

A regular meeting of the Oxford City Council was called to order by Mayor Kate Rousmaniere on Tuesday, May 16, 2017 at 7:00 p.m. Those members present were Steve Dana, Glenn Ellerbe, Kevin McKeehan, Mike Smith and Edna Southard. Bob Blackburn was excused.

Staff members present: Mr. Doug Elliott, City Manager; Mr. Mike Dreisbach, Service Director; Mr. John Jones, Police Chief; Mr. Joe Newlin, Finance Director; Mr. Jung-Han Chen, Community Development Director; Mr. Alan Kyger, Economic Development Director; Mr. John Detherage, Fire Chief; Mr. Chris Conrad, Acting Law Director and Ms. Mary Ann Eaton, Clerk of Council.

ADJOURN TO EXECUTIVE SESSION

Mr. Dana moved to adjourn to Executive Session immediately in accordance with Ohio Revised Code Section 121.22(G)(3) for the purpose of discussing pending litigation. Ms. Southard seconded. The motion passed by the following roll call:

AYE: Mr. Ellerbe, Mr. McKeehan, Mr. Smith, Ms. Southard, Mr. Dana,
Mayor Rousmaniere (6)

NAY: None (0)

ABS: None (0)

RETURN FROM EXECUTIVE SESSION

Ms. Southard moved to return from Executive Session at 7:30 p.m. Mr. McKeehan seconded. The motion passed 6-0-0.

PLEDGE OF ALLEGIANCE

Mayor Rousmaniere requested the Pledge of Allegiance.

APPROVAL OF AGENDA

Mr. Dana moved to approve the agenda. Mr. Smith seconded. The motion passed 6-0-0.

PUBLIC PARTICIPATION

REQUEST FOR USE OF RIGHT OF WAY

Ms. Jessica Greene, Executive Director, Enjoy Oxford, advised Enjoy Oxford and the Lane Public Library each had specialized bikes they would like to bring to the Uptown Park area on Saturdays, May-October during the Farmers Market hours. Ms. Greene noted Enjoy Oxford would greet visitors and the Lane Library would have a book mobile on 2 wheels. Ms. Greene advised the bikes would not be out in inclement weather and they were willing to cancel on days other events were taking place in the parks.

Ms. Greene referred to the City's Park and Right-of-Way permit and noted "the period of use may not exceed two days without City Council approval".

Mr. Dana moved to approve the Right-of-Way request. Mr. McKeehan seconded. The motion passed 6-0-0.

PUBLIC COMMENTS

Mr. David Brown, Butler County Auditor's Office, noted he was in attendance as part of the Auditor's outreach to local governments program. Mr. Brown updated Council on the "skimmer" situation in Butler County, the first half tax distributions and the Homestead Exemption program.

CONSENT AGENDA

MINUTES

Minutes of the May 2, 2017 City Council Meeting. (Mary Ann Eaton, Clerk of Council)

REPORT

Report regarding the May 3, 2017 Environmental Commission Meeting. (Mike Dreisbach, Service Director)

RESOLUTION

SURPLUS PROPERTY

A Resolution No. 5066 declaring certain property in the City's possession no longer needed for any municipal purpose and authorizing its disposal or trade to a federally licensed firearms dealer. (John Jones, Police Chief)

Mr. Dana moved to approve the consent agenda. Mr. Ellerbe seconded. The motion passed 6-0-0.

RESOLUTIONS

RESOLUTION

AMTRAK PLATFORM

A Resolution No. 5067 supporting the development of an Amtrak Platform at 909 Collins Run Road in the City of Oxford. (Alan Kyger, Economic Development Director)

Mr. Kyger advised part of what he would present this evening was similar to what he presented at a Work Session in December which was an update on the work done by the Amtrak Steering Committee. Mr. Kyger noted at that point the Steering Committee asked for a financial commitment of \$350,000 towards the project which Council was in favor of. Mr. Kyger noted in moving forward Amtrak asked if the proposed site had been publically vetted and since the Work Session was not recorded the public vetting could occur this evening.

Mr. Kyger advised the Steering Committee members included himself, Randi Thomas, David Prytherch, Lee Fisher, Rick Baily, Mike Davis, and student member Kyle Mortimer. Mr. Kyger noted assistance was also given by Cody, Powell, Jerome Conley, Sam Perry, Mayor Rousmaniere, Jung-Han Chen, Mike Dreisbach and Derek Bauman. Mr. Kyger advised the committee's goal was to bring an Amtrak Station to Oxford and Miami University at the soonest time possible, at the best location available and at the most affordable cost. Mr. Kyger noted what the committee wanted to bring to Oxford initially was a basic platform which consisted of a sidewalk along the railroad track with a shelter and lighting. Mr. Kyger noted Amtrak's Cardinal line runs through Oxford currently and stops in Cincinnati and in Connersville, Indiana. Mr. Kyger advised since the Work Session in December Council adopted a Resolution pledging financial support of \$350,000 towards the construction of an Amtrak Platform and Shelter and Miami University pledged \$350,000 as well. Mr. Kyger noted the Talawanda School District was willing to work with the City and Miami University to consider ways that access to the stop might be provided over the Board of Education's Collins Run Road property. Mr. Kyger showed slides of several potential sites the Steering Committee considered for an Amtrak stop in Oxford and explained the pros and cons of each one and advised the committee ultimately selected 909 Collins Run Road as the most appropriate location. Mr. Kyger noted the committee wanted to seek access to the property as a short term goal. Mr. Kyger showed renderings of what an Amtrak platform and shelter might look like initially once Main Street and Collins Run Road were aligned and what it might look like after other improvements were made. Mr. Kyger noted Amtrak wanted the site to be fully vetted and voted on by Council, a narrative, a memo of understanding on site ownership and operation, an EPA review, design proposals and cost estimates. Mr. Kyger advised some of that work could be done in house and some would require the expenditure of funds committed for the project. Mr. Kyger noted his hope Council would approve the proposed site.

Mayor Rousmaniere inquired if there were any comments from the public and there were none.

Mayor Rousmaniere noted one of the proposed sites was owned by Miami University, one was owned by a local property owner, and one was owned by British Petroleum. Mr. Kyger advised British Petroleum would sell the site near the corner of Main and Chestnut Streets for \$12,000 however Amtrak was not in favor of that site as the train could block both Main and Chestnut Streets. Mayor Rousmaniere noted 909 Collins Run Road was owned by the Talawanda School District and Mr. Kyger advised the school district was willing to work with the City and Miami University to get access to the back of the site.

Mr. Dana noted he felt the proposed site was compelling because it fostered a multi model transportation center in the future.

Ms. Southard moved to adopt Resolution No. 5067. Mr. Dana seconded. The motion passed 6-0-0.

RESOLUTION
ROAD AND TRAFFIC
IMPROVEMENTS

A Resolution No. 5068 authorizing Miami University to implement road and traffic control improvements in the vicinity of Patterson Avenue, Spring Street, and Maple Avenue based on their Baker Traffic Engineering and Campus Circulation Study. (Mike Dreisbach, Service Director)

Mr. Dreisbach advised he was seeking Council's approval of pedestrian and vehicle traffic improvements where City through streets converge with Miami University property. Mr. Dreisbach noted Miami hired Michael Baker International to perform a Campus Circulation study and as part of the study Michael Baker collected huge amounts of data on how buses, vehicles, bicycles and pedestrians moved about the campus area. Mr. Dreisbach advised visual counts were made by Michael Baker as well as automated electronic counts, and a process called street lighting was used where GPS cell phone data is collected from cell phone carriers tracking where cell phones are moving throughout the campus. Mr. Dreisbach showed a slide of various vehicle counts throughout the campus area and noted 11,000 – 13,000 vehicles were counted traveling west on Chestnut Street in the afternoon. Mr. Dreisbach advised while the study was performed campus wide he was focused on the Spring Street corridor and Patterson Avenue in relation to Western Drive this evening. Mr. Dreisbach provided a slide showing 2,800 improper pedestrian crossings on Patterson Avenue which was a significant safety hazard. Mr. Dreisbach referred to the area near the Shriver Center and the Armstrong Center and advised during class change pedestrians outnumbered vehicles 4 or 5 to 1. Mr. Dreisbach noted the study addressed various circulation issues and one improvement considered was to make Oak and Maple Streets paired one way streets but after further analysis there was no gain in parking and to have Maple one way at Spring was detrimental to traffic and that option was dismissed. Mr. Dreisbach provided a slide of a proposed traffic signal at S. Campus Avenue and Chestnut Street and noted the study indicated any one improvement to help traffic on Chestnut Street was to install a traffic signal at that intersection. Mr. Dreisbach advised Council previously approved the traffic signal at S. Campus Avenue and Chestnut Street and it would be installed this summer in conjunction with the signal at S. Main Street and Chestnut. Mr. Dreisbach noted the third improvement was a proposed 3 way stop at Maple and Spring and advised this was proposed a couple of years ago and Council was not inclined at the time to approve it as there had not been a scientific study done showing warrants were met to approve a stop sign there. Mr. Dreisbach advised the data had now been collected and the stop sign was warranted. Mr. Dreisbach showed a slide of Bachelor Hall near Route 73 and Patterson Avenue which was where the 2,800 improper crossings were occurring and noted he expected that number to increase as the demographics at the university changed as to where residence hall were located. Mr. Dreisbach advised the construction of a mail and package center at Shriver would generate additional traffic and noted Miami was moving a lot of their admissions focus to that area where they were doing improvements to surface parking. Mr. Dreisbach advised Michael Baker also recommended to eventually remove some of the cross walks on High Street and design raised concrete refuge islands in the center turn lane. Mr. Dreisbach noted operational improvements at intersections along N. Patterson were being considered although they were not germane to tonight's discussion. Mr. Dreisbach advised the traffic signal at S. Campus and Chestnut would reduce the approach time to the intersection by 75%.

Mr. Dreisbach reiterated a 3 way stop was recommended at Spring and Maple and advised at class change the intersection operated as a 3 way stop anyway. Mr. Dreisbach noted due to numerous close calls at the intersection Miami would like to build not only the 3 way stop but a raised speed table through the entire intersection with a gentle taper approaching and leaving the table so vehicles would be forced to slow down to an appropriate speed as they approach the stop and the significant number of people crossing at the crosswalks. Mr. Dreisbach advised construction already taking place was a new water main along Maple Street and a new utility tunnel top would be constructed and in conjunction with the speed table if approved will allow ADA compliant handicap ramps to be installed in this area. Mr. Dreisbach provided a slide of the warrant analysis for justifying a 3 way stop and noted the warrants met at all daytime hours and if 70% of the pedestrians counted were dismissed the stop sign would still be warranted. Mr. Dreisbach advised the arch in front of the Shriver Center would be removed and the property would be landscaped to remove conflicts with vehicles, pedestrians and bicycles. Mr. Dreisbach noted the improvement would be funded 100% by Miami University. Mr. Dreisbach referred to the pedestrian safety improvements from the study and advised Miami proposed a raised median crosswalk across Patterson Avenue, and Western Drive would become pedestrian only. Mr. Dreisbach asked for Council's approval and support of the proposed improvements.

Mr. Dick Keebler, 11 Fox Run Circle, advised he was a life long resident with 34 years on the Oxford Fire Department, 8 years on City Council, 8 years on Planning Commission, 4 years as Mayor and he knew the town well. Mr. Keebler noted making the Spring Street and Maple Street intersection a 3 way stop came up while he was on Council, he spoke against it and it was defeated. Mr. Keebler noted while there were more statistics now everyone knew it was a busy intersection and he believed his original premise was still valid. Mr. Keebler advised if additional controls were needed it should be a traffic signal to give motorists a fighting chance against student pedestrians. Mr. Keebler noted Oxford only had 3 east west thoroughfares, High Street, Spring Street and Chestnut Street and there was no opportunity to add more even with increased traffic over the last 20 years. Mr. Keebler advised he felt Oxford absolutely didn't need more stop signs chocking traffic on the thoroughfares and that was what this proposal would do. Mr. Keebler noted the last time the City road blocked the thoroughfare with stop signs was at Campus and Chestnut and it didn't take a traffic engineer to figure out it needed a traffic signal. Mr. Keebler noted it resulted in traffic backed up for two blocks east and west on Chestnut Street many times throughout the day with only one or two cars sitting on Campus Avenue except around 5:00 p.m. when the work day ended. Mr. Keebler advised this summer that mistake will finally be rectified with a traffic actuated signal there and at Chestnut and Main and Oxford didn't need to create a new impediment on another thoroughfare. Mr. Keebler noted he was not a traffic engineer but he was a thorough observer and he believed anyone who worked with him on Planning Commission would attest that he can visualize layouts, traffic movements, analyze issues and look for responsible solutions. Mr. Keebler advised he traveled Spring Street frequently at various hours and saw two different behaviors from Miami students, at Spring and Maple with no stop sign on Spring Street motorists have the right-of-way and students generally respect that by waiting for a gap in traffic before stepping off the curb, and motorists are good about stopping for students to allow a good number to cross. Mr. Keebler noted during busy times at Spring and Oak Street at the 3 way stop or Spring and Campus at the 4 way stop it's a totally different dynamic and students took advantage of stopped cars. Mr. Keebler advised anyone who drives those intersections can attest to that happening on a regular basis. Mr. Keebler noted while stop signs generally work well with mixed pedestrians and motorists the standards don't work when it comes to the privileged college student.

Mr. Keebler advised he felt it was only tolerable at these locations (Spring and Oak, Spring and Campus) because pedestrian traffic is not as heavy as at Spring and Maple. Mr. Keebler noted as Mr. Dreisbach stated during class changes the Spring and Maple intersection already functions as if it were a 3 way stop however he felt there was a big difference when the motorist has the right-of-way and students tend to give them a turn. Mr. Keebler advised creating an official 3 way stop will destroy that balance so why change it. Mr. Keebler questioned whether the raised intersection would encourage students to ignore crosswalks and traverse the intersection any way they please creating additional issues for motorists especially if it's changed to a 3 way stop. Mr. Keebler advised he felt this was a solution looking for a problem and noted while a lot of statistics had been generated the conclusions were still subjective. Mr. Keebler noted the warrants were met for a 3 way stop at Spring and Maple but nothing was said about it meeting the warrants for a traffic signal. Mr. Keebler advised the pedestrian crossings were almost equal at Spring and Maple as at Patterson and High and there was a traffic signal at Patterson and High. Mr. Keebler noted Miami wanted a 3 way stop at Spring and Maple long before a consultant was hired and consultants want to satisfy their clients. Mr. Keebler questioned whether the study gave equal value to the movement of motorists and pedestrians alike to preserve and maintain Spring Street as the thoroughfare it is and has always been and not turn it into a university drive. Mr. Keebler noted he may be the only one speaking in opposition of the 3 way stop but he could assure Council there were plenty of individuals who agreed with him but felt more weight was given to Miami University than local residents and it was not worth their time to come forward. Mr. Keebler urged Council not to approve the 3 way stop at Spring and Maple and to recognize the importance of Spring Street as a thoroughfare for citizens and visitors needing access across town to and from Route 73. Mr. Keebler noted if Council felt the current intersection was a safety issue for pedestrians to have the university install a traffic signal at Spring and Maple to insure equal opportunity for motorists and pedestrians alike.

Mr. David Prytherch, 6195 Contreras Road, advised as the Planning Commission Chair he was party to some of the meetings with the consultants and he felt never had a more thorough traffic study been done in the City of Oxford. Mr. Prytherch noted an unbelievable amount of analysis had been done and he recalled that the consultants concluded the improvements on Chestnut are likely to absorb some of the cross traffic flows. Mr. Prytherch advised people might avoid the heart of campus and utilize Chestnut Street instead of Spring Street. Mr. Prytherch noted the intersection of Spring and Maple was already in failure, it was not going to get any better and it is not as safe as it could be for the tens of thousands of students, pedestrians and visitors. Mr. Prytherch advised a signal could be an answer although students might not obey it. Mr. Prytherch noted the university had as much data as could be hoped for on an intersection and anyone who has walked in addition to driven the intersection knows that for nine months of the year there is a real safety hazard and luckily there has not been a problem to date. Mr. Prytherch advised he felt this was a problem looking for a solution.

Mr. McKeehan inquired if the consultants discussed a stop light at the Spring and Maple intersection.

Mr. Dreisbach advised it was discussed and it would likely meet the warrants although stop signs were quick to install and traffic signals took time. Mr. Dreisbach noted Miami was being proactive with the changes of use on campus, the changes of use at the Shriver Center, and the additional loading going to the Armstrong Center they foresee the number of pedestrians only growing and they would like to take action to insure the safety of those pedestrians.

Mr. Dana inquired what intersection criteria warranted a traffic signal compared to stop signs. Mr. Dreisbach advised Spring and Maple would be a likely candidate for a traffic control signal and it might need to function with Oak Street and possibly Campus and Spring Street but that issue needed to be looked at in a holistic view not just one intersection. Mr. Dreisbach noted funding for the Chestnut Street signals came from a grant through the Ohio Public Works Commission and that was a possibility for Spring Street as well. Mr. Dana inquired what the timeline was for the proposed improvements and Mr. Dreisbach advised Miami wanted to complete the improvements this summer.

Ms. Southard inquired how bus stops and bike lanes fit into this project. Mr. Dreisbach advised there would be no changes to the bike routes or bike lane activity associated with this project. Mr. Prytherch advised buses going northbound on Maple would now be able to make a turn which they currently have trouble doing.

Mayor Rousmaniere inquired if Miami was planning the improvements and paying for them why their representatives weren't present this evening. Mr. Dreisbach advised he did not ask Miami representatives to attend this evening and noted they submitted all the paperwork, construction drawings and right-of-way permits and the City Manager felt because of the impact to the public a vote should be taken by Council on whether to proceed. Mayor Rousmaniere inquired who had authority over the roads. Mr. Elliott advised Miami University maintained that they had quite a bit of authority on the roadways through the campus, they were here before the City and the City had never decided to challenge that position. Mr. Elliott noted staff had always tried to work with the university and cooperate with them and he appreciated their willingness to let the City have a say on the improvements. Mr. Elliott advised resurfacing of the roads through the campus area came from general tax dollars and City Council had never asked him to have the court determine who the roads actually belong to. Mr. Dreisbach noted he felt it was important that everyone had a complete idea of the City's relationship with Miami and advised they worked together on multiple utility projects and Miami often paid more than their fair share and they were a great neighbor. Mr. Dreisbach advised he enjoyed working with Miami for the common good and noted his hope we could do that tonight. Mr. Elliott added Miami was the City's largest employer, the City had a great relationship with them and they worked together on a lot of projects. Mr. Dreisbach noted the issue of a traffic signal would continue to be studied for Spring and Maple and advised traffic signals could help control the mayhem but they were not the solution to every issue.

Mr. Ellerbe agreed with Mr. Keebler and advised he did not think stop signs were needed at Spring and Maple. Mr. Ellerbe noted he frequented the area and observes the traffic pattern and does not recall any accidents at that intersection. Mr. Ellerbe advised he agreed with everything presented except the stop signs. Mr. Ellerbe noted it seemed counter intuitive to have a 3 way stop with three crosswalks in that high density intersection to cause additional slow down of traffic.

Mr. Smith advised in Miami's Executive Summary their recommendation was a 'trial 3 way stop' at Spring and Maple. Mr. Smith inquired how a trial would be evaluated and if it was a trial in advance of a signal. Mr. Dreisbach advised he had that discussion with officials at Miami and noted the City prefers not to have trial traffic control measures as the City acted on something warranted or did not act at all.

Mr. Dreisbach noted to discount the data that shows 70% of the crossings were not even needed to qualify for a 3 way stop is a very large statistic and should there be an incident because a 3 way stop is not installed would require some explaining. Mr. Smith noted he had seen the speed tables on Western Drive and felt they encouraged students to pay less attention because there was not an elevation change from the sidewalk to the street and he finds more people walking out in front of him. Mr. Smith noted Spring Street was a major EMS route and inquired if the speed table proposed a hazard to apparatus and ambulances trying to navigate Spring Street. Chief Detherage advised it might slow them down but it would not create a hazard.

Mr. McKeehan advised he was torn on the issue of the 3 way stop and noted he respected Mr. Keebler's opinions. Mr. McKeehan advised he did not travel that intersection a lot but he has been there enough to be trapped by students who pay no attention except to their own progress. Mr. McKeehan inquired if Mr. Dreisbach felt the 3 way stop was good for Spring and Maple or not. Mr. Dreisbach advised he drove the area frequently and his answer was yes.

Mayor Rousmaniere noted the data showed that even if there were 70% less people crossing at that intersection it would still warrant a stop sign and Mr. Dreisbach advised by the rules set by the State of Ohio it would still qualify for a 3 way stop. Mr. McKeehan advised that was an absurd number and if we had other data that number might require a stop light. Mr. Dreisbach reminded Council the traffic improvements on Chestnut will encourage people to use Chestnut as the quicker route and avoid the heart of campus. Mr. Dana inquired if that inclination appeared somewhere and he missed it. Mr. Dreisbach advised the forecasted approach time to the intersection of Campus Avenue and Chestnut Street is reduced by 75% and clearly traffic was going to improve on Chestnut Street. Mr. Ellerbe noted it appeared Miami's goal was to use Chestnut and Main to flow most of the traffic and Spring Street would be mainly for bikes and walking traffic. Mr. Dreisbach advised the Chestnut improvements had always been City initiated and City funded.

Mr. Dick Keebler, advised he did not believe improvements on Chestnut Street would move much traffic off of Spring Street as no one on the west side of town was going to come down Spring Street now because of the amount of traffic and pedestrians verses going down Chestnut and nobody on the west side of town is going to go to Chestnut just to come back up Patterson to Route 73. Mr. Keebler noted it was not a good conclusion to feel that just because traffic signals would be installed on Chestnut that we're going to significantly change the amount of traffic that was trying to use Spring Street.

Mr. Ellerbe moved to amend the proposed Resolution to remove only the 3 way stop sign portion. Mr. Smith seconded. The motion passed 5-1-0 with Mayor Rousmaniere voting nay.

Mr. Dana moved to adopt Resolution No. 5068 as amended. Ms. Southard seconded. The motion passed 6-0-0.

RESOLUTION
2017 PUMPER/TANKER

A Resolution No. 5069 authorizing the City Manager to enter into a contract with Sutphen Corporation for the purchase of a 2017 pumper/tanker truck and specified options at state contract pricing at a cost not to exceed \$574,405.00 utilizing funds from the Local Government Safety Capital Grant, Miami University, Oxford Township and the City of Oxford's Fire and EMS fund. (John Detherage, Fire Chief)

Chief Detherage noted this project was a long time in the making and he hoped to obtain final approval for the purchase of the tanker/pumper this evening. Chief Detherage advised the pumper/tanker was designed to replace the 1990 tanker and the 1995 pumper and combine them into one vehicle.

Mayor Rousmaniere inquired if there were any comments from the public and there were none.

Mr. McKeehan inquired if the new vehicle was larger than the two it would replace and Chief Detherage advised it would be between the length of the current pumpers and the ladder truck.

Ms. Southard inquired if the participants were contributing equally. Chief Detherage advised that was the original plan before a price increase and additional equipment was ordered for the vehicle.

Mr. Smith inquired what the delivery time was for the vehicle and Chief Detherage advised approximately one year.

Mr. Dana moved to adopt Resolution No. 5069. Mr. McKeehan seconded. The motion passed 6-0-0.

ORDINANCES
SECOND READING

ORDINANCE
STREET NAME CHANGE

An Ordinance No. 3403 Changing The Name Of "Collins Run Road" In The City Of Oxford To "South Main Street" And Directing The Clerk Of Council To Forward A Certified Copy Of This Ordinance To The County Engineer. (Mike Dreisbach, Service Director)

Mr. Dreisbach advised this issued was discussed with stakeholders and the Oxford Township Trustees objected to renaming Collins Run Road. Mr. Dreisbach noted he had nothing further to report since the first reading.

Mr. John Kinne, Oxford Township Trustee, doing business at 925 Collins Run Road, pointed out that a number of City streets changed name inside of town and it was not unusual to have a street name change within the City limits or township.

Mr. Kinne noted as he talked to some of his colleagues and township residents someone said if City Council was going to do name changing they thought it would be a good idea to change Main Street to Morning Sun Road. Mr. Kinne advised he told the resident he would relay the comment. Mr. Kinne asked that the township's address remain 925 Collins Run Road.

Mr. Dana referred to page 19 of Council's packet and quoted from the minutes "Mr. Dreisbach noted Collins Run Road was not a through street and most people going there have business there and know where they are going".

Ms. Southard noted Council approved the location for an Amtrak Platform this evening on Collins Run Road which she felt was another argument for changing the name to S. Main Street as the continuation of a street to a major destination for visitors to Oxford.

Mr. Dana moved to adopt Ordinance No. 3403. Ms. Southard seconded. The Ordinance was adopted by the following roll call:

AYE: Mr. McKeehan, Mr. Smith, Ms. Southard, Mr. Dana, Mr. Ellerbe, Mayor Rousmaniere (6)

NAY: None (0)

ABS: None (0)

ORDINANCE **SOUTHPOINT COMMERCIAL TIF**

An Ordinance No. 3404 Declaring Improvements To Parcels Of Real Property Located In Oxford, Ohio, To Be A public Purpose Under Section 5709.40(B) Of The Ohio Revised Code, Exempting Such Improvements From Real Property Taxation, Declaring Certain Public Improvements To Be Necessary For The Further Development Of Those Parcels, And Establishing A Tax Increment Equivalent Fund. (Doug Elliott, City Manager)

Mr. Elliott noted there were 5 pieces of legislation for second reading to establish Tax Increment Financing Districts (TIFs). Mr. Elliott advised the City was establishing TIF Districts as a result of the development agreement signed in 2006 and under the "Failure of the Connector" conditions 4-leaf may elect to construct and dedicate a road in the area generally shown for the connector and it states the City will create one or more Tax Increment Financing Districts.

Mr. Elliott presented the PowerPoint as he did for the first reading of the proposed Ordinances and explained the TIF process and the proposed roadway which he reiterated had nothing to do with the "Connector".

Mayor Rousmaniere inquired if there were any comments from the public and there were none.

Mr. McKeehan moved to adopt Ordinance No. 3404. Mr. Ellerbe seconded. The Ordinance was adopted by the following roll call:

AYE: Mr. Smith, Ms. Southard, Mr. Dana, Mr. Ellerbe, Mr. McKeehan, Mayor Rousmaniere (6)

NAY: None (0)

ABS: None (0)

ORDINANCE
SOUTHPOINT TIF
INCENTIVE DISTRICT 1

An Ordinance No. 3405 Declaring Improvements To Parcels Of Real Property Located In The City Of Oxford, Ohio, To Be A Public Purpose Under Section 5907.40 (C) Of The Ohio Revised Code, Exempting Such Improvements From Real Property Taxation, Authorizing The Execution Of Such Documents As May Be Necessary, And Establishing A Tax Increment Equivalent Fund. (Doug Elliott, City Manager)

Mr. Elliott referred to page 61 of Council's packet, Section 3 of the Ordinance and described the minor amendments to the language as shown in bold and by strikethrough.

Mr. Dana moved to accept the corrections in Section 3 on page 61 of the Ordinance. Mr. Smith seconded. The motion passed 6-0-0.

Mayor Rousmaniere inquired if there were any comments from the public or from Council and there were none.

Mr. Dana moved to adopt Ordinance No. 3405. Mr. Smith seconded. The Ordinance was adopted by the following roll call:

AYE: Ms. Southard, Mr. Dana, Mr. Ellerbe, Mr. McKeehan, Mr. Smith, Mayor Rousmaniere (6)

NAY: None (0)

ABS: None (0)

ORDINANCE
SOUTHPOINT TIF
INCENTIVE DISTRICT 2

An Ordinance No 3406 Declaring Improvements To Parcels Of Real Property Located In The City Of Oxford, Ohio, To Be A Public Purpose Under Section 5907.40 (C) Of The Ohio Revised Code, Exempting Such Improvements From Real Property Taxation, Authorizing The Execution Of Such Documents As May Be Necessary, And Establishing A Tax Increment Equivalent Fund. (Doug Elliott, City Manager)

Mr. Dana moved to amend Section 3 of the proposed Ordinance as indicated in bold and by strikeout on page 71 of Council's packet. Mr. Ellerbe seconded. The motion passed 6-0-0.

Mayor Rousmaniere inquired if there were any comments from the public or from Council and there were none.

Mr. Smith moved to adopt Ordinance No. 3406. Mr. Dana seconded. The Ordinance was adopted by the following roll call:

AYE: Mr. Dana, Mr. Ellerbe, Mr. McKeehan, Mr. Smith, Ms. Southard, Mayor Rousmaniere (6)

NAY: None (0)

ABS: None (0)

ORDINANCE
SOUTHPOINT TIF
INCENTIVE DISTRICT 3

An Ordinance No. 3407 Declaring Improvements To Parcels Of Real Property Located In The City Of Oxford, Ohio, To Be A Public Purpose Under Section 5907.40 (C) Of The Ohio Revised Code, Exempting Such Improvements From Real Property Taxation, Authorizing The Execution Of Such Documents As May Be Necessary, And Establishing A Tax Increment Equivalent Fund. (Doug Elliott, City Manager)

Mr. McKeehan moved to amend Section 3 of the proposed Ordinance as indicated in bold and by strikeout on page 81 of Council's packet. Mr. Dana seconded. The motion passed 6-0-0.

Mayor Rousmaniere inquired if there were any comments from the public or from Council and there were none.

Mr. Ellerbe moved to adopt Ordinance No. 3407. Mr. Dana seconded. The Ordinance was adopted by the following roll call:

AYE: Mr. Ellerbe, Mr. McKeehan, Mr. Smith, Ms. Southard, Mr. Dana, Mayor Rousmaniere (6)

NAY: None (0)

ABS: None (0)

ORDINANCE
SOUTHPOINT TIF
INCENTIVE DISTRICT 4

An Ordinance No. 3408 Declaring Improvements To Parcels Of Real Property Located In The City Of Oxford, Ohio, To Be A Public Purpose Under Section 5907.40 (C) Of The Ohio Revised Code, Exempting Such Improvements From Real Property Taxation, Authorizing The Execution Of Such Documents As May Be Necessary, And Establishing A Tax Increment Equivalent Fund. (Doug Elliott, City Manager)

Ms. Southard moved to amend Section 3 of the proposed Ordinance as indicated in bold and by strikeout on page 91 of Council's packet. Mr. Dana seconded. The motion passed 6-0-0.

Mayor Rousmaniere inquired if there were any comments from the public or from Council and there were none.

Mr. Dana moved to adopt Ordinance No. 3408. Mr. Smith seconded. The Ordinance was adopted by the following roll call:

AYE: Mr. McKeehan, Mr. Smith, Ms. Southard, Mr. Dana, Mr. Ellerbe, Mayor Rousmaniere (6)

NAY: None (0)

ABS: None (0)

ORDINANCE
SUPPLEMENTAL BUDGET

An Ordinance No. 3409 Amending Ordinance No. 3381. Supplemental Budget Ordinance Number 4 to Make Supplemental Appropriations For Fiscal Year 2017. (Joe Newlin, Finance Director)

Mr. Newlin advised he had nothing to add since the first reading and commended Department Heads for seeking grant funds to help supplement the City in completing certain projects. Mr. Newlin advised it was always good to supplement tax dollars with available grant funds.

Mayor Rousmaniere advised the proposed supplemental budget included grant funding for the playground structure at Leonard Howell Park and for the new tanker/pumper vehicle.

Mayor Rousmaniere inquired if there were any comments from the public or from Council and there were none.

Mr. McKeehan moved to adopt Ordinance No. 3409. Mr. Dana seconded. The Ordinance was adopted by the following roll call:

AYE: Mr. Smith, Ms. Southard, Mr. Ellerbe, Mr. Dana, Mr. McKeehan, Mayor Rousmaniere (6)

NAY: None (0)

ABS: None (0)

ANNOUNCEMENTS

Mr. Elliott noted at the last meeting he shared the City received a letter from Butler County Prosecutor Gmoser indicating he felt he could no longer prosecute Oxford's local Ordinances. Mr. Elliott advised Mr. Gmoser approached the City two years ago to discuss the creation of a Butler County Municipal Court and an Oxford Municipal Court. Mr. Elliott noted Mr. Gmoser's proposal was based on a savings to the county but it was at the expense of the City of Oxford. Mr. Elliott advised he spoke to representatives from the Ohio Supreme Court to discuss what services they may be able to provide to the City as the City considers whether or not to establish a Municipal Court and explores other options. Mr. Elliott noted he also spoke to Charlie Young, the Butler County Administrator, and Mr. Young provided him some information on revenue and expenses at the county level for the existing Butler County Area Court system. Mr. Elliott advised he and Mr. McHugh are still discussing the matter and if Mr. Gmoser moves forward as indicated the Oxford Police Officers will issue citations under state law rather than local Ordinance.

Mayor Rousmaniere inquired if the City could site local Ordinances as State law. Chief Jones advised OPD had the option of citing under State code or City code and the officer makes the judgement call. Chief Jones noted certain City Ordinances were not covered under state law such as the Noise Ordinance and he will likely revise the City's Civil Offense Section of the Code to include noise just like it currently includes litter. Chief Jones advised the entire Civil Offense Section and fine structure would be evaluated for possible revisions.

Mayor Rousmaniere inquired when the construction to align Main Street and Collins Run Road would begin and Mr. Dreisbach advised June 1st.

Mr. Chen advised ShareFest 2017 just wrapped up and he felt it was a very successful event. Mr. Chen thanked all of the volunteers and social service agencies for their efforts.

Ms. Eaton reminded Council of the upcoming vacancies on Boards and Commissions.

Mr. McKeehan wished Councilor Blackburn a speedy recovery.

Mr. Ellerbe congratulated Chief Jones and Chief Detherage on another safe and successful commencement weekend noting a lot of visitors were coming in and out of town.

Mr. Dana noted as a mile square resident that commencement weekend went very well.

Mr. Dana noted his hope an equitable solution could be reached regarding the issue of a municipal court or other court and that the costs and benefits will be weighed and values made clear.

Mr. Smith advised it was still Historic Preservation Month and two very successful tours had taken place with 30 plus participants. Mr. Smith noted last weekend's tour concluded in Councilor Dana's 1857 home. Mr. Smith advised this Saturday's tour at 10:30 a.m. would begin behind Lewis Place on Church Street.

Ms. Southard noted Oxford would be busy this summer and advised the Farmers Market's summer hours were from 8 a.m. to 12 p.m. every Saturday.

Ms. Southard noted commencement weekend was beautiful and safe and thanked everyone for making that happen.

Ms. Southard thanked those who volunteered and donated to ShareFest noting the event took an enormous amount of effort, it kept useable items out of the landfill and put them into the hands of those in need.

Ms. Southard wished Councilor Blackburn a speedy recovery.

Mayor Rousmaniere noted the Oxford Wine Festival was this Saturday, Miami University's Alumni Weekend was in early June, Buckeye Boys State was June 11-18, the Ohio Town Gown Summit was July 27th and the Music Festival begins June 1st.

Mayor Rousmaniere noted ShareFest was incredible and thanked Andrew Wilson, Jung-Han Chen, City Council and all the others who helped to make it a great success.

ADJOURN

Mr. Dana moved to adjourn at 9:30 p.m. Mr. Smith seconded. The motion passed 6-0-0.