

FINDLAY CITY COUNCIL MINUTES

REGULAR SESSION

FEBRUARY 17, 2015

COUNCIL CHAMBERS

PRESENT: Frische, Harrington, Klein, Monday, Nichols, Niemeyer, Russel, Shindledecker, Spence, VanDyne

ABSENT: none

President Pro-Tem Monday opened the meeting with the Pledge of Allegiance and a moment of silent prayer.

MINUTES:

- Councilman Harrington moved to accept the February 3, 2015 Regular Session City Council meeting minutes as written. Councilwoman Spence seconded the motion. All were in favor. Motion carried. Filed.

ADD-ON/REPLACEMENT/REMOVAL FROM THE AGENDA: - none.

PROCLAMATIONS: - none.

RECOGNITION/RETIREMENT RESOLUTIONS: - none.

WRITTEN COMMUNICATIONS: - none.

ORAL COMMUNICATIONS:

Scott Ball – bus garage

Mr. Ball lives on Villa West in Findlay. He is also a Trustee for the North Town Village Condo Association which is located directly behind the Nazarene Church on the north end of Broad Avenue. The Association recognizes and appreciates the City and the School's interest and need to relocate the bus garage outside of the floodplain, but they are worried that a bus garage at the proposed site will and already has impacted the neighborhood. He echoed some of the concerns that have been shared either through phone calls or letters to City Councilmembers. He also extended a thanks to Barb Bish for answering some of their questions and for arranging a meeting this Thursday where they can voice their concerns. The Association is concerned with the safety at the intersection of Melrose and Broad Avenue, the angle of Broad Avenue where it intersects with Melrose, along with some of the obstructions on the corners, and with the number of buses making a left turn onto Melrose Avenue with the dangerous situation/scenario of limited visibility. They are also concerned with the traffic and safety at the intersection of Broad Avenue and Bigelow Avenue/CR 95 and the potential for a traffic light at the sight for the bus garage. With or without a light, it presents some traffic concerns for motorists on Hillcrest Avenue trying to get onto Broad Avenue or Bigelow Avenue, and also for blocks going either direction down both of those streets.

In the minutes of one of the City's Planning Commission meetings, it was noted that there is some concern about the face of Findlay for those traveling along the interstate that would see a bus garage. He asked Council what kind of image it would present for those traveling along Broad Avenue and Bigelow Avenue. He also questioned what type of pride it would generate in this community for those living in the neighborhood for the image of the homes in the community. There are also nuisance factors that go along with the bus garage such as back up alarms, start-up of the engines, exhaust fumes, headlights, garage lights, etc. During a committee meeting, a comment was made that there are not many residents at home during the hours the bus garage would be utilized, which is untrue. There are many retirees in the Association that are home throughout the day and had moved to the neighborhood for the quite environment. The bus garage would be unsettling to their lifestyle.

His condo association is currently unfinished, but sold the vacant lots to a builder a couple of months ago where they were encouraged that the rest of the homes would be developed on those lots, however, a couple of days ago, he was made aware that a few of the unoccupied units have had potential buyers that have backed out as a result of hearing about the proposed bus garage. The association wants to be able to promote their neighborhood and complete the association, but feel the bus garage on the proposed site would hinder their ability to do so. He asked Council to consider the concerns he has brought to them, as well as the detrimental implications to the neighborhood and to those traveling on the affected routes when making a decision on the proposal.

Sonya Walsh – bus garage

Ms. Walsh also lives in the North Town Condo Association. She echoed the traffic issue Mr. Ball just mentioned. The original plan placed the outlet from the garage onto North Town and then onto Broad Avenue, but have since revised it to include a curb cut directly onto Broad Avenue. There is a bridge over a ditch, and about half way between that and North Town where it goes out on Broad Avenue, it is very close to where other traffic is trying to get out onto Broad Avenue. By the time the light would be red to the buses, the rest of the traffic would be going. When the light is green to the buses, then traffic would have to wait on the buses which would be a hard time for any traffic that is going out on Broad Avenue or Bigelow Avenue as well as traffic from the Hillcrest area bridge going across I-75 onto Bigelow Avenue. It does not present a safe picture. She is in the area every day where she sees how the traffic has to wait now. The bus garage would only increase the wait and it would be difficult to turn out with the additional traffic. The newspaper originally reported that there are fifty (50) buses, but was clarified by the School's Barbara Bish that there are only thirty-five (35) buses, but should be multiplied by four (4) because each driver has to drive in and then come out at the beginning of the route, back at the end of the route, and then the driver has to go out in their original car. If you multiple thirty-five (35) buses times four (4) in the morning, then another four (4) in the afternoon, plus miscellaneous field trips, sporting events, etc., there could potentially be three hundred to three hundred fifty (300-350) vehicles added to the traffic flow in the area. The residences along Greenacre are just a stone throw away from the proposed bus garage site. The beeping of those thirty-five (35) buses as they back out of their parking spot in the morning is loud and piercing on purpose so that others are aware that the buses are backing up. It would be hard to ignore it if you are a resident in the area. Many do not realize how much noise buses make. She was a bus driver for ten (10) years for Liberty-Benton, so she is aware of the noise buses make. While she understands the school's need to relocate and has always supported the schools and realizes that they need all the help they can get, she feels this issue needs to have a second look and find another property that is already zoned commercial or industrial.

Discussion:

Councilman Nichols noted that both speakers tonight mentioned the possibility of a traffic light for the bus garage. He asked if there is enough traffic to meet the requirements for a traffic light. Service-Safety Director Schmelzer replied he has not had any conversations about a traffic light there. Ms. Walsh clarified that the community met with school representative Barb Bish who told them that they hope to make the arrangement in the future to have a timed light similar to a school light that for when traffic is heaviest because of the buses.

Councilman Harrington had worked at the Boy Scouts Office on Broad Avenue in the past which is close to the proposed bus garage site. That intersection at Melrose Avenue is one of the most dangerous intersections in Findlay. When looking south, you have to ease out more than what might be comfortable, and when looking north, you are forced to look over your shoulder to see if any traffic is coming. There is a lot of traffic that is already going through there, especially with a lot of drivers coming from Tall Timbers that are using Melrose Avenue as an east/west corridor. He recommended a traffic study be done to update traffic counts to see if a traffic light is warranted in that area. Melrose Avenue is currently a 25mph area that is felt to be a speed trap because very few adhere to it. He would like to see more due diligence done to monitor traffic that flows to and from that area to make sure it is at or below the speed limit that is posted.

Councilman Russel asked what the process is to install a traffic light and asked if there is any data available on accidents at the intersection of Melrose Avenue and Broad Avenue. Service-Safety Director Schmelzer replied that he is sure if there is data on the accidents, and if there is, he does not have any. The process to request a traffic signal is to follow ODOT's Municipal Traffic guidelines to see if a traffic light is warranted or someone can put one in. He recommend following the warrants. Councilman Russel then asked if the requirements are based on traffic volume and crash data. Service-Safety Director Schmelzer replied it is based on traffic volume and not on crash data.

PETITIONS:

Zoning amendment request – 222 Center Street

Dr. Susan Pneuman of Pneuman Properties LLC is requesting a zoning change for 222 Center Street. The property is currently zoned R3 Single Family High Density. Dr. Pneuman would like to change the zoning to C2 General Commercial. Referred to City Planning Commission and Planning & Zoning Committee.

REPORTS OF MUNICIPAL OFFICERS AND MUNICIPAL DEPARTMENTS:

City Income Tax Monthly Collection Report – January 2015. Filed.

Findlay Municipal Court Activities Report – January 2015. Filed.

Findlay Police Department Activities Report – January 2015.

Discussion:

Councilman Russel noted that an activity report for the Special Assignment Unit is included in this report. This unit just started up in January. As the report states, they were busy with traffic citations, traffic stops, citations for driving under suspension, etc. It is nice to see that they are out and having an effect. Filed.

N.E.A.T. Departmental Activity Report – January 2015. Filed.

Findlay W.O.R.C. Financial Analysis Report – January 1, 2015 through January 31, 2015. Filed.

City Planning Commission minutes – January 8, 2015. Filed.

Findlay Fire Department Activities Report – January 2015. Filed.

City Auditor Jim Staschiak – summary financial reports

A set of summary financial reports for the prior month follows including:

- Summary of Year-To-Date Information as of January 31, 2015
- Cash & Investments as of January 31, 2015
- Open Projects Report as of January 31, 2015
- Financial Snapshot for General Fund as of January 31, 2015

Filed.

Service-Safety Director Paul Schmelzer – Safe Routes to School

The City of Findlay is eligible to pay for grant funding from the Ohio Department of Transportation (ODOT). The grant funds are available through the Safe Routes to School program. Our intent is to use the funding for upgrading all deficient curb ramps within a 1-mile radius around Glenwood Middle School to comply with ADA standards. Legislation for authorization to apply for the grant and sign any applicable grant agreement or documents is requested. Ordinance No. 2015-017 was created.

Discussion:

Councilman Harrington asked if an alternative route besides walking up over the overpass could be made such as a pedestrian bridge over the railroad tracks and if there are enough funds to warrant it. Service-Safety Director Schmelzer replied that there were a number of items within that study, and at the time, there were three (3) schools. The bulk of the study would need to be reworked which is planned to be done in the future, but this particular request is something that can be done without going completely through and reworking the design because the criteria is still valid. It was contemplated at one time, but he is unsure whether or not it is still a valid request. Filed.

Service-Safety Director Paul Schmelzer – HAN-Findlay FY15 Resurfacing, ODOT PID #97384 project #32846200

On January 29, 2015, bids were received from three (3) potential contractors ranging from \$1,154,859.07 to \$1,221, 948.10. The lowest and best bid was received from The Shelly Company of Findlay, Ohio. The project will include resurfacing the following streets:

- Bright Rd (Production Dr to CR 212)
- Lima Ave (Main St to Lake Cascades Pkwy)
- Western Ave (Lima St to River St)
- Broad Ave (River St to Howard St)

The project is included in the 2015 Capital Improvements Plan which was approved by Council on January 20, 2015. It will be funded with an 80/20 split between the City and ODOT. Legislation to appropriate funds for the construction contract along with tangency and inspection fees is requested. Ordinance No. 2015-015 was created.

FROM: ODOT	\$ 923,883.00
FROM: Permissive License Fund	\$ 30,000.00
FROM: SCM&R Hiways	\$ 30,000.00
FROM: Capital Improvements – CIT	\$ 222,000.00
TO: ODOT FY15 Resurfacing <i>project #32846200</i>	\$ 1,205,883.00

Discussion:

Councilman Nichols asked what criteria is used to determine the best bid. Service-Safety Director Schmelzer replied that they have to be qualified. If all bids are qualified, then the lowest is the best bid. If they are not all qualified, then a process of determining what level of qualification will be required and then check the bid. If it is determined that the low bidder is not qualified to complete the work according to specification. Councilman Nichols then asked what the specification is. Service-Safety Director replied that one way is to investigate past work experience. If a bidder does not have the experience to do a job, but still places a bid, they would be considered unqualified. Filed.

Service-Safety Director Paul Schmelzer – Curb replacement on Tiffin Ave (US 224) and N Main St, project #32847700

On January 9, 2015, bids were received from two (2) potential contractors in the amounts of \$819,997.50 and \$824,240.75. The lowest and best bid was received from Smith Paving & Excavating of Norwalk, Ohio. The project is included in the 2015 Capital Improvements Plan which was adopted by Council on January 20, 2015. Legislation to appropriate funds for the construction contract along with contingency and inspection fees is requested. Ordinance No. 2015-015 was created.

FROM: Capital Improvements – CIT	\$ 890,000.00
FROM: SCM&R Hiways	\$ 35,000.00
TO: Tiffin Ave and Main Street Curb Replacement <i>project #32847700</i>	\$ 925,000.00

Timing of the project is critical due to ODOT's schedule for resurfacing Tiffin Ave (US 224) and Main Street.

Discussion:

Councilwoman Spence asked if this project would be started as soon as the weather breaks if the ordinance is approved tonight. Service-Safety Director Schmelzer replied it would start as soon as the weather breaks. It will be communicated to the contractor that the contracts are good to go and that they can work them in their schedule. Filed.

Mayor Lydia Mihalik – District 13 Integrating Committee Appointment

This letter is to inform you that I am appointing Paul Schmelzer, P.E., P.S., Service-Safety Director for the City of Findlay, to the District 13 Integrating Committee. This term will expire April 30, 2018. This appointment does not require the confirmation of City Council. Filed.

Treasurer's Reconciliation Report –January 31, 2015. Filed.

Board of Zoning Appeals Minutes – January 8, 2015. Filed.

Service-Safety Director Paul Schmelzer – Tiffin Avenue Signal Synchronization, project no. #32894000 ODOT PID #92452

In 2014, the Ohio Department of Transportation (ODOT) installed and programed new traffic signals on Tiffin Avenue from Plaza Street to CR 236. The City paid \$44,000 as an estimated share of the project. It is common practice for ODOT to invoice the City based on estimated project costs and then issue a final invoice based on actual project costs. ODOT has now finalized the project costs, and the City owes an additional \$1,242.96. Legislation to appropriate funds to pay for this invoice is requested. Ordinance No. 2015-015 was created.

FROM: Capital Improvements – CIT	\$ 1,242.96
TO: General Fund #21010000-448800	\$ 1,242.96

Filed.

Service-Safety Director Paul Schmelzer – 2015 Resurfacing Program, Project #32850100

Bids were received for this project from three (3) potential contractors ranging from \$1,061,541.25 to \$1,218,875.00 (base bid). Bids were also requested potentially for four (4) alternate streets. The alternate bids ranged from \$288,145.30 to \$348,720.50. The lowest and best base bid with alternates was received from M&B Asphalt of Tiffin, Ohio, for a total of \$1,349,686.55. \$1,250,000.00 is budgeted in the 2015 Capital Improvements Plan. In order to complete the base bid streets and all of the alternates, an additional amount of \$150,000.00 is needed. Referred to the Appropriations Committee/Ordinance No. 2015-018 was created.

FROM: Capital Improvements – CIT	\$ 1,390,000.00
TO: 2015 Resurfacing Program <i>Project #32850100</i>	\$ 1,390,000.00

Discussion:

Councilman Harrington asked what streets are part of the alternates. Service-Safety Director Schmelzer replied Broadway, Maddison, Lexington, and one other. Filed.

COMMITTEE REPORTS:

The **APPROPRIATIONS COMMITTEE** to whom was referred a request from the Service-Safety Director to discuss an appropriation of funds for the Trenton Avenue/Main Street/Center Street to the east of Findlay paving project.

FROM: Capital Improvements – CIT \$ 141,650.00
TO: ODOT Resurfacing US 224 & SR 568 project #32847900 \$ 141,650.00

We recommend approval of the request. Ordinance No. 2015-015 was created.

Councilman Nichols moved to adopt the committee report. Councilman Klein seconded the motion. All were in favor.

The **PLANNING & ZONING COMMITTEE** to whom was referred a request to rezone Township Road 99 and Technology Drive from C-2 General Commercial to M-2 Multi Family High Density.

We recommend to approve as requested. Ordinance No. 2015-016 was created.

Councilman Shindledecker moved to adopt the committee report. Councilman Russel seconded the motion. Ayes: Klein, Monday, Nichols, Niemeyer, Russel, Shindledecker, Spence, VanDyne. Abstain: Frische, Harrington.

LEGISLATION:

RESOLUTIONS: - none.

ORDINANCES

ORDINANCE NO. 2015-012 (FCS – Bigelow Ave/Broad Ave rezone) **second reading**
AN ORDINANCE AMENDING CHAPTER 1100 ET SEQ OF THE CODIFIED ORDINANCES OF THE CITY OF FINDLAY, OHIO, KNOWN AS THE ZONING CODE BY REZONING THE FOLLOWING DESCRIBED PROPERTY (REFERRED TO AS FINDLAY CITY SCHOOLS REZONE) WHICH PREVIOUSLY WAS ZONED "R-1 RESIDENTIAL" TO "I-1 LIGHT INDUSTRIAL".

Second reading of the Ordinance.

ORDINANCE NO. 2015-013 (Street Dept equipment repairs) **second reading**
AN ORDINANCE APPROPRIATING FUNDS AND DECLARING AN EMERGENCY.

Second reading of the Ordinance.

ORDINANCE NO. 2015-015 **first reading** **adopted**
(HAN-US 224/568-12.76/0.23, PID #93683, project no. 32847900; HAN-Findlay FY15 Resurfacing; Tiffin Ave (US 224) & N Main St curb replacement)
AN ORDINANCE APPROPRIATING FUNDS AND DECLARING AN EMERGENCY.

Councilman Nichols moved to suspend the statutory rules and give the Ordinance its second and third readings. Councilwoman Spence seconded the motion. Ayes: Frische, Harrington, Klein, Monday, Nichols, Niemeyer, Russel, Shindledecker, Spence, VanDyne. The ordinance was given its second and third readings. Councilwoman Spence moved to adopt the Ordinance. Councilman Russel seconded the motion.

Discussion:

Councilman Shindledecker is in favor of this request, but noted that someone just walking into tonight’s meeting might think that the City is appropriating more than three million dollars (\$3,000,000.00) without consideration, but contrary to that, these projects have been discussed several times over several weeks. All these funds have been appropriated. Council is not hearing these large appropriation requests for the first time.

Councilman Nichols added that Council should proceed with these requests as it is very important to get the projects underway as soon as possible.

Ayes: Harrington, Klein, Monday, Nichols, Niemeyer, Russel, Shindledecker, Spence, VanDyne, Frische. The Ordinance was declared adopted and is recorded in Ordinance Volume WW, Page 2015-015 and is hereby made a part of the record.

ORDINANCE NO. 2015-016 (Twp Rd 99 & Technology Dr rezone) **first reading**
AN ORDINANCE AMENDING CHAPTER 1100 ET SEQ OF THE CODIFIED ORDINANCES OF THE CITY OF FINDLAY, OHIO, KNOWN AS THE ZONING CODE BY REZONING THE FOLLOWING DESCRIBED PROPERTY (REFERRED TO AS TOWNSHIP ROAD 99 AND TECHNOLOGY DRIVE REZONE) WHICH PREVIOUSLY WAS ZONED "C-2 GENERAL COMMERCIAL" TO "M-2 MULTIPLE FAMILY HIGH DENSITY".

First reading of the Ordinance.

ORDINANCE NO. 2015-017 *(Safe Routes to School program)*

first reading

adopted

AN ORDINANCE AUTHORIZING THE MAYOR OF THE CITY OF FINDLAY, OHIO, TO APPLY FOR THE SAFE ROUTES TO SCHOOL PROGRAM AND TO SIGN THE NECESSARY AGREEMENT OR AGREEMENTS WITH THE OHIO DEPARTMENT OF TRANSPORTATION (ODOT) FOR FUNDS TO BE USED FOR THE UPGRADING OF ALL DEFICIENT CURB RAMPS WITHIN A ONE MILE RADIUS AROUND GLENWOOD MIDDLE SCHOOL IN ORDER TO COMPLY WITH AMERICAN DISABILITIES ACT (ADA) STANDARDS, AND DECLARING AN EMERGENCY.

Councilman Russel moved to suspend the statutory rules and give the Ordinance its second and third readings. Councilman VanDyne seconded the motion. Ayes: Klein, Monday, Nichols, Niemeyer, Russel, Shindledecker, Spence, VanDyne, Frische, Harrington. The ordinance was given its second and third readings. Councilman Harrington moved to adopt the ordinance. Councilman Klein seconded the motion.

Discussion:

Service-Safety Director Schmelzer recognized that the City's Engineering Department does a great job. Nathan Hoy in that department did a great job with the study on this project to see what benefit the City could get out of it. He appreciates the effort in working with the schools in putting this program together.

Ayes: Monday, Nichols, Niemeyer, Russel, Shindledecker, Spence, VanDyne, Frische, Harrington, Klein. The Ordinance was declared adopted and is recorded in Ordinance Volume WW, Page 2015-017 and is hereby made a part of the record.

ORDINANCE NO. 2015-018 *(2015 resurfacing program project #32850100)*

first reading

tabled

AN ORDINANCE APPROPRIATING FUNDS AND DECLARING AN EMERGENCY.

Councilman Klein moved to suspend the statutory rules and give the Ordinance its second and third readings. Councilman VanDyne seconded the motion. Ayes: Nichols, Niemeyer, Russel, Shindledecker, Spence, VanDyne, Frische, Harrington, Klein, Monday. The ordinance was given its second and third readings. Councilman Russel moved to adopt the ordinance. Councilman Klein seconded the motion.

Discussion:

Auditor Staschiak stated he appreciated Council's zealousness to get the roads fixed and stated that Councilman Shindledecker's comments earlier regarding the amounts being appropriated were well placed. He stated he had been unable to get ahold of Service-Safety Director Schmelzer regarding the matter, but he must request Council not adopt this ordinance tonight based on over six million dollars (\$6,000,000.00) in capital expenditures that Council has already appropriated this year, plus the additional funds that were appropriated tonight. If this ordinance is passed tonight, the City's capital account would be almost eight hundred thousand dollars (\$800,000.00) in the negative. As long as the process of passing this ordinance is slowed down, it is not an issue that anyone should have a major concern over. It is just a question of cash flow, cash that is available. Council needs to make sure they meet the statutory requirements. If it receives three (3) readings, it will allow the February income tax collections to come in, and when he does the February allocation of those funds to Capital, Council can then re-review it and he can then provide a full update during the Appropriations Committee meeting on March 10, 2015.

Councilman VanDyne asked when the money would be spent. Service-Safety Director Schmelzer replied this ordinance does not need to be passed on an emergency. He was not aware of this until tonight. He assumes this is a function of how the funds in the Capital are invested. Auditor Staschiak stated that is not the case and that it is strictly cash flow. Back in February 2013, there was a lengthy discussion on this subject with the Councilmembers at that time. Council has changed how funds are appropriated, the amounts that are appropriated, and the quantities of funds that are appropriated at any given time. In changing that business process, whether or not cash balance is high or low is irrelevant. What is relevant is how funds are coming in. Once funds are appropriated, he has to take the full amount off the books. Cash is not available for Council to appropriate per the statute. He deferred this to the Law Director on how to best preserve the ordinance and have this go through the Appropriations Committee where he will explain this in more detail. Once the cash has come in, he will report that to Council. This is the way it has been done in the past. There was a situation like this a couple of years ago where he came to Council and informed them that based on the way of spending, the appropriation needs to be slowed down to match the flow of the income tax revenue into the Income Tax Fund so that the money is there to appropriate. This only has to do with the speed with which the income tax comes into the City fund which is the speed it is collected.

Councilman Monday noted that he is the Chair of the Appropriations Committee and suggested that if this ordinance is not passed tonight, it should be slowed down by a motion to table and then can be lifted off the table when needed.

Councilman Harrington asked if Ordinance No. 2015-015 should also be tabled or just this one. Service-Safety Director Schmelzer replied that Ordinance No. 2015-015 has other contracts tied to it. If Council wants to pull both the curbing project and the ODOT resurfacing project off the table, which would be financially unnecessary, it will impact what is to be done with ODOT. This one is strictly the City's resurfacing project. Law Director Rasmussen added that since the readings were suspended, it would be easiest to table it and lift it from the table at the appropriate time.

Councilman Harrington moved to table the ordinance. Councilman Klein seconded the motion. Ayes: Niemeyer, Russel, Shindledecker, Spence, VanDyne, Frische, Harrington, Klein, Monday, Nichols.

Discussion:

Councilman Klein asked if the information could be provided prior to the meeting that it is getting close. Auditor Staschiak replied that he has a regularly scheduled meeting with the Administration every Tuesday morning and also on Fridays. This came out Friday late in the day. The calculations were done this morning. The Service-Safety Director was not able to make the meeting, so he sent him an email saying he needed to talk to him about cash flow. He has also sent multiple emails to Councilman Monday and the Service-Safety Director that he needs to discuss cash flow with them based on the way the large appropriations are being done. He feels the Appropriations Committee is going to be the best place to do this. It is uncertain how quickly Council will pass an appropriation ordinance. Some are given three readings and some are only given one. It is just how Council chooses to do business. In this case, it needs to be slowed down until the funds come in so that paving projects can move forward. This has been done in the past as well, if there was any indication the legislation was critical, it would have been addressed differently.

Councilwoman Frische noted that there was an income tax meeting earlier this month that she was not able to attend. The minutes for those meetings are not in tonight's packet. She asked if there is going to be minutes available. She would like to see the report to see what is happening on that collection and to get an update from the Income Tax Board. She also asked who is on the Income Tax Board. Auditor Staschiak replied it consists of the Auditor, Mayor, Law Director, Treasurer, and a member of Council which at this time is Councilman Monday. Councilwoman Frische asked if minutes will be available for the next City Council meeting. Auditor Staschiak replied that since the Mayor is the official Chair of that Board, she should turn them into Council. The last minutes that were approved were the December 2014 minutes. The next meeting was just a week or two ago. Those minutes will be approved next quarter. The Income Tax Board only meets quarterly.

UNFINISHED BUSINESS

OLD BUSINESS: - none.

NEW BUSINESS:

Councilman Klein mentioned that for years, the abandoned Clark gas station on the corner of Tiffin Avenue and Cherry Street has been an eyesore for the community. The owners have not paid property taxes for years. The property has been neglected to the point that the building is falling in on itself and has become a safety concern. He and Councilman Russel, along with the N.E.A.T. Department have asked the Administration look into declaring the property a public nuisance so that the City can begin the process of cleaning it up. He did not go into detail of the legal process of clean up, but did mention that Ohio Revised Code does have stipulations in place on what the City wants to do. Since it is a former gas station, it will involve state and federal environmental agencies. The Law Director is beginning the notification process to the owners. There are some grant dollars and funds available to help remedy the clean up. He will provide Council with updates throughout the process.

Councilman Harrington ran into N.E.A.T. Department's Becky Greeno at Meijers who was giving them notification that they needed to clean their sidewalk. She presented him with a long list of parcels that she had been to that day on one of the coldest days of the year. He thanked her for doing a job that sometimes goes unnoticed. Councilman Nichols also looked at the same list and noticed all the businesses that didn't shovel their walks. He asked what the follow up is and if fines are given out. Law Director Rasmussen replied he is not aware that the City has ever fined anyone. His office has never seen it go to prosecution. It is usually a follow up to the property to get it taken care of. Councilwoman Frische added that as a property manager, she has noticed that a lot of property owners do clear their sidewalks, but when the snow plows come back through, they push the snow back onto the sidewalks, so it's hard to keep up with it. It's a hit or miss when pedestrians are walking on the sidewalks.

President Pro-Tem Monday adjourned Council at 8:16pm.


CLERK OF COUNCIL


PRESIDENT OF COUNCIL PRO-TEM