

COUNCIL MINUTES

The City Council of the City of Raleigh met in a work session at 4:00 p.m. on Tuesday, January 10, 2017 in Room 305 of the Raleigh Municipal Building, Avery C. Upchurch Government Complex, 222 West Hargett Street, Raleigh, North Carolina, with the following present:

Mayor McFarlane
Mayor Pro Tem Crowder
Councilor Baldwin
Councilor Branch
Councilor Cox
Councilor Gaylord
Councilor Stephenson
Councilor Thompson (Absent and excused)

These are summary minutes unless otherwise indicated.

Mayor McFarlane called the meeting to order and stated Councilor Thompson would be absent from today's meeting and is excused.

The following items were discussed.

WAKE COUNTY TRANSIT REFERENDUM UPDATE – INFORMATION RECEIVED

City Manager Ruffin Hall talked about the recent adoption of the Wake County Transit Plan and indicated staff is present to give a report on the plan's implementation.

Transportation Planning Manager Eric Lamb and Transit Administrator David Eatman presented their report using a PowerPoint presentation outlined as follows:

Methodology & Outreach

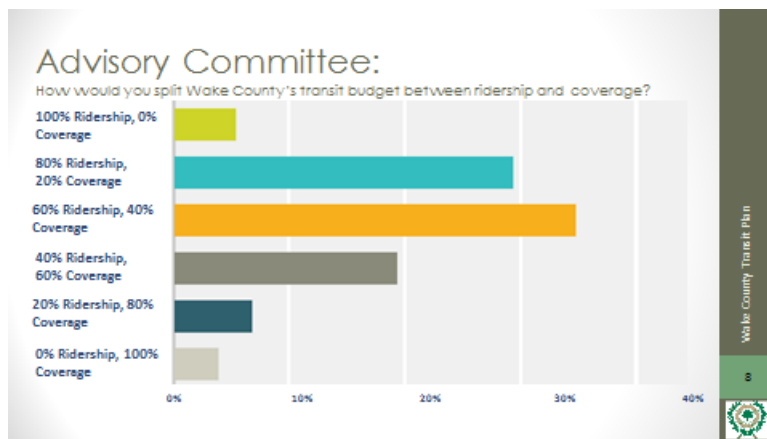
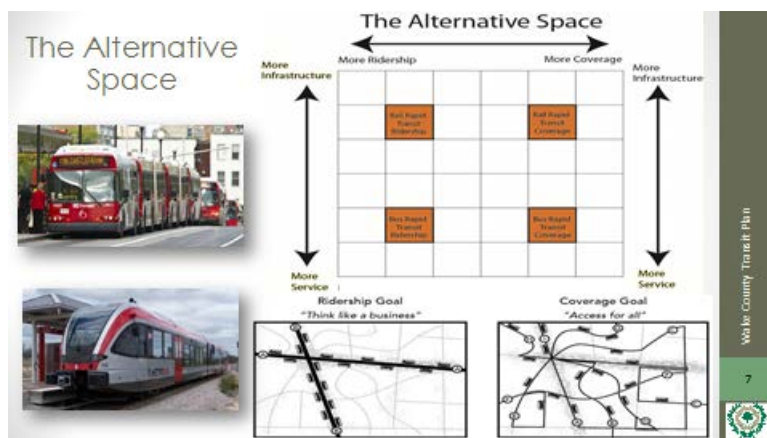
Organizing

- Wake County organized an effort to restart the transit planning process in 2014
- Organized a coalition with Raleigh, Cary, CAMPO, GoTriangle, NC State and others to participate in this process
- Effort led by Jarrett Walker & Associates with support from Kimley-Horn

Transit Advisory Committee

- December 2014 Kickoff Event attended by over 500 people
- Over 70 people appointed from across Wake County to serve as a steering committee
 - Elected/Appointed Officials
 - Business/Organization Representatives
 - Area-specific Representatives

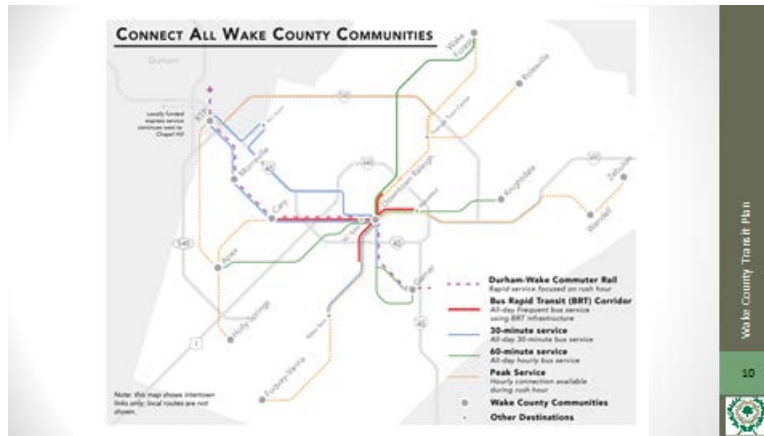
- Advocates
- 10 committee members appointed by Raleigh City Council
- Committee provided feedback on scenarios, technology choices, and tradeoffs



Transit Choices Report & Public Involvement- 2015

- Provided baseline data for transit network planning in Wake County

- Identified the key transit choices our community must answer to direct further investment
- Provided a common starting point for the community conversation
- Four scenarios offered for public feedback
- Events 250+
- Survey Participants 4,300+
- Video Views 16,700+
- Marketing 100,000+



Groundwork for Implementation - 2016

- Wake County, GoTriangle and CAMPO all unanimously endorsed the plan and financial framework
- Wake County authorized half-cent sales tax referendum for November Ballot
 - Approved by 52.7% of voters
- Creation of the Transit Planning Advisory Committee (TPAC)
 - Representatives from GoTriangle, CAMPO, and other Wake County municipalities
 - Intended to be a third-party entity that recommends budgets and broad operating strategies to GoTriangle and CAMPO for final approval

Final Plan – Four Big Moves

- \$900M Commuter Rail
- \$350M Bus Rapid Transit
- 4x Raleigh Frequent Network
- 3x County Bus Service – serve all communities

10 Year Implementation Strategy

- Short Term Bus Plan: Immediately after referendum
- Initial Improvements to Bus System: 2-3 years after referendum
- BRT Construction / Operation: 4-6 years after referendum

- Commuter Rail Operation: 9-10 years after referendum

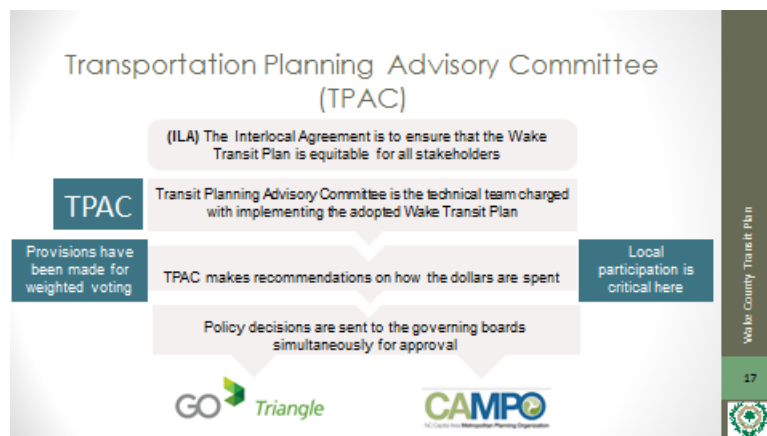
Governance Structure Update

Interlocal Agreement Structure - parties and their respective roles:

- Wake County
 - Creator
 - Arbitrator
- GoTriangle
 - Fiduciary
 - Regulatory
 - Technical
- CAMPO
 - Technical
 - Regulatory

Technical Oversight and Decision-making

- **Transit Planning Advisory Committee (TPAC):** the TPAC shall be the body that coordinates planning and implementation aspects of the Wake County Transit Work Plan and shall serve in a structured advisory role to the CAMPO Executive Board and GoTriangle Board of Trustees



Initial Membership of TPAC


| Organization | Voting Members |
|-----------------------|----------------|
| CAMPO | 2 |
| GoTriangle | 2 |
| Wake County | 2 |
| City of Raleigh | 2 |
| Town of Cary | 2 |
| Town of Apex | 1 |
| Town of Fuquay-Varina | 1 |
| Town of Garner | 1 |
| Town of Holly Springs | 1 |
| Town of Knightdale | 1 |
| Town of Morrisville | 1 |
| Town of Rolesville | 1 |
| Town of Wake Forest | 1 |
| Town of Wendell | 1 |
| Town of Zebulon | 1 |
| NC State University | 1 |
| RTP Foundation | 1 |
| TOTAL | 22 |

Additional voting or non-voting members may be added by initial members

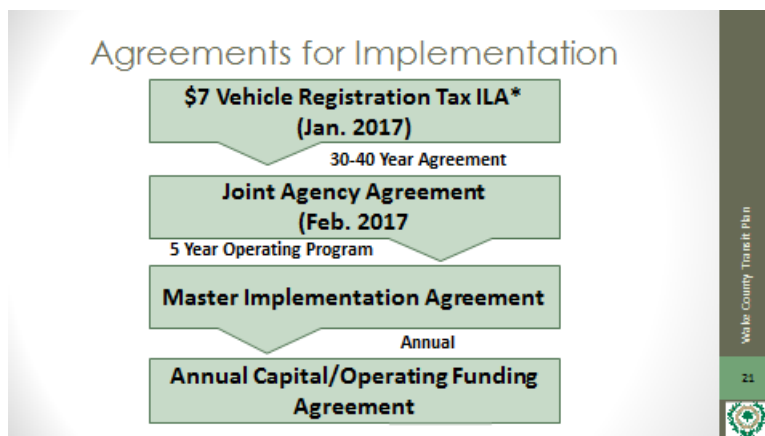
5 of the 6 members appointed by the ILA parties = quorum

Staff members appointed by respective agencies

Wake County Transit Plan
18



Agreements & Key Considerations



Current Agreement for Implementation

- \$7 Vehicle Registration Tax ILA (January 2017)
 - January 17, 2017 Council Request for Action
 - Other transit service providing jurisdictions actions by January 31, 2017
 - To be replaced by Joint Agency Agreement in March 2017
 - Upon signing, all proceeds from the \$7 vehicle registration fee will go to the tax district

Future Agreement for Implementation (30-40 Year Agreement)

- Joint Agency Agreement (1st Qtr 2017)
 - Supersedes \$7 Vehicle Registration Tax ILA
 - All Wake municipalities invited but not required as signing parties
 - Must be a signing party to receive funds from Tax District
 - JAA will define rules and processes for Wake Transit Plan activities
 - Identifies non-supplant criteria, consistent with state legislation
- Non-Supplantation

- Legislation requires existing financial resources to continue (NCGS §105-508)
- Operating - FY2016 Actuals
- Capital – defined by using an average over several years
- Includes Local, Federal & State funding
- Master Implementation Agreement (5-Year Operating Program)
 - Identifies projects to be completed over the life of the agreement
 - Signatories are project implementers
 - Provides financial planning for multi-year projects
 - May include Capital, Planning & Operating
- Annual Capital/Operating Funding Agreements (Annual)
 - Defines annual capital, planning and operating projects
 - Signatories are project implementers
 - Legal authorization of funding for an annual or biennial period

Planning for Implementation

The Wake Transit Plan is moving into implementation

- Existing Funding
 - \$ Fare box
 - \$ Local and Regional Funding
 - 5% Vehicle rental tax
 - \$5 Regional vehicle registration
 - \$ State, Federal
- New Funding Sources
 - ½ cent sales tax
 - \$7 County vehicle registration fee
 - \$3 Increase to regional vehicle registration

FY2017 Planning On-Call Services Scopes

- Transit corridors study – BRT, Commuter Rail
 - Initial environmental scans and rights of way assessments
- Multi-Year bus service implementation plan
 - Prioritization of implementation
 - Assignment of providers and public participation elements
- Staffing model
 - Develops strategies to reduce duplicative efforts
 - Develops base line “recommendations” for staffing
- Customer / Community Surveys
 - Demographic data
 - Passenger attitudinal data
 - Origin / destination data
- Community Funding Areas Program Management Plan
 - Goals and policies for the development of transit services in jurisdictions currently without transit

- Downtown Operations Plan (City of Raleigh)
 - Multi-Modal evaluation
 - Study will inform related planning efforts conducted by the on-call services contract
 - May include streetscape elements

Budget & Investments

FY2017 Budget

- Adopted in late 2016
- No additional funds added for Raleigh's Operating or Capital
- Reflects current service levels for GoTriangle, GoRaleigh, and GoCary
 - Includes State Grants, Federal Grants, Farebox Revenues, and other Agency Revenues
- Minimal funding added for Tax District Administration, GoTriangle's Administrative Costs, and System-wide Planning

TPAC Budget Process for FY 2018

- January: Deadlines for jurisdictions to review plans with TPAC subcommittees
- February: Deadline to present vetted jurisdiction plans to TPAC
- March-April: Jurisdictional & public comments submitted on the draft Transit Work Plan
- May: TPAC recommends FY18 Budget; final adjustments made on the FY18 budget
- June: Budget is adopted by CAMPO and GoTriangle

Council Touchpoints via COR Budget Process – FY2018

- March: April: Possible Update on draft Transit Work Plan provided
- May: TPAC's recommendation and any final budget adjustments presented with the City's Proposed Budget
- June: TPAC Budget and COR Budget Adopted

FY18 Budget Priorities for City of Raleigh

| Budget Type | Request | FY 18 Cost |
|--------------------|---|-------------------|
| Capital | Expansion Vehicles | \$4,000,000 |
| Operating | Complete Sunday Span, All Routes | \$1,274,790 |
| Planning | Downtown Operations Plan | \$1,250,000 |
| Capital | Poole Road Park-and-Ride Facility | \$1,140,000 |
| Operating | 7 South Saunders Weekday Schedule Expansion | \$193,875 |
| Administrative | Senior Service Planner | \$95,000 |

| | | |
|----------------------------|-------------------------------|--------------------|
| Capital | Leased Vehicles for Route FRX | \$63,000 |
| Total FY18 Request: | | \$8,016,665 |

FY2018, All the Elements

Proposed Investments in Draft FY 2018 Work Plan

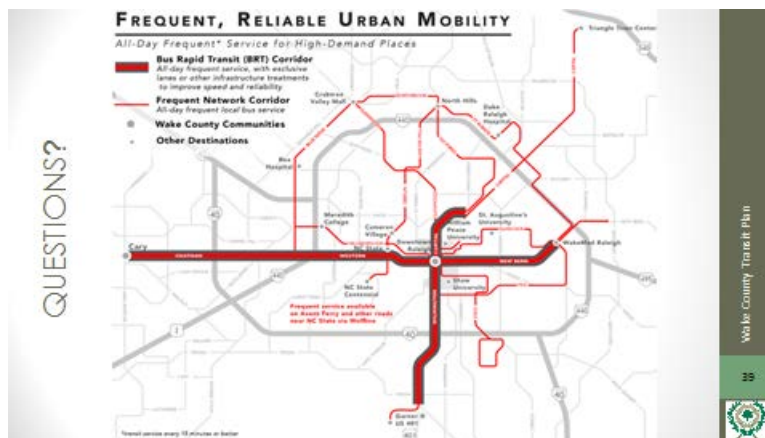
- High demand bus service deployed with existing capital resources – Low hanging fruit
 - Weekend/Weeknight service
 - Frequency increases
 - Continuation of regional routes supported by provisional funding
 - Countywide general public demand-response service expansion (County Service)
- Planning/Project management staff – GoRaleigh, GoCary, CAMPO
- Continuation of transit plan implementation studies and capital project planning
- Bus stop improvements and the purchase of expansion vehicles for use in FY 2019 and beyond
- Western Wake Bus facility development

Future TPAC Budget Process (FY19 and beyond)

- July – November: Vetting period for work plans and upcoming fiscal year budget impact
- November – April/May: Budget submitted to TPAC and vetted again, if necessary
- May/June: Budget Adopted

Council actions

- \$7 Vehicle Registration ILA (January 17, 2017)
- Joint Agency Agreement (March 2017)
- Annual Capital/Operating Funding Agreement (June 2017)



Mr. Lamb noted GoRaleigh operates in the 80% ridership/20% coverage category.

Mr. Branch questioned whether citizen involvement fits in the cost participation with Mr. Eastman responding in the affirmative noting it is part of the budget flow.

Mr. Eatman pointed out the \$7 vehicle registration fee is a one-time application with the fee to come directly to the City of Raleigh by state statute. Mayor McFarlane questioned whether the fee applies county wide with Mr. Eatman responding in the affirmative and adding the fee would be distributed pro-rata among the municipalities.

Mr. Eatman indicated the County plan did not include the downtown area on purpose as the majority of the downtown routes are served by GoRaleigh.

Jeff Mann, GoTriangle General Manager, talked about citizen participation indicating GoTriangle formed a citizens advisory board and added such boards will also be established for Wake, Durham, and Orange counties. In response to questions, he affirmed funds collected in Wake County will come back to Wake County.

Ms. Baldwin talked about the Durham/Orange light rail line and asked GoTriangle to present plans regarding a finance model for the commuter rail at a future work session. She also questioned how the R-Line, bicycles, and electric cars are incorporated in the Multi-Modal Transportation with Mr. Lamb indicating staff had not yet spoken with Slidr, but will do so, and stated staff is evaluating how the R-Line will be incorporated.

Ms. Baldwin questioned the City's plan with regard to the next generation buses as other cities are converting to electric vehicles from diesel, and also how cross-town facilities fit in with the plan with Mr. Eatman responding the Raleigh Transit Authority is looking at viable options and will bring a recommendation to the council. He indicated community transit centers are under discussion and will be part of a 2-3 year road map recommendation.

In response to a question from Mr. Branch, Mr. Lamb stated public input will be great and sought after.

Mr. Eatman talked about how federal Title VI requirements affect the transit plan. Mr. Cox questioned whether capital investments will come directly from taxes or will the City have to borrow funds with Mr. Eatman responding the investments may come from both sources and Mr. Lamb indicating Triangle Bank will be the primary financial institution. Assistant City Manager Tansy Haywood pointed out the City has financial representatives involved in the process.

Discussion took place regarding whether the Western Wake facility would be a joint operation.

Mr. Cox expressed support for linking transit implementation with City policy regarding affordable housing and went on to quote portions of the City's policy for affordable housing location. He requested information on how many census tracts are affected and

will be served by the BRT as well as 15-minute services with Mr. Eatman indicating staff will provide that information.

Mrs. Crowder talked about BRT operations and questioned whether corridors where rights-of-way is an issue would be planned simultaneously with more easier corridors with Mr. Eatman responding all 4 corridors are on the exact same plain on Day 1, and went on to talk about staff discussions on moving forward with multiple corridor developments and their financial impacts. Mrs. Crowder noted New Bern Avenue and South Saunders Street may be easier to develop than Western Boulevard and questioned whether more difficult corridors can be worked on side-by-side with easier corridors with Mr. Lamb responding Western Boulevard may a GoTriangle project since that road crosses jurisdictions into Cary. He went on to indicate there will be some staggering in the BRT implementation. Ms. Baldwin requested clarification that the planning stage for each corridor could be simultaneous with Mr. Lamb indicating that is correct.

Mrs. Crowder questioned whether it has been determined which corridor would be developed first with Mr. Eatman noting that, generally speaking, the BRT projects would move along more quickly.

Mr. Branch questioned how many bus operations the City employs currently and questioned future staff levels with Mr. Eatman responding GoRaleigh employs 160 operators and indicated that number is expected to double over the next 10 years.

Mr. Stevenson indicated he wanted to make sure transit development coincides with the Comprehensive Plan vision themes regarding equity in housing choices, land use, etc., and noted Durham hired a housing affordability consultant to help with its transit plan with Mr. Lamb indicating there are stations sited yet for BRT corridors and noted the Comprehensive Plan is being updated. In response to questions, Mr. Lamb noted transit and land uses will be looked at simultaneously. Mr. Stephenson talked about the City of Charlotte's efforts trying to tie in affordable housing with transit.

The Council received the information.

PUBLIC PRIVATE PARTNERSHIP (P3) FRAMEWORK – INFORMATION RECEIVED

Transportation Director Michael Rogers presented the following information using a PowerPoint presentation outlined as follows:

Public Private Partnerships Defined

Public Private Partnerships (“P3”) are contractual agreements formed between a public agency and a private sector entity that allow for a greater private sector participation in the delivery and financing of infrastructure projects. P3's generally include financing by the private entity.

Why Consider P3's

Insufficient Funding

- Accelerating project delivery
- Delivering projects that can't be delivered any other way
- Leveraging available funding

Better Project Value

- Life cycle view with long term obligations
- Ensure long term performance
- Efficiency of coordinating project mobilization

Cost Sharing Guidelines for Qualified Projects

- City must have funds available in the budget.
- Projects funded on first-come, first-served basis.
- Cost Share % for the City, no more than 50/50.
- Developer Responsibilities:
 - Design
 - Easements
 - R.O.W
- City \$'s not used for items required for Traffic Impact Analysis (TIA), Land Use Requirements, or other conditions of the UDO.

Project Eligibility Criteria

Eligibility criteria is related to existing City programs & strategic initiatives.

To become eligible a potential project will need to meet 5 of 11 measures.

- Area Plans/Corridor Plans
- Project is associated with a Capital Improvement Program(CIP) or Bond project
- Contained within an Economic Development Zone
- Consistent with the Street Plan
- Project enhances the Transit Plan
- Supports Safe Routes to Schools
- Provides direct access to public amenities
- Within ¼ mile of City funded or maintained affordable housing.
- Top Quartile ranking of:
 - Streetscape future projects
 - Bike lane future projects
 - Sidewalk future projects

Cost Sharing Agreements

- Agreement Terms

- Reviewed by Finance and City Attorney's Offices
- Agreements will be approved by Council
- Staff will provide an annual report on each cost share project.

Key Questions

- Council comfort with 50/50 cost share.
- Council support of the criteria?
 - Should others be added?
 - Is requiring supporting evidence of 5 of 11 criteria aggressive enough to support City priorities?

Next Steps

- Development of a draft policy with feedback from framework discussion.
- Funding consideration for the FY18 Capital Budget
- Reimbursements to funding sources for any FY17 cost sharing agreements.
- Communications & Outreach of policy and available funding through the Office of Economic Development and Innovation.

Mr. Rogers indicated P3 opportunities are occurring more and more noting such opportunities can advance certain projects with regard to funding, etc., and stated he prefers to define P3's as cost sharing agreements. He pointed out funds for cost share projects were part of the City's annual budget up until FY2008.

Mr. Branch questioned why a project should have to match only 5 criteria out of 11 and not 6 with Mr. Rogers responding the requirements are up for discussion noting the Council could increase the number of criteria to match it so chooses.

Discussion took place regarding how the Highwoods project may qualify for a P3 agreement with Mr. Gaylord pointing out there may be projects that have a less than 50/50 share that may warrant consideration. The discussion also included the possibility of giving more weight to certain criteria.

Mrs. Crowder expressed her support for the idea of cost sharing; however, she is concerned for the City's liability from an equity standpoint with Mr. Rogers talking about how certain criteria may address the equity issue.

City Manager Hall indicated the City's equity is slinked to the Council's prioritization for funding noting public funds can be used as leverage to obtain additional private funding for projects that otherwise could not be done.

Mr. Cox questioned how many projects were cost-shared prior to 2008 with Transportation Planning Manager Eric Lamb responding the projects most likely number less than 12 noting the Pullen Road extension project is a P3 project with the Roman Catholic Diocese of Raleigh.

Discussion took place regarding proposed budgetary provisions for cost share projects as well as the number of criteria met by the Pullen Road project.

The Council received the information.

HIGHWOODS SIDEWALK PUBLIC/PRIVATE PROPOSAL – INFORMATION RECEIVED – DIRECTION GIVEN

Transportation Planning Manager Eric Lamb used a PowerPoint presentation to highlight the following information included in the agenda packet:

The City has received a counterproposal from Highwoods Properties representing the Highwoods Property Owners Association for the proposed sidewalk along Highwoods Boulevard from Atlantic Avenue to Capital Boulevard. There are several important changes proposed by Highwoods in this counterproposal; a summary of those changes is attached.

The major sticking points associated with this current proposal are 1) their proposed participation cap at \$300,000; and 2) their inability to guarantee dedications of right-of-way or easements to construct the sidewalks. This last item is significant as it introduces an open ended cost element that could complicate this project.

With respect to funding, the Office of Budget and Management has evaluated several options for using existing CIP accounts to provide the City's match. Their staff recommends utilizing the Sidewalk Petition account, which is used for funding petition-based sidewalk projects on neighborhood streets. This program has sufficient fund balance to potentially absorb these costs in the short term.

| City's Terms | Highwoods' Terms | Recommended Resolution |
|--|--|--|
| Two-party agreement (City + Highwoods Property Owner's Association) | Three-Party agreement (City, Highwoods Property Owner's Association, and Dean Debnam) | Proceed with three-party agreement |
| Scope | | |
| Sidewalks on Highwoods Blvd. | Sidewalks on Highwoods Boulevard, Smoketree Court and Poplar Court | Include all three streets |
| Design Funding + Schedule | | |
| City to provide 100% design (estimated at additional \$120k - \$150k, but subject to procurement process) with no specific dates | Design completed by 3/31/17. Design costs to be shared, but included under \$300,000 participation cap | Highwoods to procure engineering firm to accelerate project delivery, subject to \$300,000 participation cap |
| Easements & Right-of-Way | | |
| Highwoods to provide 100% of all required property to construct sidewalks | Highwoods to share costs of right-of-way and easement acquisition 50/50 | Sign relocation costs to be covered; Highwoods to explore easement donation by adjacent property owners |

| Funding | | |
|---|---|------------------|
| Highwoods to front 100% of all project costs, with payback of 50% by the City, with payback by the City within 10 years | Highwoods to provide 50% of the project costs not to exceed \$300,000. Debnam will front the remaining cost of the project, with payback by the City within 5 years | To be determined |
| Project Completion | | |
| No request | Construction complete by 3/31/18 | To be determined |

Other Sidewalk Projects

City has 11 major sidewalk projects under design, but insufficient funds to complete (\$4.1 million required)

- | | |
|---------------------|--------------------|
| Green Road | Spring Forest Road |
| Rock Quarry Road | Wake Forest Road |
| Poole Road | Wade Avenue |
| Blue Ridge Road | Capital Boulevard |
| Crabtree Boulevard | Maywood Avenue |
| East Millbrook Road | |

Mr. Branch questioned who is considered to be the developer with Mr. Lamb responding the developer is to be the Highwoods Property Owner’s Association.

Discussion took place at length regarding how agreement terms were negotiated, the potential final cost for the project, as well as responsibility for right-of-way acquisition and available funding sources for the City’s portion of the project with several members of the Council expressing concern regarding taxpayer exposure to the unknown cost for the project.

Discussion took place regarding available funding to complete existing sidewalk projects with Mrs. Crowder expressing concern regarding tying in sidewalk construction with transit. She talked about the need to look at additional revenue sources to fund and complete existing outstanding projects with Mr. Lamb talking about how Raleigh has improved its pedestrian safety over recent years.

Ms. Baldwin indicated potential funding sources for sidewalk construction, including bonds, will be discussed at the upcoming Council retreat.

How Mr. Debnam would be brought into the agreement was discussed with Mrs. Crowder questioning whether Mr. Debnam was fronting his money interest-free.

Ms. Baldwin indicated she wanted a guarantee Highwoods will obtain and provide the right-of-way.

Mayor McFarlane expressed concerns regarding the funds to be provided by Mr. Debnam and questioned whether the City is to reimburse Mr. Debnam directly for any and all funds he contributed.

Discussion took place regarding the final cost for the project potentially topping the \$1 million mark with Mr. Stephenson suggesting the City set a maximum funding cap with the remainder of the cost to be Highwoods' responsibility.

Mayor McFarlane pointed out the City is currently engaged in lawsuit with Mr. Debnam.

City Attorney Thomas McCormick expressed his concern regarding borrowing money from a private individual to make up project cost differences.

Mr. Stephenson stated he wanted to set the cap the City's participation at \$300,000 and require access to bus shelters, etc. with Mr. Lamb pointing out some of the funds for sidewalk construction will come under the Wake Transit Plan.

Mr. Cox expressed his support for capping the City's participation at \$300,000.

Mr. Gaylord stated he wanted to know the full cost of the project as well as the necessary right-of-way obtained before any contract discussions take place.

The Council received the information.

OBERLIN ROAD ROUNDABOUTS – INFORMATION RECEIVED

Transportation Planning Manager Eric Lamb used a PowerPoint presentation to illustrate his report, which is outlined as follows:

Paired Roundabouts

Staff evaluated the ability to add two roundabouts on Oberlin Road

- Van Dyke Avenue
- Mayview Road

Using paired roundabouts would alleviate need to add a center turn lane in between per current Street Plan

Tradeoffs

Right-of-way

- Two roundabouts requires more land area than widening Oberlin Road to three lanes (0.94 ac vs. 0.84 ac)
 - But Kimberly Development Company willing to dedicate right-of-way for one of those roundabouts
- Two residential properties would be total takes under three-lane scenario

- Turner House could be relocated within site
- Roundabouts could have additional costs for proximity damages

Construction

- Construction cost of paired roundabouts higher than three-lane option
 - Roundabout = \$3.2 million
 - Three-lane = \$1.4 million

The presentation included maps outlining required right-of-way along Oberlin Road for a 3-lane scenario as well as for roundabouts at the Van Dyke Avenue and Mayview Road intersections.

Mr. Lamb indicated with the side street volumes being lower, there would be no need to widen Oberlin Road with the 2 roundabouts in place.

Discussion took place regarding right-of-way requirements for widening Oberlin Road versus the roundabouts with Mr. Stephenson indicating he spoke with Ruth Little and stated she has submitted her proposal for the Oberlin Village Historic Overlay District and talked about how utility and slope easements required under the 3-lane option would impact the Oberlin Village neighborhood. He submitted copies of the developer's proposed renderings for both the Van Dyke Avenue roundabout as well as the right-of-way required for a 3-lane street and asserted the roundabout would not impact the Community Grocery as well as residences along this portion of Oberlin Road and would eliminate queuing for left turns on Oberlin Road.

Discussion took place regarding potential opposition to the roundabouts with Ms. Baldwin indicating she does not fully support the proposal and Mr. Stephenson reiterating the advantages for the roundabouts and how they will preserve the neighborhood's historic character.

Discussion took place regarding whether a roundabout at Mayview Road was necessary with Mr. Stephenson pointing out the developer included the Van Dyke Avenue roundabout in its property development design. He went on to indicate he spoke with other property owners who support the roundabouts and pointed out the proposed roundabouts are smaller than the existing Oberlin Road roundabout.

Ms. Baldwin indicated she has a difficult time visualizing the project and stated she would like to see a more accurate model.

Discussion took place regarding how the roundabouts would be funded with Attorney Michael Birch, representing the developer, stating his client would be fronting the full \$3.2 million and will dedicate the necessary right-of-way with the City to reimburse his client ½ the cost for the Van Dyke roundabout.

Further discussion took place regarding the necessity for an additional roundabout at Mayview Road as well as whether the City was willing to pay for that addition. The discussion also included whether having only 1 roundabout would solve traffic issues along Oberlin Road with Mr. Lamb such discussions took place during the Small Area Plan development.

Mrs. Crowder talked about pedestrian safety and traffic issues a roundabout may help alleviate and suggested further study to see if an additional roundabout at Mayview Road is needed.

Further discussion took place regarding traffic issues along Oberlin Road between Van Dyke Avenue and Mayview Road. The discussion also included a potential future connection between Oberlin Road and Daniels Street.

Attorney Birch, in response to a question from Mrs. Crowder, talked about how the Van Dyke Avenue roundabout idea developed during the rezoning process at the suggestion of Councilor Stephenson to his client.

Ms. Baldwin indicated she would like to see more information regarding the costs and benefits for the roundabouts.

In response to questions, Attorney Birch indicated his client has site plan approval and financing is in place; however, no building permits have been pulled at this time. He stated his client would like to receive an answer from the City Council sooner rather than later.

Mr. Lamb stated that, ideally, the 2 roundabouts would better preserve Oberlin Village's historic character.

Discussion took place regarding possible funding options with Attorney Birch reiterating his client will front the money for the Van Dyke roundabout with the City reimbursing ½ the cost.

The Council received the information.

ADJOURNMENT

There being no further business, Mayor McFarlane declared the meeting adjourned at 6:20 p.m.

Ralph L. Puccini
Assistant Deputy Clerk