

**CITY OF READING, OHIO
COUNCIL MEETING MINUTES – REGULAR SESSION
AUGUST 16, 2022 – 7:30 PM**

For the full detail of this evening's Council Meeting, please visit <http://www.icrcv.com/communities>, click on "Reading," and then click "Reading City Council 08-16-2022."

CALL TO ORDER

President Mr. Daum called the meeting to order at 7:30 PM.

INVOCATION AND PLEDGE OF ALLEGIANCE

President Mr. Daum led those in attendance in a prayer and then the Pledge of Allegiance.

ROLL CALL

Council Members Present: Mr. Powell, Mr. Bronner, Mr. Bishop, Mr. Boehner, Mr. Thamann, Mrs. Kroeger & Mrs. Eadicicco.

OTHER CITY OFFICIALS PRESENT:

Mayor Bo Bemmes, Law Director Dave Stevenson, Auditor Sabrina Smith & Clerk of Council Carla Kacher.

APPROVAL OF MINUTES: Motion to approve August 2 (Regular) Council Minutes made by Mr. Bronner, seconded by Mrs. Kroeger. Motion carried by a voice vote.

AUDIENCE ASKING PARTICIPATION: None

READING OF COMMUNICATIONS:

(1) Galbraith Road Stop Signs (Communication received by President of Council, Dwight Daum):

"The reason East Galbraith Road needs stop signs is not for speed control, but for crash prevention and damage reduction.

In the late 1990s, there were two rear-ender crashes, one at 2349 and one at 2357 East Galbraith. One of them happened when the homeowner was backing out of the driveway, and the other happened when the homeowner was turning into the driveway. I don't recall which was which, but you can ask Lieutenant Lattire, since his wife was the one involved at 2357.

Around 2005, my pickup truck was rear-ended, while I was still travelling up the hill, by a speeder in a beater vehicle. Since damage to the truck was not noticeable and the damage to the beater was significant, I asked the individual whether he wanted to file a police report. He declined, of course, and this crash went unreported. Even so, that (non)driver had to slam on his brakes in order to avoid a hospital visit.

In 2019, while I was sitting in my work truck, which was parked in my driveway, a distracted driver was going so fast up the hill that when she finally saw my neighbor's car parked in front of my house, she decided that she should try to pass it on the right, which would be in my front lawn. She reacted way too slowly and ended up plowing into the back of that car, pushing it up the hill far enough to partially block my driveway while totally destroying the back end of that car. Her car then went over the 5 inch block (not sloped) curb, went across my lawn and crashed into my work truck, shoving it off the edge of the driveway. Only when she backed up to try to drive away did her vehicle stall after striking the neighbor's car on the right side and activating the crash alarm system on her car. An eye witness estimated her pre-crash speed to be at least 50 miles per hour, yet the police report indicates a vehicle speed of 25 mph.

In each of these four instances, a stop sign at Galbraith and Knollcrest would have prevented the offending

vehicles from having so much speed that reaction time is near zero, likely preventing the first three altogether and only destroying 2 cars instead of 3 in the last instance.

In 2020, as I was pulling out of my driveway, my car was struck by a vehicle coming down the hill at 50 miles per hour. It was possible to see downhill traffic from the bottom of the driveway but impossible to see downhill traffic from the top of the driveway due to other vehicles being parked on the street and up the hill. In this instance, a stop sign at Galbraith and Marycrest would have prevented that vehicle from getting to 50 mph at that point along Galbraith, and that would have provided the gap in traffic that I needed in order to not have a wreck.

These real-world events have demonstrated that it is unsafe for residents along Galbraith to:

- 1. Back out of their driveways,*
- 2. Pull into their driveways,*
- 3. Pull out of their driveways, and*
- 4. Sit in their parked vehicles in their driveways.*

This is not to mention the three times my mailbox has been run over or into or the time that a City snow plow was going so fast up the hill that the mass of snow being ejected from the plow broke the mounting arm off the mailbox post.

I have received complaints from the residents on Ridgepoint and Harvest Lane that it is difficult to safely enter Galbraith Road, especially during peak driving hours. Stop signs downhill at Ridgepoint and uphill at Harvest would greatly improve safe access for these residents.

Since the speed sign was parked in front of my house earlier this year, I know the difference between uphill and downhill speeds, and that difference was shown in the data I presented to council. The recent report from the Police Chief only shows "Incoming" vehicle speed measurements, but I know the day the police turned the sign around, so I am able to separate uphill from downhill speeds. The speed data by itself shows the need for some kind of additional traffic regulation.

History proves that East Galbraith Road needs stop signs."

Motion made by Mr. Boehner, seconded by Mr. Powell to defer this to the Safety Committee and provide a copy of to Police Chief Edens. Motion carried by voice vote. Motion made by Mrs. Eadicicco, seconded by Mr. Thamann marking the communication received/filed. Motion carried by voice vote.

GUEST SPEAKERS:

(1) Mr. Chris Schneider (Reading Road Corridor Plan)

Presented the Reading Road Corridor Plan to Council

Introduction

The Reading Road Corridor encompasses portions of Cincinnati's first ring suburbs, which were anchored by the Carrousel Inn and Mobile 5 Star La Ronde restaurant. The corridor was quite popular 50 years ago. Today, the physical condition of this business corridor shows signs of aging and blight. It is filled with a number of vacant storefronts and abandoned parking lots. The businesses located here are typical of a worn, suburban commercial strip that has been left behind for greener pastures. Businesses include: auto dealerships, banks, payday loan stores, obsolete hotel/motels, pawn shops, cell phone stores, auto parts stores, ethnic restaurants, pharmacies, and obsolete office spaces.

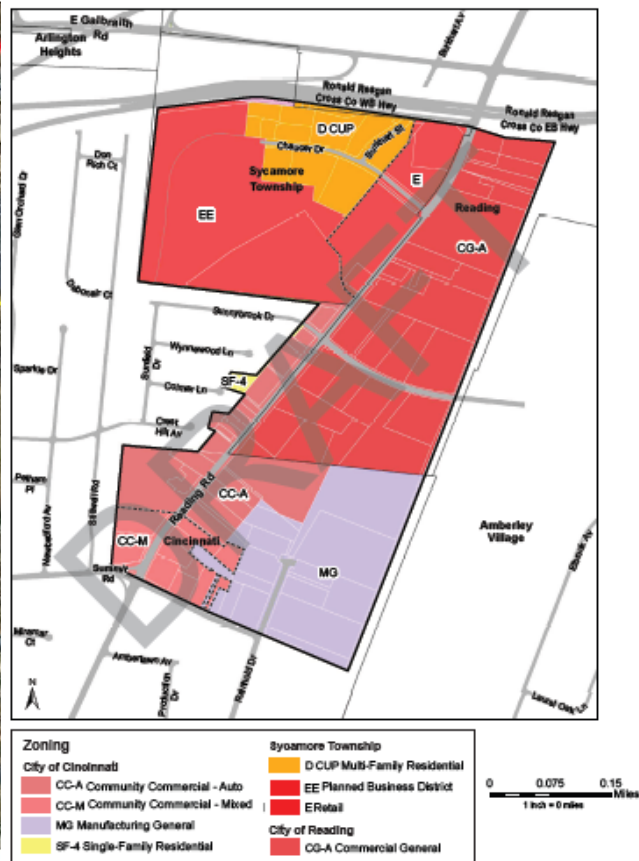
The condition of the commercial frontage does not match the solid residential neighborhood to the west or the functional industrial area to the east. For almost two decades, planners and policy makers have been concerned that the current condition of the Reading Road commercial strip could negatively impact these adjacent land uses.

In the past, planners and developers have also looked at this underutilized corridor as a redevelopment opportunity. Proposals for a big box retail development came and went in 2004.

This corridor plan focuses on the section of Reading Road just south of the Ronald Reagan Cross County Highway extending to Summit Avenue. The corridor is split by the jurisdictions of Sycamore Township, the City of Reading, and the City of Cincinnati (neighborhood of Roselawn). Amberley Village is in very close proximity to the business corridor, and some of its industrial land is part of the industrial corridor immediately to the east. Because of the opportunities for cross-jurisdictional collaboration, Hamilton County Planning + Development (HCP+D) took an interest in facilitating this corridor plan.

The purpose of this plan is to build on prior analyses of the existing physical, social and economic aspects of the business corridor and to look for ways to enhance the corridor to position it for future growth and redevelopment. This plan also identifies potential grants and funding sources to carry this vision to implementation.

In addition to many studies completed since 2000, several recent plans helped set the stage for this corridor plan and are described in the following section. An important note is that many of these plans studied a geography that is much larger than this small area plan. Other recent small area plans have focused on some of these other areas.



Steps to Collaborative Redevelopment

Catalyze a development on the corridor

Redevelopment of the 2100 Section Road/CCIS would be an important catalyst for the whole corridor and even the region, but redevelopment of a site on Reading Road would have more visible impact and would create momentum for further redevelopment. With the Port's recent purchase of the former Drake Motel and Carrousel Inn & Suites properties and the County's \$2 million contribution towards the purchase, demolition of the buildings and removal of contaminants from the site, this could be a more likely candidate for a catalytic redevelopment site. The COVID-19 pandemic has created more interest in possibilities of light industrial development of the former borrow pit and rear of the Carrousel sites that are owned by the Township. The development of this site could become a showcase for the vision for the entire corridor.

Shift from Retail Uses to a blend of Commercial and Light Industrial Uses

Initial analysis of the zoning codes and maps that pertain to the properties in the corridor shows an emphasis on retail development. Participating jurisdictions indicated an interest in replacing these retail zones with a light manufacturing designation with uniform design standards (across the jurisdictional boundaries).

This plan recommends a future land use of light industrial from Summit Avenue to the northern corporate line on the east side of Reading Road in the City of Cincinnati. Depth of parcels limits the ability to make similar land use changes on the western side of the corridor that is in the City of Cincinnati. Light industrial uses are also recommended for the portion of the corridor in the City of Reading – except for the two corners at Sunnybrook Avenue where retail uses should be considered. Finally, the portion of the corridor in Sycamore Township is also envisioned as light industrial except for the existing condominiums and townhouses on Chaucer Drive and possibly the existing office building at the Northwest corner of Chaucer Drive and Reading Road.

Existing plans support redevelopment in the corridor

The *Sycamore Township Land Use Plan-2030* identifies its portion of the Reading Road Corridor Study area as "Reading Road/Galbraith Policy Area" with "Implementation Strategies" for this Policy Area as follows:

1. Continue to consider purchasing and land banking property in this area through the Sycamore Township CIC and holding on to the property until a viable user can be found;
2. Continue partnerships with other local and regional public entities to coordinate development in the area (see Reading Road Corridor Plan);
3. Work with local realtors and developers to determine the marketability of this policy area;
4. Rezone the non-residential portions of this policy area to FF Planned Industrial;
5. Consider buffering strategies to mitigate adverse impacts on existing residential uses.

The *City of Reading, Ohio Comprehensive Master Plan October 2008* identifies its portion of the Reading Road Corridor Study as the "E-South Reading Commercial Concept Area". The Master Plan noted that the "Concept Area has excellent vehicular access, with Cross County Highway (S.R. 126) and Galbraith Road providing east-west access and Reading Road (U.S. 42) providing north-south access", and that, "this Concept Area is located in the Reading Road Community Reinvestment Area (CRA) which allows tax abatement for improvements made to commercial properties. New construction is eligible for up to 15 year tax abatement for up to 100% of the increased value after the new construction."

Modern building, lighting and landscape standards are expected to be applied by all three jurisdictions in the redevelopment of these sites.

The ensuing steps for the partner jurisdictions of this plan would be approval/adoption of the plan by the elected leadership of the City of Reading and Sycamore Township and for the City of Cincinnati, incorporation of the plan in the Bond Hill + Roselawn Plan. As of March 2022, the Sycamore Township Board of Trustees has adopted a new *Sycamore Township Land Use Plan-2030* that reflects the proposed land use of Light Industrial and Multi-family Residential in the Reading Road Corridor study area. The City of Reading also supports the proposed land use changes along the east side of Reading Road which are now primarily Commercial Use and would be changed to Industrial Use, with the exception being the two parcels that front Sunnybrook Drive. The City of Reading City Council will consider the plan for adoption after a presentation to the Council by Linda Fitzgerald, Economic Development Consultant. Carol Smith, Executive Vice-President of the Roselawn Community Council and Core Team Member of the Reading Road Corridor Plan, will present the plan to Roselawn Community Council for their consideration.

Official approval of this plan by each of the participating jurisdictions is important for several reasons. Consideration and approval by each shows a shared vision for the corridor, puts a plan in place for development, and gives each jurisdiction guidance on how development can and should occur in the corridor. Ideally, this plan will provide guidance to developers in the beginning phases of project planning and ensure they and the jurisdictions are on the same page. The future of this area is bright and with the correct implementation this vision of this corridor can be achieved.

Mrs. Eadicicco asked what the next steps are and Mr. Schneider confirmed that adoption or approval from

Reading City Council. Mr. Bronner asked if approval from Council is what is needed next or approval from the Zoning Board? Answer: Not at this early point but eventually, after Council's approval, yes.

(2) Jerry Newfarmer (Management Partners)

Presented the benefits of an organizational review to Council.

Management Partners

Helping Local Government Leaders

Management Partners provides a full range of assistance to help local government leaders make their organizations more effective. We are skilled at identifying ways to improve systems and operations, and the effectiveness of those who use them.

We have extensive experience in all aspects of local government operations as well as knowledge about how the best agencies in the country provide services.

We are committed to uncompromising quality and an individual approach to serving each client.

Our Services

- Operations Improvement
- Strategic and Business Planning
- Service Sharing and Consolidation
- Financial Planning and Budgeting
- Organization Analysis
- Goal Setting and Teambuilding
- Performance Management
- Process Improvement
- Facilitation and Training
- Interim Management
- Executive Recruitment

Commitment to Results

We tailor our work to each client's unique needs and we make a commitment to provide actionable recommendations with each project we undertake. We have a proven track record of successful engagements that lead to real results. We have a deep understanding of the public service environment and we are proud to say that as a result of our quality work many of our clients ask us to complete subsequent assignments.

Consulting Team

Our staff is comprised of leaders and managers with extensive experience in public service, as well many successful consulting engagements working together as a team. They have served as city managers, chief executives, and department directors with experience in all of the services local government provides. As a result, we understand what it takes to bring excellence to public service, and we are sensitive to the political context of leadership in public agencies.

Clients

Management Partners has completed a wide variety of projects to improve the organizational effectiveness of local government clients throughout North America. We serve cities, counties, and special districts, and have conducted organization reviews for a number of major public agencies which have produced significant operational improvements and cost efficiencies.

EXECUTIVE SESSION: None Requested

LEGISLATIVE SESSION:

READING OF RESOLUTIONS: None

READING OF ORDINANCES:

(1) AN ORDINANCE AUTHORIZING THE AUDITOR TO TRANSFER FORTY THOUSAND (\$40,000.00) DOLLARS FROM THE SEWER SERVICE FEE FUND(827) TO THE CAPITAL IMPROVEMENT FUND(340) AND AUTHORIZING THE SAFETY & SERVICE DIRECTOR TO PURCHASE A LEAF VACUUM AND LEAF BOX FOR AN AMOUNT NOT TO EXCEED \$40,000.00 FROM THE CAPITAL FUND(340) AND DECLARING AN EMERGENCY.

Motion made by Mr. Bronner, seconded by Mr. Boehner to suspend the rule that requires a third reading.

Motion carried by 7-0 roll call vote. Motion made by Mrs. Eadicicco, seconded by Mr. Kroeger to adopt the ordinance.

Motion carried by 7-0 roll call vote

ORDINANCE ADOPTED

ORDINANCE NUMBER 2022-23

(2) AN ORDINANCE AWARDING A CONTRACT TO J.K. MEURER CORP. FOR THE EAST NORTH STREET IMPROVEMENTS PROJECT FOR AN AMOUNT NOT TO EXCEED TWO HUNDRED THOUSAND (\$200,000.00) DOLLARS AND DECLARING AN EMERGENCY.

Motion made by Mrs. Eadicicco, seconded by Mr. Boehner to suspend the rule that requires a third reading.

Motion carried by 7-0 roll call vote. Motion made by Mr. Boehner, seconded by Mr. Bronner to adopt the ordinance.

Motion carried by 7-0 roll call vote

ORDINANCE ADOPTED

ORDINANCE NUMBER 2022-24

MISCELLANEOUS BUSINESS:

Mr. Bemmes -

- We are begging people to please slow down always but especially in the next few weeks due to schools opening:
- Reading Community Schools: First Day is August 17 for grades 7-12 (day starts: 7:20 am; ends at 2:10 pm M-F) August 18 for grades 1-6 (day starts at 8:10 am; ends at 2:30). The first day for pre K and K is August 22.
- MND 1st day is August 22 starting at 7:45 am.
- SPPA 1st day is August 24
- Cincinnati Classical School 1st day is August 30th starting at 7:30 a.m.
- Taste of Reading hosted by the American Legion Ladies Auxiliary is August 27 at Koenig Park, 12 noon to 11 pm. Great food, drinks, entertainment and crafts!
- Antique Car Show is September 11 at Reading Community Schools parking lot from 10 am – 3 pm.
- RBD Fall in Love is September 21, 6 – 9 pm. on Benson Street.

Mr. Bishop –

- Next Utilities, Lands & Buildings Meeting is scheduled for Thursday, August 18 at 6:30 to discuss audio visual services for Reading.
- Met with Administration and Rumpke to discuss and figure out the solution to the the Rumpke Recycling pick-up issues. The discussion went very well, and initially the plan is, if anyone continues to have problems, the first thing people need to do is first call Rumpke at 513-742-2900 and then also call 513-733-7325 (City of Reading). The goal with all of this is to create a paper trail and hold Rumpke accountable.

Mr. Boehner –

City crew have been out patching potholes in the streets

The Mulcher has been out collecting branches.

City crews painted soccer and Football fields

City crew repaired a water leak on East Crest Dr

City crews have been out trimming brush near the roadways and trees in the ROW

The roofing at City Hall is leaking again over the caucus room (3) roofing companies have been called to investigate and give bids for a new roof ,only one bid was received from Deer Park Roofing

City crews have been painting yellow curbing throughout the city

City crew torn out curbing and repaired catch basin on Ohio Ave and Marion

City crews were repairing signage throughout the city

The Vac All and the street sweeper has been out cleaning streets

City crews are checking out a sink hole on East Crest Dr

City crews have been out Painting Railroad crossings and stop bars

COUNCIL OF THE WHOLE:

ADJOURNMENT

Motion to adjourn came from Mr. Bronner and was seconded by Mr. Boehner. Motion carried by voice vote. There being no further business, the meeting was declared adjourned at 8:28 pm.

X _____

Carla Kacher
Clerk of Council

X _____

Dwight Daum
President of Council