to start getting into some nitty-gritty details. We need to secure an electrical engineering contract, and we are going to move forward with a landscape architect proposal. So, minor amounts of money but integral to what the vision

is for this project. We are already under contract with Bohning & Associates, they are doing the meat and potatoes of the engineering.

Vice Mayor Grendel asked is that construction of the building, are they getting their permit for that?

City Engineer Ramm replied yes. They got permits to do the foundation work, the footers, actually the ground stabilization. They have some issues with the soil to contend with on their site; so I believe they broke ground, and they are setting up erosion control.

Vice Mayor Grendel asked have you heard anything about Saucy?

City Engineer Ramm said no, not that I am aware of, but of course this parking lot was being set up to assist with parking and anything on this side of the street.

Chairman Veverka said Saucy isn't coming anymore.

Vice Mayor Grendel asked they are not coming?

Finance Director Blaze said Jess sent out an email last week.

Vice Mayor Grendel said I'm too busy with taxes. So, are they going to be selling that property?

Finance Director Blaze said they put it up for sale. They pulled out of Detroit, they pulled out of Cleveland, Independence. They pulled out of Independence, a few projects that they have announced, and we were one of them.

Vice Mayor Grendel said at least it's another opportunity for maybe somebody, maybe with a little more financial backing than they had.

Chairman Trakas said they weren't capitalized.

Vice Mayor Grendel said that's a shame because we missed those years, something else could have probably gone in there. I figured with the way things were going there.

Chairman Trakas asked does that impact our deal on the parking lot?

Mayor Kurtz said not at all.

Vice Mayor Grendel said it's another opportunity that we could have on that property between Embassy Suites and Topgolf.

Mayor Kurtz said that was a complicated deal from the beginning. Every opportunity that comes our way, we are going to look at it. With this parking, we could offer that property. The utilization of that property is enhanced because of this parking lot. So, we have flexibility. We can present some opportunities for a prospective developer.

Councilperson Togliatti asked and how much is this going to cost the City?

City Engineer Ramm said Councilperson Togliatti, I believe the City's exposure was capped at \$2,100,000, and every dollar after that was the developer's dollar. So, these costs that I am proposing to bring forward in legislation will come out of the City's amount, and I believe it was an 80/20 split on the overall costs, give or take.

Councilperson Togliatti said so show me on this diagram which parking lot is the \$2,100,000 parking lot.

City Engineer Ramm said this whole thing.

Councilperson Togliatti asked and CBIZ has additional parking?

City Engineer Ramm replied yes, it's off the corner here, and off the page here, but it wraps around the south side of their building. They have parking all around here.

Councilperson Togliatti asked does that parking meet the zoning requirements for the square footage of their building?

Mayor Kurtz said only with this parking. Without this parking, they would be limited to a 50,000 square foot building.

Councilperson Togliatti asked and how much additional parking is there? I guess my question would be could we phase the parking lot down in scope since Saucy is no longer a party to this because my understanding was we were going to rent this to Saucy Brew on a monthly basis.

Mayor Kurtz said this parking is for that project, but because of the flexibility in the schedule, we embedded a capacity for the City to lease it to others on an as-needed basis on off hours for CBIZ or tenants. So, we have flexibility, but we never depended on, this was all icing on the cake so to speak. This all was embedded into the project with CBIZ.

City Engineer Ramm said you will see some legislation, a couple small items here coming forward hopefully on the March agenda.

This last item, I think it's the last one. So, we were put on notice by Ziss Bros. Construction. This is the Brampton Hunts Phase 2 subdivision on Bexley Court. This is the detention basin parcel, and this last lot here that was vacant, I do believe is either under construction or soon will be with the last house to be built. We received an email this time last year actually from Ziss Bros. kind of saying that they want to, right now they are the owners of record for that property, for that parcel, and they don't want to be anymore, nor do they want any maintenance obligation on the detention basin. Traditionally, that is an HOA, they would be responsible as the developer moved out, then the HOA would step in. That's traditional, and out here it just never happened. The HOA was never formalized, never created. There is no HOA to give anything to. So, I just bring it up so you are aware of the situation and the request of the developer to have the

City just come in and take it. I have yet to respond back to him, but I wanted to make Council aware because it does pose some concerns and some challenges and some legal issues and precedence. I don't have too much more to say about that one. We will talk more about it as time goes by, I just wanted to plant the seed so that you know it's out there.

Lastly, Cascade Creek, again trying to clean things up in consideration of the private drive discussion we just had with Meadowbrook. I believe Cascade is the only other private drive designated street in the City. There is an idea to similarly do a highway easement over the roadway portion and utility portion, but not the stormwater pond, just the roadway. It's a nice concrete road. It was built, it was inspected. It's in good shape, so there is consideration to potentially secure highway easements from these residents and to kind of take ownership and responsibility for the road and utilities. I do believe the same with Meadowbrook, we have easements already I believe for the water main and sanitary sewers and storm sewers that run in the corridor already. So, I think the highway easement would pretty much just envelope the roadway and the sidewalks.

Mayor Kurtz said the goal is to clean up another one of those loose ends, and using the highway easement as a vehicle, we wouldn't pay anything. We wouldn't go through that process. If someone objects to that. They requested, they asked, the residents asked if we would consider it. We never committed, but we did want to review and see the condition of the road, which the Engineer has indicated is in good condition, real good condition. Obviously, Council is the only body that can accept this, but the highway easement concept seems to be the most palatable situation that doesn't put us in a position where we are responsible for anything else.

Chairman Trakas said when we built this subdivision Mayor you were not in elected office at that time, but the people there specifically said that they would not ask for that. I think my dad was part of this as you might recall. That was under Mayor Ramos, but the residents specifically said they would not ask for something like this as I recall.

City Engineer Ramm said well there were no residents at the time.

Mayor Kurtz said keep in mind, we were able to mitigate the situation, keeping access off of Dalebrook. Remember, the original proposal was to come in off of Dalebrook. I think we resolved the potential tension with Dalebrook Estate residents by not allowing access off of Dalebrook, and so we have all new residents here that weren't here when this was being planned or proposed or mitigated. So, it was a request, so we just felt it was best to bring it to the committee and to see how Council would want to pursue it. If so inclined, we feel the highway easement is the easiest thing for us to do.

City Engineer Ramm said and Mayor, from a City service standpoint, we have been plowing the streets. We have been jetting the mains. We have been picking up trash and recycling, so for all intent and purpose, it has been treated as everything but a private drive.

Chairman Trakas asked they get mail delivery too right?

City Engineer Ramm said I believe so.

Mayor Kurtz said if it wasn't in good condition, and we didn't have a history of all of the services, then we probably wouldn't be having this discussion.

Chairman Veverka asked do they have money set aside that they have been setting aside along the way that would seem to be forfeited to the City if we did this?

Mayor Kurtz said we are not talking about the retention ponds, we are not talking about creek issues. We are not talking about any of that. This is strictly the road, and their Homeowners Association would still have to stay intact in order to manage any of the rest of it unless Council wants to change that in the future.

Chairman Trakas said no.

Councilperson Togliatti asked could we get the Minutes from the Planning Commission meetings and City Council approvals when this development was being considered and approved through the City processes because as Chairman Trakas referenced, I believe there are some reasons why it was made a private drive, and I think it would be good for all of us to realize the history and learn those reasons and make a decision based on that.

Finance Director Blaze said that would be a voluminous request from Debi because I was on Council at the time, and it was a one year process from when they first appeared at Planning Commission until when Council finally approved it.

City Engineer Ramm said I'm sure Brecksville was concerned right.

Mayor Kurtz said we didn't want to have roads coming in off of Brecksville. We could do nothing by the way. If Council doesn't want to do anything, we don't have to do anything. Debi, work your magic, and if there's a way to condense some of it, go ahead. If not, whatever is going to raise the comfort level of Council, if that's the direction they want to take.

Several people began speaking at once again.

Chairman Trakas said Mayor Kurtz to your credit we beat this thing back about 4 times before that, so God love you.

Mayor Kurtz said I might have been on Council at the time we approved some of this, but at least we managed keeping it off of Dalebrook. I think the primary goal was to keep it off of Dalebrook.

Chairman Trakas said all I know is we had to put Blaze and Riley signs in our yards for many years because of this. That's all I remember about it.

Chairman Veverka asked for a motion for adjournment.

Moved by Trakas, seconded by Grendel, to adjourn the Streets & Sidewalks meeting of February 24, 2022. Voice Vote: 4 yes/0 no; motion carried.

There being no further business, the meeting was adjourned at 6:13

Debra J. Beal, Clerk of Council
Minutes Unapproved at Time of Release 02/28/22