



City of Dublin

**Office of the City Manager**

5200 Emerald Parkway • Dublin, OH 43017-1090  
Phone: 614-410-4400 • Fax: 614-410-4490

# Memo

**To:** Members of Dublin City Council  
**From:** Dana L. McDaniel, City Manager   
**Initiated By:** Angel L. Mumma, Director of Finance  
Terry Foegler, Director of Strategic Initiatives and Special Project  
**Date:** July 1, 2016  
**Re: Ordinance No. 24-16 (Amended) - Amending the Annual Appropriations for Fiscal Year Ending December 31, 2016**

## Background

Ordinance No. 24-16 amends the annual appropriations for the fiscal year ending December 31, 2016 in the General Fund and in various other funds to provide sufficient funding in certain budget accounts. During the first reading of the Ordinance on June 27, 2016, Council requested additional information regarding a number of the funding requests.

The information, as presented in the initial staff report dated June 23, 2016 is shown in **bold**, followed by the response to Council's questions.

***Section 5 appropriates funding in the Capital Construction Fund for the cost of roadway improvements within the Bridge Street District as well as the renovations to the Service Center.***

***As part of the Development Agreement with Crawford Hoying for the Bridge Park Development, the City is responsible for the roadway network surrounding Blocks B and C (east side of the Scioto River) as well as minor improvements to North High Street (west side of the Scioto River – Block Z). Bond proceeds in the amount of \$11.1 million have been used to fund the improvements around Block C and on High Street, and were based upon early stage design cost estimates put together in early 2015. Also, additional dollars were used to initiate more extensive improvements to High Street, associated with the larger High Street total reconstruction to occur later this year. These High Street improvements are included in the \$9.4 million programmed in 2016 for the Historic District Columbus Metropolitan Library Street Network. Given the work that needed to be done on High Street in conjunction with the private development on the west side of the Scioto River, it was determined to be in the best interest of the City to advance the Indian Run retaining wall associated with the High Street improvements to better coordinate the work with the adjacent private development. The additional \$4,863,000 being requested reflects the actual bids and the updated cost estimates for completing the roadways, required under the Development Agreement, as well as the North Riverview extension. Council was updated on these items during the Bridge Street District update during Council's 2016 Goal Setting.***

Council asked for clarification regarding the extent to which the \$4.863 million appropriation was attributable to cost increases of the original \$11.1 million Bridge Park roadway estimates or due to other factors (such as increased scope). The City will be reimbursed for the majority (if not all) of the Bridge Park infrastructure costs (roadways for Blocks B, C and Z as well as the Block B and C parking garages) through TIF revenues, backed by minimum service payment guarantees, generated on the private development project. The developer is responsible for the costs for all other internal roadway improvements and parking garages within Bridge Park. The agreement included the early 2015 roadway cost estimates for Blocks C and B roadways of \$9.9 million (of the \$11.1 million estimate), and it also established a fair share allocation of attributable costs assignable to the project that were associated with the two City roadway projects located adjacent to Bridge Park West (estimated at approximately \$1.2 million of the \$11.1 million) for Block Z, as these two roadway projects had not yet been designed by the City. The funds to meet the requirements of the Development Agreement were appropriated when bonds were issued in the fall of 2015. The agreement also made provisions for the developer to construct all of the roadway improvements on the Bridge Park East project, and portions of the roadway projects on the Bridge Park West project through the City's standard infrastructure reimbursement agreement process.

The actual costs for Blocks B and C roadway improvements were \$12,010,969, approximately \$2.1 million over the original \$9.9 million 2015 estimates included in the Development Agreement. The City closely reviewed these bids and the project expenses and agreed that the improvements did cost \$12,010,969. Some of the escalation occurred because of increased material and construction costs that occurred since the preparation of the original estimates, some due to higher project coordination costs associated with building the roadways in the midst of an extraordinary volume of nearby, ongoing building construction activity (not typical in a suburban setting), and some due to the addition of underground facilities like Dublink (the cost for some of which will be reimbursed) and other improvements included in the final approved construction plans. Therefore, \$2.1 million of the originally proposed \$4.863 million appropriation is associated with that cost increase associated with the Bridge Park East roadways.

For the Bridge Park West project, the City of Dublin performed the design for both the North Riverview extension (from North Street to Dublin Road at its intersection with Indian Run Drive), as well as for the reconstruction of High Street (from North Street to Indian Run Drive). The full North High Street reconstruction was incorporated with the City's adopted 2016 – 2020 CIP and will be bid by the City later this year. A piece of that project, specifically the roadways' retaining wall located along the east side of High Street, over the Indian Run waterway, made sense to perform early by the developer because of the private construction activity happening at and near that location. Council was updated on that project during its March 11, 2016 Goal Setting workshop. That city improvement cost approximately \$527,000 (as a result, the High Street roadway project to be bid later this year should be approximately \$527,000 less). This cost increment is new scope, and is not related to any cost escalation associated with the work contemplated in the original \$11.1 million estimate and appropriation.

As was also discussed at this year's Goal Setting session, there are a number of benefits to and needs for proceeding now with the construction of the full length of the City's North Riverview extension project (rather than the partial construction required of the City within the Bridge Park Development Agreement). This roadway will be needed to facilitate the construction of the

pedestrian bridge, and will, in general, lessen the construction impacts of several projects on the Historic District. The City has completed this design, and the roadway is now positioned to move forward. Once completed, this roadway will be the primary vehicular access way to and through the City's new West Side River Park.

Based on the actual bid results (which were opened on Wednesday, June 29, 2016), the cost of the full length of North Riverview extension is approximately \$2.2 million, which include a 10% contingency. This amount is lower than the estimate in which the original \$4,863,000 supplemental appropriation was based on when Ordinance No. 24-16 had first reading on June 27, 2016. This extension was also included within the City's approved 2016-2020 CIP, but was originally programmed for 2018 at an estimated cost of \$2 million.

Finally, funding in the amount of \$500,000 has been programmed for the retaining wall for the west side plaza. This project will likely need to move forward in the near future due to construction sequencing associated with the pedestrian bridge, roadways, and private development projects. Staff anticipate this project being completed through an infrastructure reimbursement with the developer due to their presence in the area and the need to coordinate the construction with other work.

In conclusion, Staff is requesting that the original supplemental appropriation within Section 5 of Ordinance No. 24-16 in the amount of \$4,863,000 be modified as a result of the actual bid for the North Riverview extension being opened since the first reading of the Ordinance. The revised amount is \$4,481,500. The explanations provided in the preceding paragraphs detail the added costs but to summarize, the additional costs is as follows:

Blocks B and C - \$2,100,300 (due to higher actual cost of the original scope)  
North Riverview - \$1,354,000 (based on actual bids which include the addition of the haul road, which was not required by the Development Agreement and represented additional scope for a separately approved City project)  
North High Street Retaining Wall - \$527,200 (representing additional scope for a separately approved City project)  
West Side Plaza Retaining Wall - \$500,000 (estimate based on the North High Street retaining wall, and representing additional scope for a separate approved City project)

**Total \$4,481,500**

Therefore, a little over half of the increase in the appropriation will fund other City approved capital projects which are outside the scope of the infrastructure of the Bridge Park Development Agreement and not contemplated within the original \$11.1 million Bridge Park roadway improvements.

**Section 33 appropriates funding within the Tuller TIF Fund for the construction of JSP, phase 2. Per Resolution No. 08-16, approved February 22, 2016, the project was awarded to Nickolas Savko and Sons with a bid of \$7,711,264.50. The budgeted amount for this project in the 2016-2020 Capital Improvements Program was \$7.3 million. The improvements that will be constructed as part of JSP, phase 2 include**

**3,100 feet of new roadway; storm sewer; AEP duct bank (reimbursable to the City); street lighting and electric; permeable pavers; brick walkway and cycle track; demolition of temporary COTA Park & Ride, and trees and planting.**

**As part of the 2016 – 2020 CIP, staff discussed issuing debt to fund this improvement. Until a bond package is prepared (anticipated to be in the 3<sup>rd</sup> or 4<sup>th</sup> quarter of 2016), funding will be advanced from the General Fund. The service payments generated from the Tuller Flats development will ultimately be used to fund the debt service.**

Council requested additional information regarding the cost of John Shields Parkway phase 2 as compared to phase 1. On April 7, 2016, a memo was provided to Council that indicated that the total construction cost per linear foot for phase 1 was \$3,805 while phase 2 is \$2,967. A copy of that memo is attached.

Additionally, Council requested information regarding the cost to demolish the COTA Park and Ride site. The demolition of the temporary COTA Park and Ride is included in the as part of the \$7.7 million construction contract awarded to Savko. Of the \$7.7 million, the demolition of the temporary site was approximately \$7,500 of the bid amount.

# RECORD OF ORDINANCES

Ordinance No. 24-16 (Amended)

Passed \_\_\_\_\_, 20\_\_\_\_

## AN ORDINANCE AMENDING THE ANNUAL APPROPRIATIONS ORDINANCE FOR THE FISCAL YEAR ENDING DECEMBER 31, 2016

**WHEREAS**, the Ohio Revised Code requires, when necessary, amendments to the annual appropriations ordinance be made in order that appropriations are not over expended; and

**WHEREAS**, it is necessary to amend the annual appropriations ordinance to provide funding in certain budget accounts; and

**WHEREAS**, at the beginning of each year, it is necessary to appropriate unencumbered balanced in various funds to authorize those funds for debt payments, project-related expenditures and other miscellaneous expenses.

**NOW, THEREFORE, BE IT ORDAINED** by the Council of the City of Dublin, State of Ohio, \_\_\_\_\_ of the elected members concurring, that:

**Section 1.** There be appropriated from the unappropriated balance in the General Fund the amount of \$122,500 as follows:

Finance

10110290-711001	County Auditor Deductions	\$6,500
10110290-711003	Real Estate Taxes	\$66,000

Planning

10120720-712008	Planning Services	\$50,000
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**Section 2.** There be appropriated from the unappropriated balance in the State Highway Fund the amount of \$75,025 to account 20280320-735006 (Street Maintenance Projects) for the Bridge Street School Flashers and to cover legal expenses of the fund.

**Section 3.** There be appropriated from the unappropriated balance in the Hotel/Motel Tax Fund the amount of \$150,000 to account 23240220-751001 (City Sponsored Projects) for the Art in Public Places project.

**Section 4.** There be appropriated from the unappropriated balance in the Special Assessment Debt Service Funds the total amount of \$225. Of that amount, \$200 is to be allocated to account 32090290-711001 and \$25 to account 32190290-711001 for County Auditor's deductions on real estate tax settlements.

**Section 5.** There be appropriated from the unappropriated balance in the Capital Construction Fund the amount of \$7,520,200 to account 40480320-735004 for the cost of constructing the roadway improvements surrounding Bridge Park (as approved within the Development Agreement), making improvements to North High Street, extending North Riverview, and expanding the Service Center. The funding to the Capital Construction Fund will come from an advance from the General Fund.

**Section 6.** There be appropriated from the unappropriated balance in the Woerner-Temple TIF Fund the amount of \$3,000 to account 41210290-711001 for County Auditor's deductions on real estate tax settlements.

**Section 7.** There be appropriated from the unappropriated balance in the Ruscilli TIF Fund the amount of \$6,000 to account 41510290-711001 for County Auditor's deductions on real estate tax settlements.

**Section 8.** There be appropriated from the unappropriated balance in the Pizutti TIF Fund the total amount of \$68,500. Of that amount, \$3,500 is to be allocated to account 41610290-711001 for County Auditor's deductions on real estate tax

# RECORD OF ORDINANCES

Ordinance No. 24-16 (Amended)

Passed Page 2 of 4, 20    

settlements, and \$65,000 is to be allocated to account 41680320-735006 (Street Maintenance Projects) for the Frantz Road Utility Burial Project (ET122).

**Section 9.** There be appropriated from the unappropriated balance in the Thomas/Kohler TIF Fund the total amount of \$106,000. Of that amount, \$11,000 is to be allocated to account 41910290-711001 for County Auditor's deductions on real estate tax settlements, and \$95,000 is to be allocated to account 41980320-713004 (Other Professional Services) for the Avery Road widening project, phase 2 – Rings Road West to Woerner Temple (ET142).

**Section 10.** There be appropriated from the unappropriated balance in the McKittrick TIF Fund the amount of \$25,000 to account 42110290-711001 for County Auditor's deductions on real estate tax settlements.

**Section 11.** There be appropriated from the unappropriated balance in the Perimeter Center TIF Fund the total amount of \$26,000. Of that amount, \$6,000 is to be allocated to account 42580320-713004 for County Auditor's deductions on real estate tax settlements, and \$20,000 is allocated to account 42580320-713004 (Other Professional Services) for the Avery-Muirfield Drive north corridor improvements (ET040).

**Section 12.** There be appropriated from the unappropriated balance in the Rings Road TIF Fund the amount of \$6,000 to account 42610290-711001 for County Auditor's deductions on real estate tax settlements.

**Section 13.** There be appropriated from the unappropriated balance in the Perimeter West TIF Fund the amount of \$22,000 to account 43110290-711001 for County Auditor's deductions on real estate tax settlements.

**Section 14.** There be appropriated from the unappropriated balance in the Upper Metro Place TIF Fund the total amount of \$13,000. Of that amount, \$3,000 is to be allocated to account 43210290-711001 for County Auditor's deductions on real estate tax settlements, and \$10,000 is to be allocated to account 43280320-735004 (New Street Construction/Engineering Services) for the Post Road Utility Burial Project (ET141).

**Section 15.** There be appropriated from the unappropriated balance in the Rings/Frantz TIF Fund the amount of \$5,000 to account 43310290-711001 for County Auditor's deductions on real estate tax settlements.

**Section 16.** There be appropriated from the unappropriated balance in the Historic Parking TIF Fund the amount of \$1,000 to account 43610290-711001 for County Auditor's deductions on real estate tax settlements.

**Section 17.** There be appropriated from the unappropriated balance in the Perimeter Loop TIF Fund the amount of \$1,000 to account 44210290-711001 for County Auditor's deductions on real estate tax settlements.

**Section 18.** There be appropriated from the unappropriated balance in the Tartan West TIF Fund the total amount of \$313,000. Of that amount, \$15,000 is to be allocated to account 44310290-711001 for County Auditor's deductions on real estate tax settlements, \$8,000 is to be allocated to account 44310290-713005 (Misc Contractual Services) for an outside review of the Tartan West TIF revenues, and \$290,000 is to be allocated to account 43380320-735006 for design of the Avery Road/Brand Road roundabout.

**Section 19.** There be appropriated from the unappropriated balance in the Shamrock Blvd. TIF Fund the amount of \$1,000 to account 44410290-711001 for County Auditor's deductions on real estate tax settlements.

# RECORD OF ORDINANCES

Ordinance No. 24-16 (Amended)

Passed Page 3 of 4, 20    

**Section 20.** There be appropriated from the unappropriated balance in the River Ridge TIF Fund the amount of \$1,200 to account 44610290-711001 for County Auditor's deductions on real estate tax settlements.

**Section 21.** There be appropriated from the unappropriated balance in the Lifetime Fitness TIF Fund the amount of \$2,000 to account 44710290-711001 for County Auditor's deductions on real estate tax settlements.

**Section 22.** There be appropriated from the unappropriated balance in the Irelan Place TIF Fund the amount of \$1,000 to account 44910290-711001 for County Auditor's deductions on real estate tax settlements.

**Section 23.** There be appropriated from the unappropriated balance in the Shier Rings Road TIF Fund the amount of \$1,000 to account 45010290-711001 for County Auditor's deductions on real estate tax settlements.

**Section 24.** There be appropriated from the unappropriated balance in the Shamrock Crossing TIF Fund the amount of \$2,500 to account 45110290-711001 for County Auditor's deductions on real estate tax settlements.

**Section 25.** There be appropriated from the unappropriated balance in the Bridge and High Street TIF Fund the amount of \$2,500 to account 45210290-711001 for County Auditor's deductions on real estate tax settlements.

**Section 26.** There be appropriated from the unappropriated balance in the Dublin Methodist Hospital TIF Fund the amount of \$2,500 to account 45310290-711001 for County Auditor's deductions on real estate tax settlements.

**Section 27.** There be appropriated from the unappropriated balance in the Kroger Centre TIF Fund the amount of \$4,000 to account 45410290-711001 for County Auditor's deductions on real estate tax settlements.

**Section 28.** There be appropriated from the unappropriated balance in the Frantz/Dublin Road TIF Fund the amount of \$200,000 to account 45580320-713004 (Other Professional Services) for the Bridge Street District – Western Roads Alignment Study (ET16C).

**Section 29.** There be appropriated from the unappropriated balance in the Delta Energy TIF Fund the amount of \$1,000 to account 45610290-711001 for County Auditor's deductions on real estate tax settlements.

**Section 30.** There be appropriated from the unappropriated balance in the Bridge Street Fund the total amount of \$2,377,965. Of that total, \$1,536,965 is to be allocated to account 45710420-719006 (Contractual Obligations) for the compensation agreements signed with the Dublin City School District and Tolles Technical Center, \$585,000 is to be allocated to account 45780320-735004 (New Street Construction/Engineering Services) for the COTA Park and Ride Project (ET411), and \$256,000 is to be allocated to account 45796290-741000 (Transfer Expense) to transfer funds to pay debt service.

**Section 31.** There be appropriated from the unappropriated balance in the Vrable TIF Fund the amount of \$1,100,000 to account 45880320-735004 (New Street Construction/Engineering Services) for the construction of John Shields Parkway, phase 1 (ET149).

**Section 32.** There be appropriated from the unappropriated balance in the West Innovation TIF Fund the amount of \$100 to account 45910290-711001 for County Auditor's deductions on real estate tax settlements.

# RECORD OF ORDINANCES

Ordinance No. 24-16 (Amended) Passed Page 4 of 4, 20    

**Section 33.** There be appropriated from the unappropriated balance in the Tuller TIF Fund the total amount of \$7,800,000. Of that total, \$7,760,000 is to be allocated to account 46180320-735004 (New Street Construction/Engineering Services) and \$40,000 is to be allocated to account 46180320-735001 (Land and Land Improvements), both associated with the construction of John Shields Parkway, phase 2 (ET145).

**Section 34.** There be appropriated from the unappropriated balance in the Nestle TIF Fund the amount of \$750 to account 46210290-711001 for County Auditor's deductions on real estate tax settlements.

**Section 35.** There be appropriated from the unappropriated balance in the Water Fund the amount of \$200,000 to account 61096290-741000 for transfer expense.

**Section 36.** There be appropriated from the unappropriated balance in the Sewer Fund the amount of \$200,000 to account 62096740-741000 for transfer expense.

**Section 37.** There be appropriated from the unappropriated balance in the Agency Fund the total amount of \$25,500. Of that total, the amount of \$15,000 is to be allocated to account 80510210-755007 (Refunds) for remittance to the State of Ohio of the commercial 3% building charge, \$500 to account 80510210-4755013 (Refunds) for refunding hydrant permits, and \$10,000 to account 80510210-7558014 (Refunds) for refunding of school programs.

**Section 38.** This ordinance shall take effect and be in force in accordance with Section 4.04(a) of the Revised Charter.

Passed this \_\_\_\_\_ day of \_\_\_\_\_, 2016

\_\_\_\_\_  
Mayor – Presiding Officer

ATTEST:

\_\_\_\_\_  
Clerk of Council



**Office of the City Manager**  
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Phone: 614-410-4400 • Fax: 614-410-4490

# Memo

**To:** Members of Dublin City Council  
**From:** Dana L. McDaniel, City Manager   
**Date:** April 7, 2016  
**Initiated By:** Barbara A. Cox, PE, Acting Director of Engineering/City Engineer  
Mandy K. Bishop, PE, SI, Bridge Street District Program Management  
Consultant  
**Re:** John Shields Parkway Street Tree Planter Design and Construction Cost  
Information Update

## Summary

As follow up to questions from City Council regarding the placement of structural soils during the John Shields Parkway Bid Acceptance at the February 22, 2016 meeting, staff is transmitting and expanding on the July 9, 2015 memorandum regarding John Shields Parkway Street Tree Planter Design and Construction Costs.

Outlined in more detail in the attached memorandum, the plan intent for John Shields Parkway, Phase 1 (the 350 feet section located just south of the recently opened skilled nursing facility, *The Grand*) called for Structural Soil to be installed between the planters. Specifically, the soil was to be placed in the four feet wide space between planter beds. Unfortunately, the plans lacked clarity on this item and inspections revealed that the structural soil installation was not performed before the concrete walks were in place.

Since the construction of this very small section of John Shields Parkway, Phase 1, three (3) sets of construction documents (SR 161/Riverside Drive Roundabout (Part 1), Riverside Drive Realignment (Part 2) and John Shields Parkway, Phase 2) have included a more explicit structural soil construction detail that was not a part of the original John Shields Parkway, Phase 1 construction documents. Detail 8, Sheet 248, attached as Exhibit A, clearly depicts the depth and location of the soil.

In addition to the inclusion of this detail regarding the placement and location of structural soils, an inspector has been assigned the specific responsibility of ensuring the proper installation of the structural soil, and the project team specifically reviews this installation with the contractor prior to start of construction. Ultimately, the plan modification and assignment of a lead inspector to oversee structural soil installation has been established to safeguard against the reoccurrence of the issue experienced during John Shields Parkway, Phase 1.

Dublin's current specifications for structural soil placement are consistent with the current regional "best practices" (it is consistent, for example, with *Downtown Streetscape Standards* adopted by the City of Columbus in October 2015, and is consistent with the recommendations of the experienced landscape architects of MKSK for similar applications). Strategic placement of the structural soil offers two things: it provides a continuous planting bed to promote proper root growth so that projected tree heights and healthy canopies can be realized, while helping to ensure that the budget impacts of structural soil are appropriately managed.

For example, the most recent bid price for structural soil is \$205 per cubic yard. This compares to \$4.60 per cubic yard for embankment/standard soil.

If, for example, the structural soil placement zone was further expanded and widened for John Shields Parkway Phase 2 project to include the area beneath the brick sidewalks, an additional 65,744 square feet at a depth of two (2) feet (24") of structural soil would be required, at an additional cost of approximately \$1,000,000. The City's consultant team does not believe such an expansive zone of structural soil is needed to ensure the successful growth and health of the specified trees.

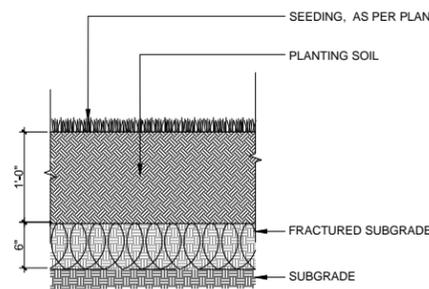
Also during the February 22 Council discussion, reference was made to the per foot construction cost of John Shields Parkway. Dublin's very first Bridge Street District roadway project was the 350 feet section of John Shields Parkway, Phase 1. The total construction cost per linear foot was \$3,805, which included the high quality, long life cycle materials such as granite curb, brick pavers, street lighting, sewer, permeable pavers, plantings as approved by City Council (as well as including the reimbursable AEP duct and manhole system).

The John Shields Parkway, Phase 2 project includes the much longer 2,550 feet section of John Shields Parkway, Phase 2 and Graham Street reflects a cost per linear foot of \$2,967, including the same granite curb, brick pavers, street lighting and electric, sewer, permeable pavers, plantings as well as AEP duct and manhole system (reimbursable).

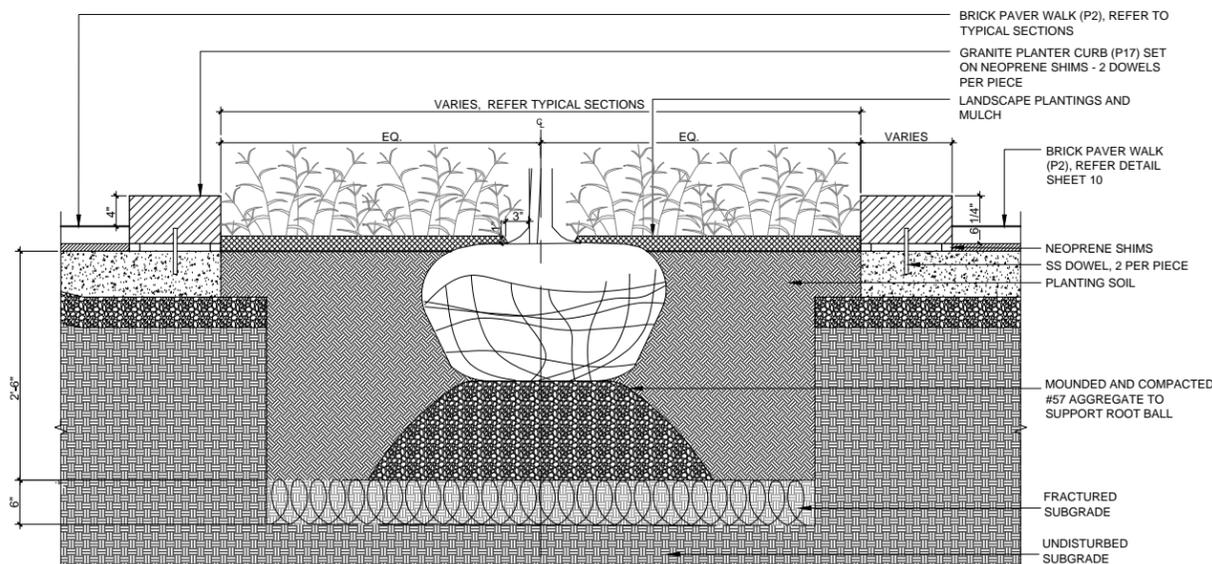
The higher cost for the first project was likely substantially driven by the small, inefficient size of this project. Ultimately, the bid prices for John Shields Parkway, Phase 2 are more reflective of the likely long term investments that Dublin will be budgeting for the "Signature" Bridge Street District streets.

### **Recommendation**

This memo is provided for informational purposes. We would be happy to further discuss this information.



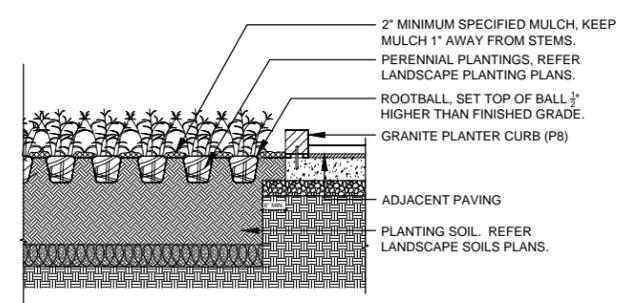
1 12" PLANTING SOIL FURNISHED & PLACED, AS PER PLAN  
SCALE: 1-1/2" = 1'-0"



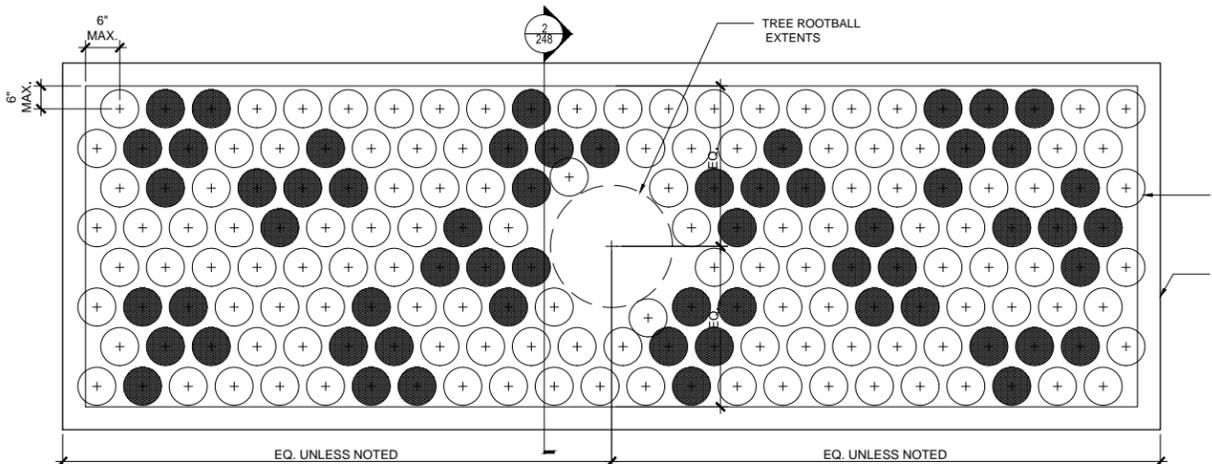
2 TYPICAL PLANTER  
SCALE: 1-1/2" = 1'-0"

- NOTES:
- CONTRACTOR SHALL ASSURE PERCOLATION OF ALL PLANTING PITS PRIOR TO INSTALLATION.
  - FINAL TREE STAKING PLACEMENT TO BE APPROVED BY OWNER.
  - PLANTING PIT TO BE EXCAVATED THREE TIMES (3x) THE WIDTH OF THE ROOT BALL AND BACKFILLED WITH PLANTING SOIL MIXTURE.
  - MARK THE NORTH SIDE OF THE TREE IN THE NURSERY, AND ROTATE TREE TO FACE NORTH AT THE SITE WHEN EVER POSSIBLE.
  - IF PLANT IS SHIPPED WITH A WIRE BASKET AROUND THE ROOT BALL, CUT THE WIRE BASKET IN FOUR PLACES AND REMOVE.
  - REMOVE ALL TWINE, ROPE, WIRE AND BURLAP FROM TOP HALF OF ROOTBALL.
  - SET TREE PLUMB IN PLANTING PIT.
  - EACH TREE MUST BE PLANTED SUCH THAT THE TRUNK FLARE IS VISIBLE AT THE TOP OF THE ROOT BALL. TREES WHERE THE TRUNK FLARE IS NOT VISIBLE SHALL BE REJECTED. DO NOT COVER THE TOP OF THE ROOT BALL WITH SOIL. TRUNK FLARE SHALL BE NO MORE THAN 1'-2" ABOVE GRADE.

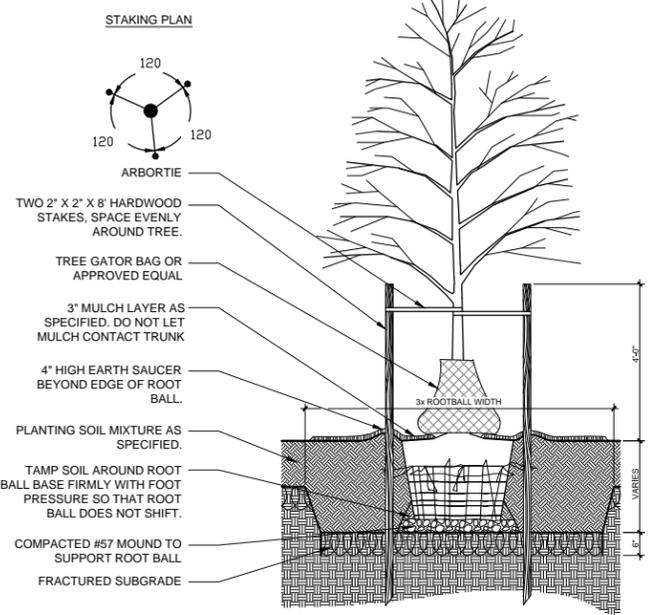
- NOTE:
- CONTRACTOR SHALL ENSURE PERCOLATION OF ALL PLANTING PITS/BEDS PRIOR TO INSTALLATION.
  - LOOSEN AND SPREAD OUT CIRCLING ROOTS WITHIN PLANT ROOTBALL BEFORE PLANTING.



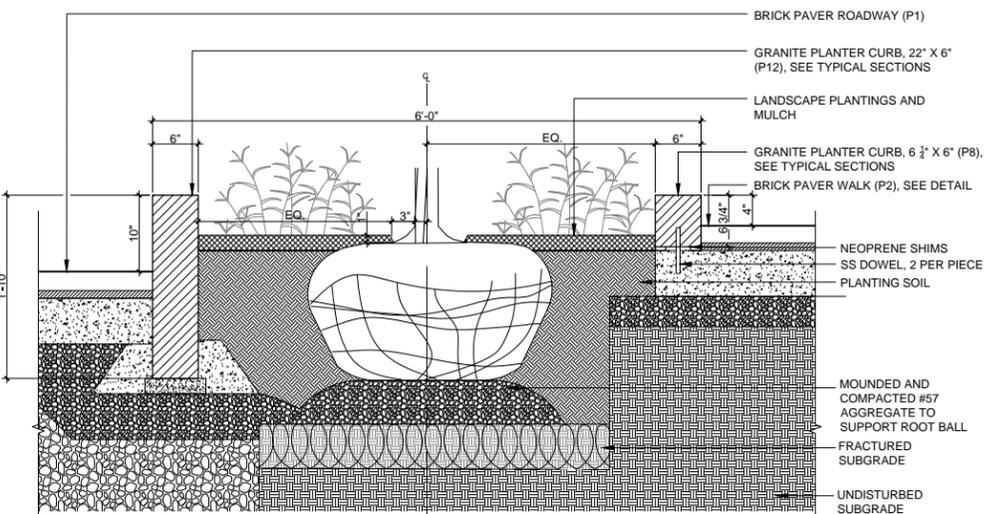
3 PERENNIAL PLANTING  
SCALE: 1/2" = 1'-0"



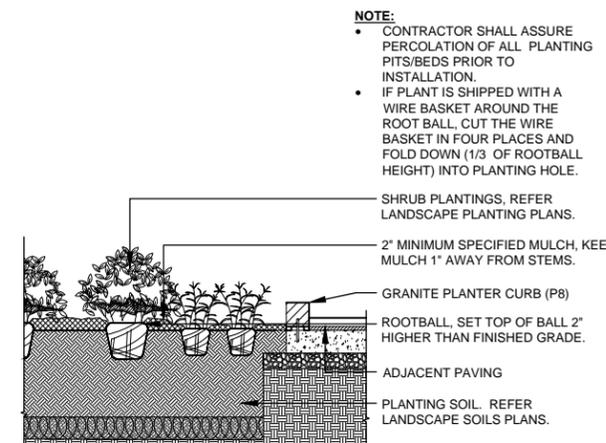
4 TYPICAL PLANTER - PLANTING ENLARGEMENT  
SCALE: 1/2" = 1'-0"



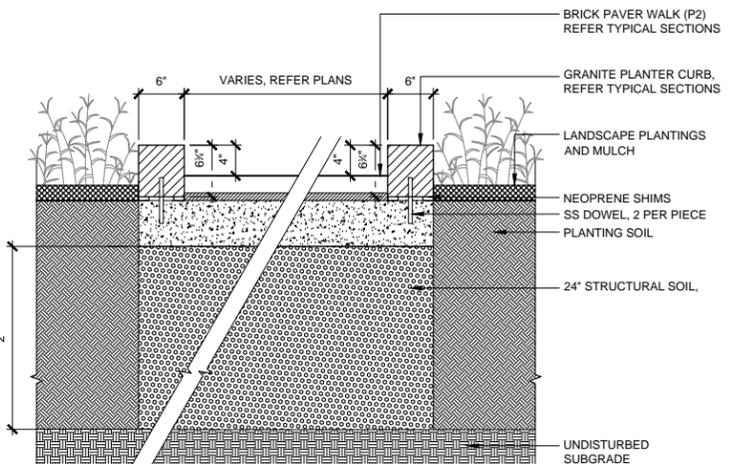
5 TREE STAKING  
SCALE: 3/4" = 1'-0"



6 PLANTER AT ADA RAMP TYPICAL  
SCALE: 1-1/2" = 1'-0"



7 SHRUB PLANTING  
SCALE: 1/2" = 1'-0"



8 24" STRUCTURAL SOIL, FURNISHED & PLACED, AS PER PLAN  
SCALE: 1" = 1'-0"

CALCULATED  
MB/MK  
CHECKED  
CJK

**MKSK**  
462 South Lurline Alley  
Columbus, Ohio 43215  
p. 614.621.2796

LANDSCAPE DETAILS

RIVERSIDE DRIVE  
REALIGNMENT



248  
251

P:\2012\1-2025-03-sabin-riverside drive realignment\CAD\Current\Sheet\12058.03 - Details-PLAN.dwg User: Sabin Date: 4/13/2015 10:25 AM Last Printed By: Matthew Kelleys 4/13/2015 10:38 AM (No Xrefs)



**To:** Members of Dublin City Council  
**From:** Dana McDaniel, City Manager   
**Date:** July 9, 2015  
**Initiated By:** Megan O'Callaghan, Director of Public Works  
**Re:** John Shields Parkway Street Tree Planter Design Information

## Summary

The City has received some inquiries regarding the street tree planters along the newly construction section of John Shields Parkway. The purpose of this memo is to provide Council with detailed information about the design and actual as built information associated with these street tree planters. These design details are planned to be utilized throughout the Bridge Street District as a part of transportation improvement projects. Staff collaborated with Darren Meyer with MKSK, the landscape architect for this project and other Bridge Street District projects, on the design details as well as the content of this memo.

### Planting Zone – Is the Soil Deep Enough to Support Tree Growth?

The root systems of most trees are shallow and widespread. 90-99% of a tree's root system is in the upper 2-3 feet of soil. The design specified 28" of planting soil. The actual excavated depth was 28-30" per the inspection logs. In addition, the design specified the first 6" of earth below the planting soil zone to be fractured (disturbed). This results in a root zone depth of 34-36". Please see the attachment for background and details.

### Underlying Soils – Will Poor Soils Beneath the Tree Limit Tree Growth?

The primary role of underlying soils in a roadway project is to provide a stable foundation for the street and sidewalk pavements. Because these soils are heavily compacted (thus limiting tree growth), the soils within the planting beds were removed and imported soils were installed in the planting zones. The existing subsoil in the planters was specified to be disturbed to a depth of 6" to better integrate imported soils with existing subsoils. Inspections have verified that the soil installed meets the specification.

### Structural Soil – Should it be Placed Under Adjacent Pavement?

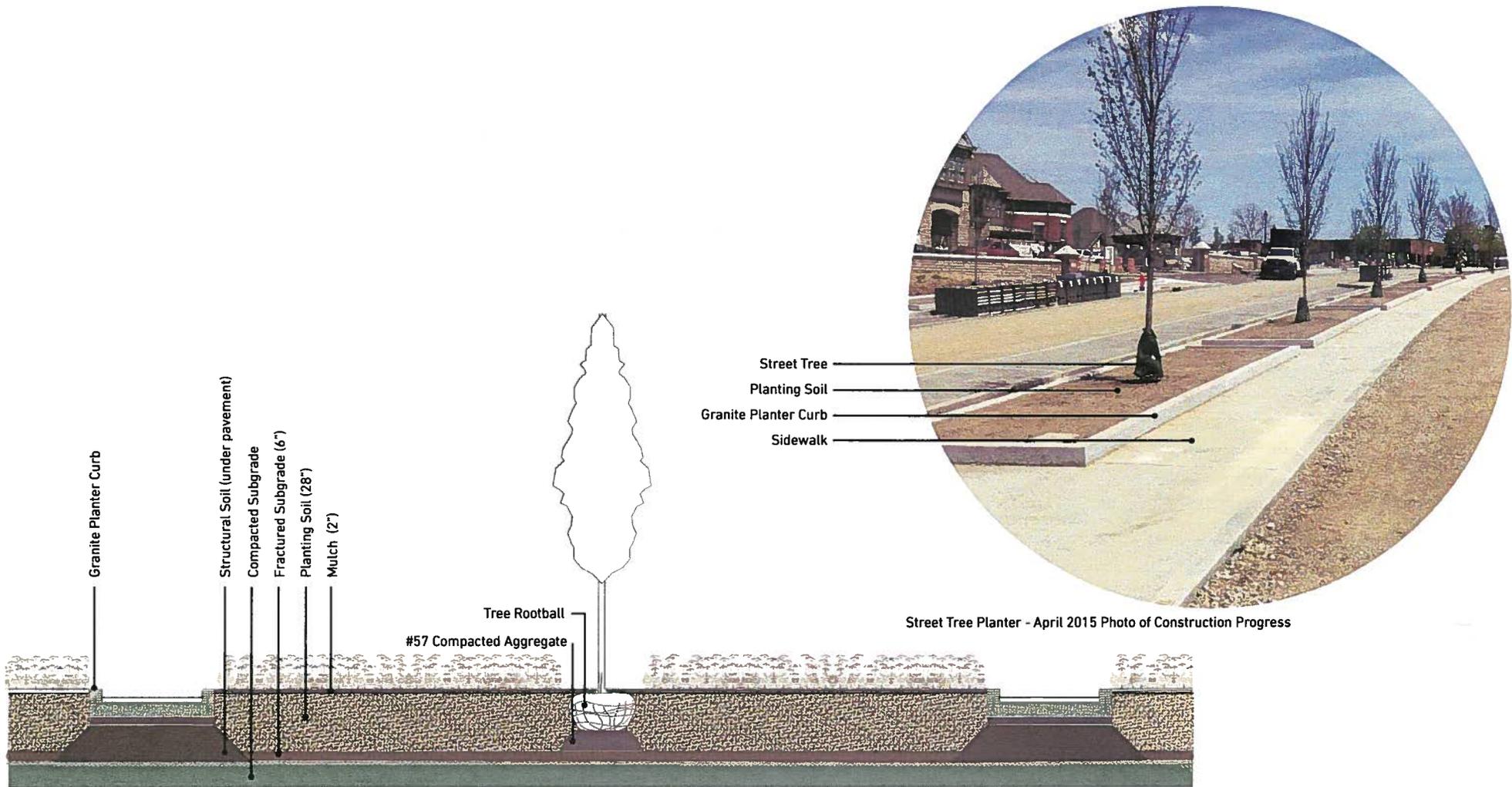
Due to the heavy compaction of soils to support pavement in roadway projects, the lifespan and long term health of street trees can be severely limited by small, inadequate spaces for roots to spread. Structural Soil is a mix of stone aggregate and soil that can balance the need for pavement support with the air space needed for root growth. The John Shields Parkway plan intent was for there to be Structural Soil between the planters. Specifically, the soil was to be placed in the 4 foot space between planter beds. Unfortunately, the plans were not clear and inspections indicate the structural soil installation was not performed. A discussion of the remedy - cutting the concrete in the area of the structural soil location and replacing earth with the structural soil - led the team to the conclusion that the solution could result in settlement of the concrete between the planter beds and result in a poor installation. In this area, the planter beds are 30-40 feet long and in one case, 100 feet long. Therefore, the benefit of tearing out the concrete and replacing the soil between the planter beds with structural soil would be outweighed

by the potential for failure/settlement of the concrete between planter beds. Staff will ensure future plans and installations accomplish the structural soil under the adjacent paved surfaces between the planters.

#57 Aggregate Under the Rootball - Will Stone Used to Support the Tree Rootball Inhibit Growth? The plan specified 6-12" of #57 aggregate to be installed to provide a stable media for the root ball to rest on to prevent settling and therefore decline and possible tree death. Trees planted too low are susceptible to collar rot, root rot and girdling roots (see Attachment – 150502 JSP Tree Planting Soils Exhibits.pdf). The inspection logs indicate 12" of #57s installed and then the planting soil was placed around the #57s in the planter beds.

### **Recommendation**

This memo is provided for informational purposes. We would be happy to further discuss this information.



Street Tree Planter - Construction Detail (longitudinal section through planter, parallel to street)

John Shields Parkway: Street Tree Planter Design

## Street Tree Planting Concerns

### 1. Inadequate Planting Depth (28")

**Background:** The root systems of most trees are shallow and widespread (see Figure a). 90-99% of a tree's root system is in the upper 2-3 feet of soil (Urban, 2008; Crow 2005; Harris, Clark & Matheny, 2004). In addition to the naturally shallow rooting structure of most tree species, trees that are commercially available through the nursery industry are selected for shallow root systems and trained to eliminate tap roots and deep roots. This facilitates the transplanting process and improves survivability after transplant.

**Designed for JSP:** The proposed depth of imported planting soil for the John Shields Parkway is 28". This imported soil is placed on top of existing soils that have been fractured to a depth of 6" which effectively extends the rootzone depth to 34". Two inches of mulch is placed on top of the planting soil to moderate soil temperature and preserve soil moisture.

### 2. Poor Underlying Soils

**Background:** The primary role of soils (subgrade) beneath a roadway project is to provide a stable foundation for street and sidewalk pavements. The subgrade is modified (if necessary) and compacted under carefully controlled conditions to ensure the longevity of the pavement. The soil compaction required to support pavements is not conducive to tree growth because the density of the soil does not allow root growth. For this reason, compacted soils within street tree planting areas are typically modified (fractured) or removed and replaced with more suitable planting soil.

**Designed for JSP:** The compacted soils within the planting area for street trees have been removed and replaced with imported planting soil to a depth of 28" (see No.1 above). In addition, the top 6" of subgrade at the bottom of the excavated planting areas has been fractured to encourage drainage and remove **compacted hardpan soil interface between existing and imported soil.**

### 3. No Structural Soil Under Adjacent Paved Surfaces

**Background:** Due to the heavy compaction of soils in urban environments, particularly in areas under and adjacent to pavement, the lifespan and long term health of street trees is severely limited by small, inadequate root zones (refer to the Background in No.2 above). In the mid-1990's, researchers at Cornell University introduced and later patented a mix of angular aggregate and soil (structural soil) that could be compacted to support pavement while still providing the pore space needed for root growth. Over the past 20 years, research of trees planted with structural soil has suggested that the volume of *soil* is the critical limiting factor in long term tree survivability. Given that structural soil is comprised of approximately 20% soil and 80% rock, very large volumes of structural soil are

required to support the long term growth of trees.

**Designed for JSP:** To create an environment that supports long term tree growth, soil volume must be maximized. Open planters (8ft wide by 32ft long) have been designed to be filled with planting soil which provides the maximum nutrient and water capacity for tree growth. Structural soil, which should be limited to areas underneath pavement (Bassuk), is provided between planters and thus creates interconnected soil volumes. Though linear in nature, the interconnected open planters provide a cost effective way to increase effective soil volume and support the long term health of trees (Urban, 2008.)

### 4. #57 Aggregate Under the Rootball

**Background:** The installed depth of the tree relative to the finish grade of soil placed around the rootball is of critical importance. Trees set too low in the planting hole or placed on uncompacted soil (which will tend to settle with the first waterings or major rain events) are susceptible to a number of detrimental conditions. Collar rot, root rot, and girdling roots (Figure b) are a few of the problems that can cause decline and death of the tree and are attributable to low placement in the planting hole.

**Designed for JSP:** In order to provide proper support for the tree within the planting hole, a small pad of compacted #57 aggregate is proposed underneath the rootball. This pad prevents the tree from settling and also contributes to positive drainage around the base of the tree. Due to the fact that the vast majority of trees have shallow, spreading root systems and that nursery-grown trees are specifically trained to encourage lateral root spread (refer to the Background in No.1 above), the pad does not inhibit root growth or create deficient growing conditions for the tree.

Sources:

Bassuk, undated. *CU-Structural Soil: An Update After More Than a Decade of Use in the Urban Environment*

Crow, 2005. *The Influence of Soils and Species on Tree Root Depth*

Harris, Clark & Matheny, 2004. *Arboriculture*, 4th ed.

Urban, 2008. *Up By Roots*

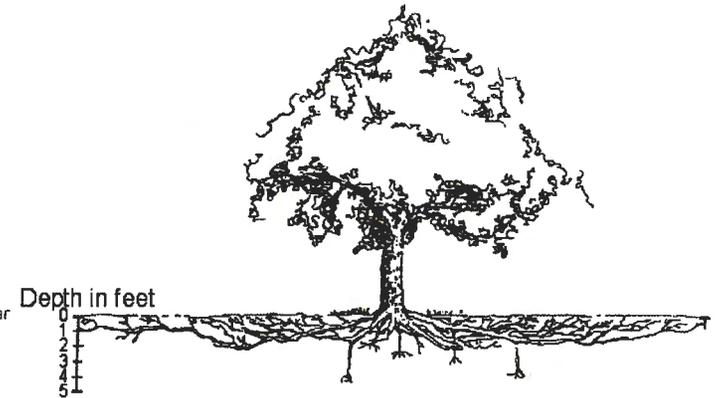


Figure a. Tree Root Architecture  
Source: Harris, Clark & Matheny, 2004. *Arboriculture*, 4th ed.



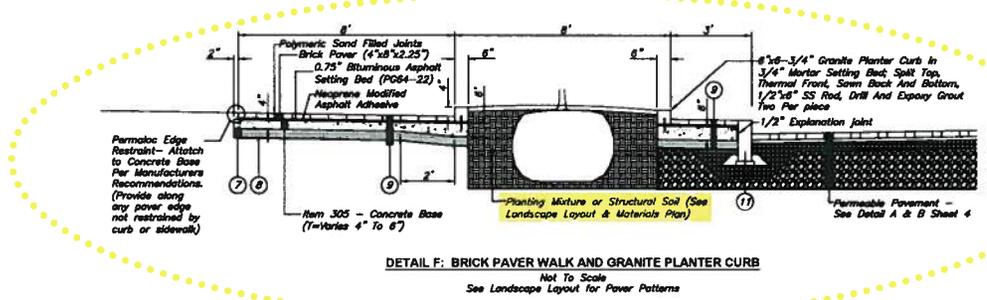
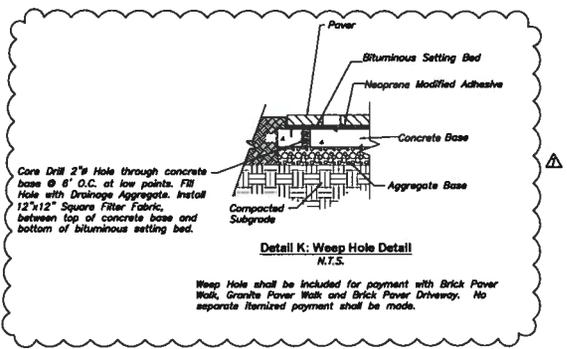
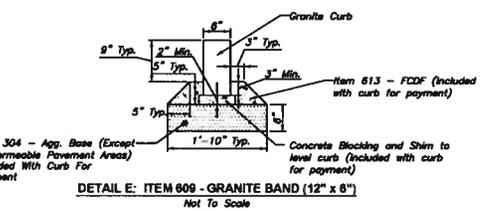
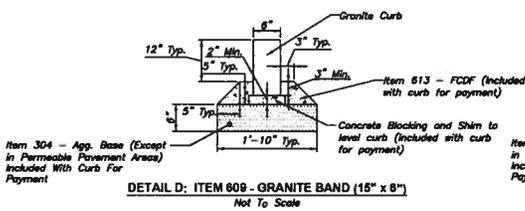
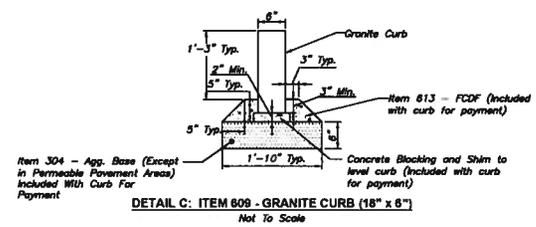
Figure b. Girdling Roots

DATE: 08-11-14  
 DRAWN BY: JMS  
 CHECKED BY: JMS

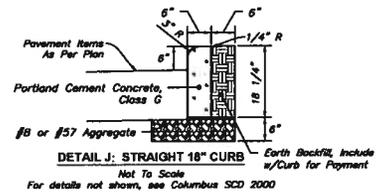
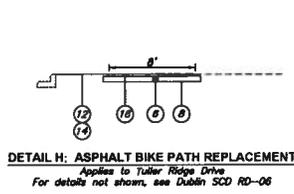
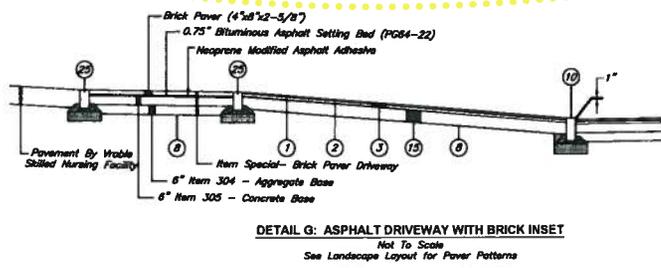
TYPICAL SECTIONS

JOHN SHIELDS PARKWAY  
 PHASE 1

APPENDUM

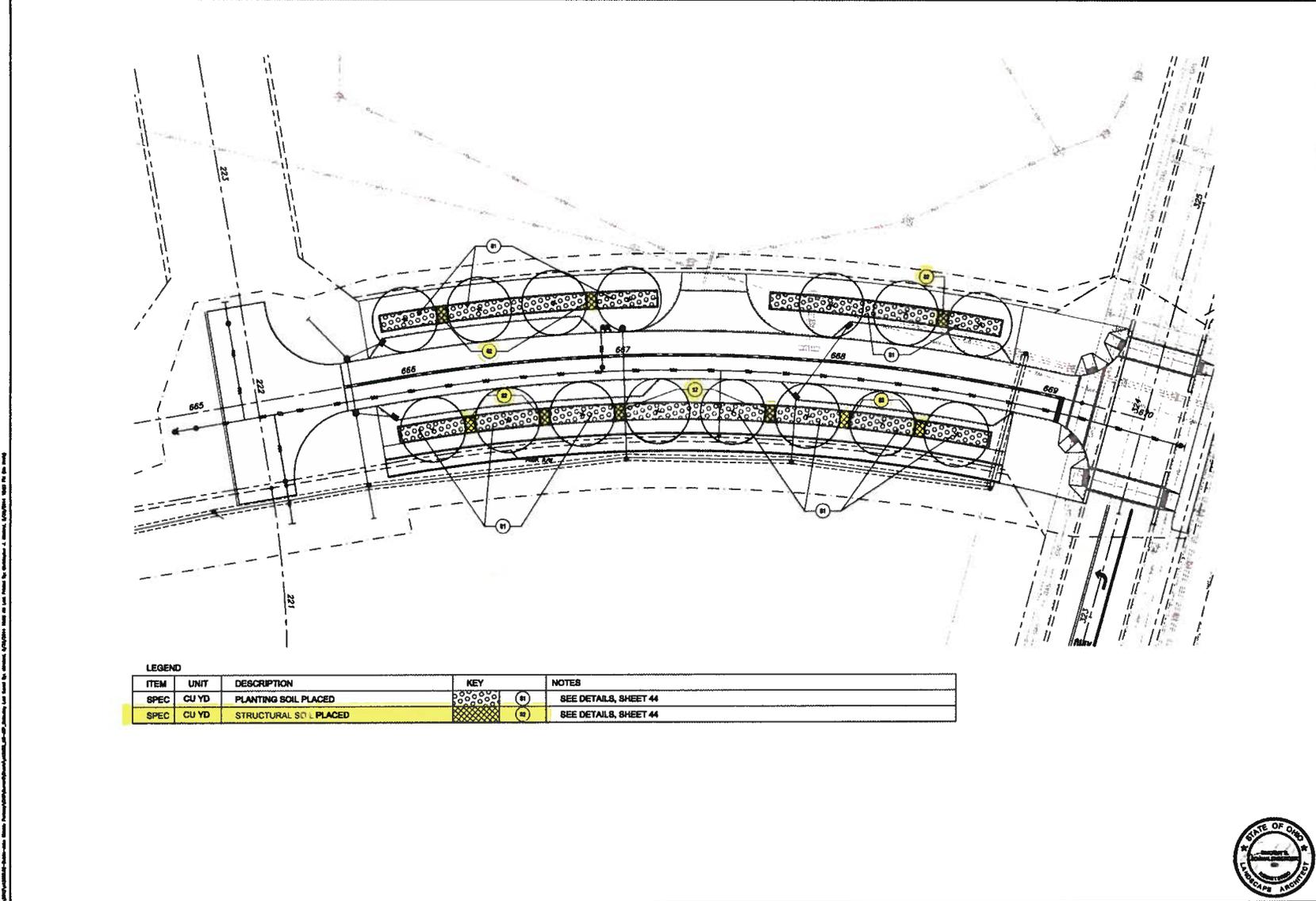


- LEGEND**
- 1 Item 448 - 1.25" Asphalt Concrete Surface Course (Medium Traffic), PG84-22
  - 2 Item 407 - NTSS-1HM Trackless Tack Coat for Intermediate Course (0.08 Gal/Sq. Yd.)
  - 3 Item 448 - 1.75" Asphalt Concrete Intermediate Course (Medium Traffic), PG84-22
  - 4 Item 407 - NTSS-1HM Trackless Tack Coat (0.08 Gal./Sq. Yd.)
  - 5 Item 301 - 6" Asphalt Concrete Base, PG84-22
  - 6 Item 304 - 6" Aggregate Base
  - 7 Item 304 - 4" Aggregate Base (Included with Walk for Payment)
  - 8 Item 204 - Subgrade Compaction and Proof Rolling
  - 9 Item SPEC - Brick Paver Walk (See Detail F on Sheet 4)
  - 10 Item 609 - Granite Band (15" x 6") (See Detail D on Sheet 4)
  - 11 Item 609 - Granite Curb (18" x 6") (See Detail C on Sheet 4)
  - 12 Item 633 - Topsoil Furnished and Placed (T=4")
  - 13 Item 609 - Straight 18" Curb (See Detail J on Sheet 4)
  - 14 Item 630 - Seeding & Mulching, As Per Plan
  - 15 Item 304 - 6" Aggregate Base
  - 16 Item 448 - 2.5" Asphalt Concrete Surface Course (Medium Traffic), PG84-22
  - 17 Permeable Clay Pavers (T=2 5/8") (Included for Payment with Permeable Paver Roadway)
  - 18 No. 8 Stone (T=1 1/2") (Included for Payment with Permeable Paver Roadway)
  - 19 Item SPEC - Aggregate Base (No. 57 Stone) (4" Constructed Thickness)
  - 20 Item SPEC - Aggregate Base (No. 2 Stone) (T=18" Min. See Plan & Profile Sheet for Variable Depth)
  - 21 Item SPEC - Permeable Paver Roadway (See Details A & B)
  - 22 Item SPEC - Geogrid (Place Under No. 2 Stone and above Geotextile Fabric on bottom only)
  - 23 Item 204 - Geotextile Fabric, Type D
  - 24 Item 608 - Concrete Walk (T=4")
  - 25 Item 609 - Granite Band (12" x 6") (See Detail E on Sheet 4)



REVISION	DATE	DESCRIPTION
1	8-11-14	Added Detail K - Weep Hole Detail

John Shields Parkway: Structural Soil in Typical Section



LEGEND				
ITEM	UNIT	DESCRIPTION	KEY	NOTES
SPEC	CU YD	PLANTING SOIL PLACED	 (H)	SEE DETAILS, SHEET 44
SPEC	CU YD	STRUCTURAL SOIL PLACED	 (H)	SEE DETAILS, SHEET 44



0 10 20  
FOOT  
SCALE 1" = 20'



PREPARED BY  
MKSK  
CHECKED BY  
C.A.F.  
DATE  
11/15/2018

LANDSCAPE SOILS PLAN  
Sta. 685+26.18 to Sta. 689+90.89

JOHN SHIELDS PARKWAY  
PHASE 1

40

44

John Shields Parkway: Structural Soil in Landscape Plans

REF. NO.	SHEET NO.	STATION		SPEC	SPEC	SPEC	SPEC	SPEC																
				PLANTING SOIL PLACED	STRUCTURAL SOIL PLACED	DECIDUOUS SHADE TREE	PERENNIAL PLANTINGS	BULB PLANTINGS																
		FROM	TO	CU YD	CU YD	EACH	EACH	EACH																
40		665+26.18	669+90.69	304																				
40		665+26.18	669+90.69		30																			
41		665+26.18	667+42.00				3924																	
41		665+26.18	667+42.00				3924																	
41		665+26.18	667+42.00			8																		
42		667+42.00	669+90.69				3413																	
42		667+42.00	669+90.69				3413																	
42		667+42.00	669+90.69			7																		
TOTALS CARRIED FORWARD TO GENERAL SUMMARY				304	30	15	7337	7337																

**MKSK**  
 INCORPORATED  
 1875  
 CHAMBERS CROSSING  
 PHILADELPHIA, PA 19104-1270  
 TEL: 215-381-1270  
 FAX: 215-381-1271

LANDSCAPE SUBSUMMARY

JOHN SHIELDS PARKWAY  
 PHASE 1

37  
 44

REV.	DATE	DESCRIPTION
Δ	6/11/2014	V1 QUANTITIES UPDATED
		V2 QUANTITIES ADDED





**BID SCHEDULE**

BIDDER agrees to perform all work described in the CONTRACT DOCUMENTS for the following unit prices:

**John Shields Parkway - Phase 1**

CITY OF DUBLIN

REF NO.	(1) ITEM	(2) DESCRIPTION	(3) QUANT.	(4) UNIT	(5) LABOR (\$)	(6) MATERIAL (\$)	(5)+(6) TOTAL (\$)	(8) TOTAL EXTENDED INFORMAL PRICE (\$) (3) x (7)
<b>AEP DUCT BANK</b>								
95	SPEC	6-5 INCH PVC, SCHEDULE 40, CONDUIT CONCRETE ENCASED IN TRENCH WITH CMSC 912 COMPACTED GRANULAR MATERIAL	370	FT	\$55.00	\$35.00	\$90.00	\$33,300.00
<i>AEP DUCT BANK SUBTOTAL =</i>								\$33,300.00
<b>LANDSCAPING</b>								
96	SPEC	PLANTING SOIL PLACED	304	CU YD	\$31.00	\$20.32	\$51.32	\$15,601.28
97	SPEC	STRUCTURAL SOIL PLACED	30	CU YD	\$99.50	\$66.23	\$165.73	\$4,971.90
98	SPEC	DECIDUOUS SHADE TREES	15	EACH	\$232.00	\$154.88	\$386.88	\$5,803.20
99	SPEC	LANDSCAPE PLANTINGS	3283	SQ FT	<b>DO NOT BID</b>			
99A	SPEC	PERENNIAL PLANTINGS	7337	EACH	\$5.75	\$3.83	\$9.58	\$70,288.46
99B	SPEC	BULB PLANTINGS	7337	EACH	\$1.00	\$0.75	\$1.75	\$12,839.75
<i>LANDSCAPING SUBTOTAL =</i>								\$109,504.59

June 11, 2014

27-6

14-014-CIP



City of Dublin

**Office of the City Manager**

5200 Emerald Parkway • Dublin, OH 43017-1090  
Phone: 614-410-4400 • Fax: 614-410-4490

# Memo

**To:** Members of Dublin City Council

**From:** Dana L. McDaniel, City Manager 

**Initiated By:** Angel L. Mumma, Director of Finance

**Date:** June 23, 2016

**Re: Ordinance No. 24-16 - Amending the Annual Appropriations for Fiscal Year Ending December 31, 2016**

## Background

Ordinance No. 24-16 amends the annual appropriations for the fiscal year ending December 31, 2016 in the General Fund and in various other funds to provide sufficient funding in certain budget accounts.

Section 1 requests funding authorization in General Fund accounts.

- Supplemental funding in the General Fund and many of the City's TIF Funds is requested to cover the fees for county auditor deductions (Auditor and Treasurer's fees). These are fees charged by the County for real estate, personal property, estate, motor vehicle license, gasoline, cigarette and manufactured home taxes to each political subdivision and agency that receives funding from these to cover their administrative costs of preparing their settlement statements. The fees are dictated by the Ohio Revised Code. The City allocates these fees to all funds receiving real estate tax or TIF service payments. Historically, the City has not budgeted for this cost with the Annual Operating Budget and has requested supplemental appropriations to cover the expenses as they occur during the course of the year. This practice may be re-evaluated during this year's Operating Budget review.
- Supplemental funding is requested in the real estate tax account. The amount originally budgeted in 2016 for real estate tax payments was \$125,000. This amount did not take into account the purchase of the former Nationwide Mutual Insurance property off of Frantz and Rings Roads (Ordinance 16-16), or the judgement entry against Dale Drive Properties LLC. With regard to the Nationwide property purchase, the City was given a credit at closing for the property taxes which reduced the purchase price at time of closing, however that left to the City the responsibility to remit the property taxes to the County. With regard to the Dale Drive property, the previous owner is responsible for the second half 2015 property taxes payable in June 2016. Because the property is now recorded into the City's name, the City paid the property taxes but will seek reimbursement from the previous owner. The real estate tax account has remaining expenses totaling approximately \$6,000 for reparations payments to Jerome and Perry Townships that will be made in December. These reparations payments are also fully reimbursed by the property owner.
- Supplemental funding is requested in the Planning Division's planning services account. The Planning Division has been directed to undertake a framework plan for the West Bridge Street Corridor, involving consultant services working with city staff and the community.

This project was not programmed as part of the division's 2016 work plan and the division's professional services budget. There are unobligated funds for professional services in the 2016 budget sufficient to cover \$100,000 of the estimated budget. The division is requesting an additional \$50,000, for a total project cost of \$150,000.

Section 2 requests funding in the State Highway Fund for the Bridge Street eastbound school flasher and the Dublin Road and Glick Road intersection improvements.

As part of the 2016-2020 CIP, \$70,000 was programmed in 2016 for the school flasher located on Bridge Street/US 33/SR 161 east of Corbins Mill Drive. Complete General Construction will be completing the work on this improvement at an estimated cost of \$45,330. We are requesting \$50,000 in the event there are change orders related to this project. Any unspent amounts will be deposited back into the State Highway Fund.

\$25,025 is being requested for costs related to the Dublin Road and Glick Road intersection improvements. This payment is related to a claim filed by the contractor, Double Z Construction, for construction delays arising from utility companies failing to relocate their utilities prior to the start of construction of the project. This hindered the contractor's ability to proceed with work, resulting in resequencing of work and lost productivity. This amount was negotiated between the City and contractor.

Section 3 appropriates funding in the amount of \$150,000 from the Hotel/Motel Tax Fund for the Art in Public Places program. As part of an agreement between the City of Dublin and the Dublin Arts Council (DAC), DAC is required to use funds from their endowment for the purpose of commissioning or acquiring art for the City's permanent art collection. The City withholds \$75,000 annually from the endowment (which is now 25% of the actual bed tax receipts), for the funding of the acquisition of art as part of the Art in Public Places program.

On March 7, 2016, City Council approved, by motion, to award the Art in Public Places commission to artist Olga Ziemka, authorizing the City to enter into contract with the artist for construction of "Feather Point" and "Universal Gathering". The amount requested represents two years' worth of endowment funding that has been withheld from the DAC.

Sections 4, 6, 7, 10, 12, 13, 15, 16, 17, 19, 20, 21, 22, 23, 24, 25, 26, 27, 29, 32, 34 appropriates funding in various funds to account for county auditor deductions (as explained in Section 1).

Section 5 appropriates funding in the Capital Construction Fund for the cost of roadway improvements within the Bridge Street District as well as the renovations to the Service Center.

As part of the Development Agreement with Crawford Hoying for the Bridge Park Development, the City is responsible for the roadway network surrounding Blocks B and C (east side of the Scioto River) as well as minor improvements to North High Street (west side of the Scioto River – Block Z). Bond proceeds in the amount of \$11.1 million have been used to fund the improvements around Block C and on High Street, and were based upon early stage design cost estimates put together in early 2015. Also, additional dollars were used to initiate more extensive improvements to High Street, associated with the larger High Street total reconstruction to occur later this year. These High Street improvements are included in the \$9.4 million programmed in 2016 for the

Historic District Columbus Metropolitan Library Street Network. Given the work that needed to be done on High Street in conjunction with the private development on the west side of the Scioto River, it was determined to be in the best interest of the City to advance the Indian Run retaining wall associated with the High Street improvements to better coordinate the work with the adjacent private development. The additional \$4,863,000 being requested reflects the actual bids and the updated cost estimates for completing the roadways, required under the Development Agreement, as well as the North Riverview extension. Council was updated on these items during the Bridge Street District update during Council's 2016 Goal Setting.

Funds will be advanced from the City's General Fund to the Capital Construction Fund in order to initially fund the improvements. However, as discussed during the 2016 – 2020 CIP, Staff anticipate issuing debt for these roadway improvements. The bond proceeds, once received, will be used to reimburse the General Fund for the advance. Funding for the City's portion of the Bridge Park roadway network will ultimately come from the TIF revenues from Blocks B and C of the Bridge Park Development, as well as the TIF revenues received on the H2 Hotel site (former Cooker Restaurant). These TIF revenues are backed by a minimum service payment guarantee. Additionally, it is anticipated that approximately \$450,000 will be reimbursed by the utility providers.

\$3,038,700 is also being appropriated to initially fund the improvements to the Service Center. On May 23, 2016 Council approved Res 29-16 which authorized a \$3,038,677 contract with Palmetto Construction Services for the improvements. This project was programmed in 2016 as part of the 2016 – 2020 CIP with bonds being issued to finance the project. The bond proceeds, once received, will be used to reimburse the General Fund for the advance.

Section 8 appropriates funding in the Pizutti TIF Fund for county auditor deductions (as explained in Section 1) and costs associated with the Frantz Road utility burial project.

The Frantz Road utility burial project had been programmed in prior years' CIP. The additional funding requested is related to AEP costs associated with the project.

Section 9 appropriates funding in the Thomas/Kohler TIF Fund for county auditor deductions (as explained in Section 1) and costs associated with the Avery Road Widening – Rings Road West to Woerner Temple Drive.

The Avery Road widening had been programmed in prior year's Capital Improvement Programs, with \$300,000 being programmed in 2016 for property acquisition. It is not anticipated at this time that property acquisition will take place until 2017. However, \$95,000 is needed for additional environmental services. These services are necessary to meet Ohio Department of Natural Resources – Office of Environmental Service and National Environmental Policy Act (NEPA) guidelines for the project.

Section 11 appropriates funding in the Perimeter Center TIF Fund for county auditor deductions (as explained in Section 1) and costs associated with the design of the Avery-Muirfield/Perimeter Loop/Perimeter Drive improvements.

Funding for the Avery-Muirfield/Perimeter Loop/Perimeter Drive improvement was programmed in

2015 as part of the Capital Improvements Program. The additional amount being requested is related to the scope of services for the design of earth retaining walls at four locations in the area.

Section 14 appropriates funding in the Upper Metro Place TIF for county auditor deductions (as explained in Section 1) and costs associated with the Post Road utility burial.

The additional \$10,000 being requested for the Post Road utility burial is directly related to the cost charged by AT&T to bury their overhead lines along Post Road. This particular improvement is part of the I270/US 33 interchange improvement, funding of which has been programmed in previous year's CIPs.

Section 18 appropriates funding in the Tartan West TIF for county auditor deductions (as explained in Section 1), costs associated with contractual services requested by the City to review the service payment revenue and collections generated within the TIF since its inception, and costs associated with the Avery Road/Brand Road Roundabout.

Funding in the amount of \$355,000 was programmed in 2016 as part of the 2016 – 2020 CIP for the Avery Road/Brand Road roundabout. These funds will go towards the design of that roundabout and property acquisition.

Section 28 appropriates funding in the Frantz Road/Dublin Road TIF for costs associated with the western roadway alignment. This project was programmed in prior year's CIPs. The 2016 – 2020 CIP contemplated \$650,000 being spent in 2015 and 2016 (\$500,000 in 2015 and \$150,000 in 2016) for architectural/engineering fees. However, no funds were expended in 2015.

Section 30 appropriates funding in the Bridge Street Fund for contractual payments, costs related to the COTA Park & Ride, and debt service on the property acquisition needed for the Riverside Drive/SR 161 roadway improvements.

Funding in the amount of \$1,536,965 is requested to fulfill the City's obligations under the Bridge Street District Cooperative Agreements signed in 2014 with the Dublin City School District and Tolles Career & Technical Center.

Funding in the amount of \$585,000 is requested for the COTA Park & Ride project. Per Resolution No. 09-16, approved February 22, 2016, the project was awarded to Jess Construction with a bid of \$578,578. The improvements that will be constructed as part of this project include 84-space Park & Ride lot and related improvements. Funding for this improvement was included in prior year's CIPs and was anticipated to be spent in 2015 but the construction did not occur until this year.

The remaining request of \$256,000 is necessary to transfer funds to pay for debt service on land acquired for the Riverside Drive/SR 161 roadway improvements.

Section 31 appropriates funding within the Vnable TIF Fund for the construction of John Shields Parkway (JSP), phase 1. JSP phase 1 was constructed in 2014 with payments to Complete General Construction being made in 2014 and 2015. At the time, construction costs were charged to the Bridge Street Fund. In 2016, an accounting adjustment was made to charge the expense against

the Vnable TIF Fund which is the appropriate account given that the revenues generated within that TIF are to be used to fund that roadway construction.

Section 33 appropriates funding within the Tuller TIF Fund for the construction of JSP, phase 2. Per Resolution No. 08-16, approved February 22, 2016, the project was awarded to Nickolas Savko and Sons with a bid of \$7,711,264.50. The budgeted amount for this project in the 2016-2020 Capital Improvements Program was \$7.3 million. The improvements that will be constructed as part of JSP, phase 2 include 3,100 feet of new roadway; storm sewer; AEP duct bank (reimbursable to the City); street lighting and electric; permeable pavers; brick walkway and cycle track; demolition of temporary COTA Park & Ride, and trees and planting.

As part of the 2016 – 2020 CIP, Staff discussed issuing debt to fund this improvement. Until a bond package is prepared (anticipated to be in the 3<sup>rd</sup> or 4<sup>th</sup> quarter of 2016), funding will be advanced from the General Fund. The service payments generated from the Tuller Flats development will ultimately be used to fund the debt service.

Sections 35 and 36 appropriates funding for transfer expense in the Sewer and Water Funds. In 2015, the City budgeted transfers of \$400,000 in order to move \$200,000 to the Water Fund and \$200,000 to the Sewer Fund from the Capital Improvements Fund in order to build reserves for waterline and sewerline allocations. Subsequently, we became aware that until the funds are expended (from the water and sewer funds), the reserved amount should remain within the Capital Improvement Fund. As such, those funds were transferred back in 2016.

Section 37 appropriates funding in the Agency Fund in the total amount of \$25,500. The Agency Funds are used to account for the assets held for distribution by the City as an agent for another entity for which the City has custodial responsibility. For this reason, the Agency Funds are considered clearing accounts and do not provide measurement of operations, and they are not required to be budgeted. However, the City prefers to monitor the accounts, and to the extent possible, not show deficit balances. Therefore, supplemental amounts are requested as shown in the accompanying ordinance. All payments made from the accounts within the Agency Fund have revenue to offset the expenses.

### **Recommendation**

Staff recommends that City Council approve Ordinance 24-16, amending the Annual Appropriations for the Fiscal Year Ending December 31, 2016, at second reading/public hearing on July 5, 2016.