

AGENDA

1. Open Meeting
2. Pledge of Allegiance
3. Invocation
4. Roll Call
5. Minutes – November 5, 2025
6. Committee and Official Reports
 - A. Civil Service Commission Mr. Coleman – Mrs. McNear – Mr. Dunigan
 - B. Rules and Laws Mr. Jacobs – Mr. Vanover
 - C. Finance Committee Mr. Vanover – Mrs. Webster
 - D. Planning Commission Mrs. Sullivan-Wisecup – Ms. McFarland
 - E. Board of Zoning Appeals Mr. Gleaves – Mr. Jacobs
 - F. Board of Health Ms. McFarland
 - G. Capital Improvements Mrs. Sullivan-Wisecup
 - H. O-K-I Mr. Anderson
 - I. Mayor’s Report Mayor Hawkins
 - J. Administrator’s Report Mr. Uhl – Ms. Morgan
 - K. Law Director’s Report Mr. Braun
 - L. Engineer’s Report Mr. Riggs
 - M. Zoning Code Revision Committee Mr. Gleaves
7. Communications
8. Communications from the Audience *(Five minutes each speaker, Springdale Code §30.05)*
9. Ordinances and Resolutions
 - Ordinance No. 44-2025 (Second Reading)
AUTHORIZING A PRELIMINARY ORDINANCE WITH THE STATE OF OHIO DEPARTMENT OF TRANSPORTATION FOR BRIDGE SIZE CULVERT IMPROVEMENTS AT STATE ROUTE 747 AND INTERSTATE 275 WITHIN THE CITY OF SPRINGDALE
 - Ordinance No. 45-2025 (Second Reading)
AN ORDINANCE AMENDING CHAPTER 94 OF THE SPRINGDALE CODE OF ORDINANCES REGULATING TAXATION
 - Ordinance No. 46-2025 (First Reading with Emergency)
AN ORDINANCE AUTHORIZING THE MAYOR AND CITY ADMINISTRATOR TO ENTER INTO AN AGREEMENT WITH VERDANTAS FOR FINAL DESIGN ENGINEERING FOR THE NORTHLAND BOULEVARD AND KEMPER ROAD INTERSECTION MODIFICATIONS AND SHARED USE PATH PROJECT AND DECLARING AN EMERGENCY
 - Resolution No. R19-2025
A RESOLUTION ADOPTING A CYBERSECURITY PROGRAM FOR THE CITY OF SPRINGDALE, OHIO PURSUANT TO SECTION 9.64 OF THE OHIO REVISED CODE
10. Old Business
11. New Business
12. Meetings and Announcements

13. Communications from the Audience (*Five minutes each speaker, Springdale Code §30.05*)

14. Recap of Legislative Items

15. Legislation in Development

16. Outgoing Officials Recognition

17. Adjournment

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President of Council Anderson called Council to order on November 5, 2025.

The governmental body and those in attendance recited the Pledge of Allegiance.

Ms. Browder took roll call. Council members Anderson, Gleaves, Jacobs, McFarland, Sullivan-Wisecup, Vanover and Webster were present.

The minutes of the October 15, 2025, meeting were considered. Ms. Sullivan-Wisecup made a motion to accept the minutes; Mr. Jacobs seconded. The minutes were approved with seven affirmative votes.

President Anderson: This evening, we have two presentations. One of them is from the Metropolitan Sewer District and the other is going to be from TEC Engineering on Safer Streets for All. We'll start with the Metropolitan Sewer District. If you want to come forward. Council, this is an informational presentation to us. There isn't action related to this tonight, whereas the Safer Streets for All presentation we do have legislation later that we will be considering.

Presentation – Metropolitan Sewer District (Sanitary Sewer Credit Program)

John Barton, Principal Engineer, MSD

Mr. Barton: Thank you for the time you've given to present this. You're probably not aware, you may be aware when MSD Sewer System, I'm from the Metropolitan Sewer District, I'm head of the Capital Planning Division down at MSD. When our sewers get too much rainwater coming in; I'll explain that in a minute, the basements back up in different areas of the City. That's what this presentation is about. The sewage system in Springdale there is supposed to be just toilets and showers and sinks and things like that. But sometimes the downspouts on the houses are connected to our sewers and sometimes the area drains in stairwells and stuff and when the heavy rainfall comes, it can get into our sewers and cause the water level to rise and get into the basements. So, we've been fighting against that entire history of the Metropolitan Sewer District. So, recently we passed not an ordinance or rule, but a directive to the development that we can't allow development upstream of these areas that the basements are flooding in the heavy rainfall. I know that's not been told to you before, and we're waiting to actually get some agreements in place. We've been working with the City of Sharonville, but you had a development come up recently, and so we thought we'd better bring it to your attention to let you know what we're trying to do to help development move forward. We're not against development at all, but how we can do that without putting the residents of Springdale at risk. You can see in the picture that is the sewer system of your area. So, if the flow goes from generally from the east, and the red dots are houses that have the sewers back up into those houses when there's a heavy rainfall or has in the past ten years. The goal then in our program is to remove the infiltration of water that's getting in there so the development can proceed without risk to the residents.

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Mr. Barton (continued): So, the way it rolls out, the blue line is the key one. MSD cannot allow development which would increase the flow. We can't allow people more risk to the residents that have flooding. I guess I'll say one more point about a previous point. The second point, we've been looking at the removal program we had in the 90's and early 2000's where we removed a lot of stormwater connections. And what we're finding is that houses have changed hands multiple times in those 25 to 30 years and as people who buy the house for a very short duration and turn it back over, typically called flippers, they'll oftentimes reconnect the downspouts that we paid to disconnect in the 90's and 2000's and they'll reconnect them to the sewer because it gets the water off the yard and puts it back in the sewers, so we're seeing for a number of reasons the pipes are getting older, the laterals are getting older to the houses and because of reconnections that the amount of stormwater that's getting in the system has increased over the last 25 years, so, I'm not blaming anybody. It's MSD's responsibility, but the action plan we have is to not allow the problem to get worse by adding large developments. We allow houses. The homeowner wants to add an extra bathroom or something, that's fine. We're not going to stop normal homeowner usage of their property, but we just have to stop large scale developments from adding large flows upstream of these areas. So, there's the Springdale credits area, 2050. There's a capital project on the books to fix this. There are two capital projects to fix this problem. The first one we would hope to be implemented in 2035, and the next one's not been scheduled yet. We have a tremendous backlog of work in Hamilton County and so we try to prioritize that and that's where one falls in 2035 to be constructed. The other one has not yet been prioritized. But there's two projects to solve this problem. We want to work with participating communities to remove rainfall connections; stormwater connections to the sanitary system in order to provide credits for development. So, the goal being a development comes in, the net amount of flow that's being added into sewers is actually much less than what they were previously. This is just one example in Deer Park. You can see that's Google's street view. That downspout goes into the ground, is connected to our system and the red are houses that were in our program. This is not your community. This is Deer Park. It has happened to me when we did a lot of investigation about two years ago and the red are houses that were in our program to remove connections and the green are currently connections going into the ground. I can't confirm yet that not everyone or most of those won't go to our sewer, but you can see in a lot of these red houses, there are connections that are going back into the ground. Many of them were actually paid to be removed. And now they're going back into the ground. So, this is not typical. In most of the areas that we looked, we find these reconnections and other things. Again, not blaming anybody. The homeowner wasn't aware, we didn't put it on the deed, we didn't put a lien or restriction so they would know and three homeowners later, they have no idea and they might have seen the downspout going down in their yard and there's a connection that may have been covered or filled with grout or something 25 years ago and they'll open it up and put this drain into their yard back in the system. So, the IGA (Inter-Governmental Agreement), what our difficulty is we can identify the sources and the public side ones, no problem, we can go and remove those and it's no difficulty. When we deal with a private-side resident, it's very difficult for us. One, if the connection is actually illegal, we

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Mr. Barton (continued): can't do anything because it's an illegal connection. We can't pay taxpayer money to fix that. Oftentimes, when we try and go to remove these it protracted difficulties. So, what we're working out with Sharonville, they're first in the queue, and we've all agreed to the terms of it. I'm just waiting to get the document through the bureaucratic steps, not that there's any bureaucracy here I'm sure, but I'm from MSD; I live in the world of bureaucracy. Hopefully in the next couple of days we'll have that. You have a draft of that agreement. It's been provided to the administrative team. It's a very straightforward agreement. You don't ever have to do anything based on that agreement. It simply says if you participate with us and actually help the resident remove the connection in some way, Sharonville is planning to put together a grants program that the resident could apply for. I have a connection that MSD has identified, and I don't know what to do about it. Then, Sharonville, this is just based on my discussions with them, they would give them a list of approved people. They'd say that these people are approved to do the work, and you just give us the receipt and maybe they pay ten percent or 90 percent, or maybe it's based on need. I don't know. That's something on them, but what we would do is send a letter saying, "This is an illegal connection. You're required to remove it.", and in that package would be a Sharonville letter that says, "By the way, contact us if you want assistance in removing this connection." When that connection is removed, we simply are notified by Sharonville. They get a receipt or they pay it, or whatever they do and then we would credit that on our ledger to any developments that Sharonville is going forward with on this side. The other part to that is we can do certain rehabilitation in the public side to remove the manhole covers that the water might be going in or cracked pipes and we have a system with the EPA that has been approved in our consent decree in how we track those numbers. With those communities that are partnering with us on this, we will do half the credits that are required for the development. We will do them on the public side. So, if you're required to get 500 credits or 20 credits, we would do our half. We would do at least half, and then you would do the other ones from identified sources that need to be removed. So, there's no hurry on us on our part to get this put together, but we'd like to move forward in the communities. Even if you move forward with the new government agreement, there's zero obligation on Springdale to ever do anything. It just puts in place a mechanism whereby we can partner with you so those credits that are moved can go to your account essentially to allow Springdale to have the ability to move forward with the small and medium developments and things like that. MSD will identify the connections; Springdale could work in some way to work with the residents. We provide equivalent. Springdale determines how to assist them, and then we confirm all those removals. So, you don't need the numbers here, but it's just if you remove a downspout, you can add 800 gallons a day to the sewer. It's super exciting, who cares. It's equivalent to about two houses, so each downspout would be the equivalent of about two houses, each driveway drain's three, we get credits on the public side for the lining and the manhole rehab. I'm an engineer, I'm very proud of that, but I can't do basic math. I'm sure all of you Councilmembers can do better math than I can. I was hurrying on these slides, so, I didn't want to submit a revised set right before the meeting, but, yes it's not 100,000 minus 50,000 is not 40,000, but, anyway, if you were to do 50,000 as it probably shows in the bottom, that's how many

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Mr. Barton (continued): gallons you're required to get, you'd have to remove 63 downspouts. That's a lot, but some combination of that. If you're moving forward on a program, we'd certainly want to work with you to make that happen. We don't want to stop you if you're in good faith and everybody's proceeding, we'll do whatever we can. So, we identify it, Springdale insists that the residents remove it, and then we confirm it. Lastly, our legal justification; we have a very nasty letter that we have to send if we have an illegal connection that people have to remove. Residents, when they get this letter, it's not pleasant. It's not even pleasant for them when I tell them I'm coming on their property to inspect for illegal connections. That causes a lot of angst. That's why we'd be really happy to have a Springdale letter saying, "Hey, we're partnering with MSD on this", because you guys are nice and friendly to your residents. We are very evil and bad; the perception is that we're coming in to stomp on people. We're not trying to. We're just trying to help protect. But anyway, the letter if you'll notice this little nasty line in the middle that says, "\$100 a day penalty starting after 30 days." And that's the letter we have to send if they have an illegal connection that we know of, and so we'd like to send the letter with a nice Springdale letter that says, "We'll pay it. We want to work with you." And it might be just as simple as pulling the downspout and turning it out on the ground. That's a lot of what they could be. Other communities are saying, "We don't want them to go." We've talked to Blue Ash and Sharonville, and we'd rather have it not go on the ground; we'll connect to the storm sewer; we'll connect it to the curb. I'm not sure what your ordinances are. We don't have any problem with any of those as long as it's not going in our sewer, we'll give you the credit as you build the subdivisions. That's my whole presentation. I'll take as many questions as you want, and I'd be glad to come back to follow up on this or I'd be glad to talk to anybody in person or in meetings.

President Anderson: Before we get into too many questions, just to re-level set for Council and people watching why we're doing this today, why we're talking about this today is as we've been doing a lot of these developments around the area, we're finding, as part of the developers, they check in with MSD to make sure before they do like a high rise or redevelopment, they have to make sure there's sewer capacity. What we're finding more and more is in this section that we're in there's some areas that aren't able to take much more, so that's why you're starting to see some flooding on some roads and things like that. So, this was something that Sharonville looked into with the agreement to do some credit system to get some remediation on the residential side, and then it enables our developers to then continue and keep growing inside of Springdale. So, the reason for the presentation today is to give you an idea on what type of program that could look like, and that would be something that Council would need to decide to move forward with in the future to create an agreement or start the program to do that. We might have some need to that depending on what types of developments we want to encourage and where those developments will occur. There isn't a specific issue that we're dealing with today. Like I said at the beginning, there's not an ordinance; we're not asking to do this now. It's to start being educated on it. And, if it's something we need to do, or want to do, we'll continue down that process, but that's something between Administration and Council. There'll be a

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President Anderson (continued): number of actions we'd have to take. So, that's the program overview. Let me open it up for questions.

Mayor Hawkins: To piggyback on that, we had to deal with this with regard to the Slate Apartments. They had to go through a long period of time. That was delayed while they were dealing with some things with MSD in terms of capacity as well as the laundromat they also ran into, and they had a delayed opening. So, question being, I've spoken with an individual who I don't know if she's at the top of the food chain at MSD. If she's not, she's close to it and had indicated that you guys have a lot of programs and projects and things are pushed back. You're saying the project that would impact us is out to, how far?

Mr. Barton: There are two projects and one of the first of them would be on the north side connecting essentially the Pictoria area. I can show you the location of it. I should have marked it on my map. The first of them connects the sewer on the north side of 275 across to our sewer over here and that would allow for development north of 275 in this area. That one is slated to be constructed in 2035, if nothing bumps it further back. The second project is to replace this sewer from here up to here. That one has not yet been scheduled or prioritized, so, that's probably in the 40's before that will be built. Once it's prioritized, I'd have a better idea.

Mayor Hawkins: In the first one, will that also help benefit Glendale, similar neighbors to the south too, or is that going to be more of an impact to help out Sharonville as well?

Mr. Barton: The first one just impacts this area to the north here, so it would connect across from approximately Pappadeaux's over to the far side of the railroad track there, and to our sewer. In the late 90's, early 2000's, we constructed this large Springdale sewer, and it goes to about here. So, this has capacity, and so, for instance, Tri-County Mall, I've heard that there's some plans for that. That's going to connect right now. It has the capacity to fix that flow and so we will give availability as requested. But the ones that come into that sewer to the western part of Springdale, that's where the limitations are.

Mayor Hawkins: And so, my big question is this; and I know it's going to vary depending on house to house. What are you estimating the average cost is going to be with regard to remediation when these things pop up and there's a connection into your sewer system.

Mr. Barton: So, if it's a downspout it could simply be cut to downspout off, put a turnout on it, and fill the connection with grout. So, it's probably on the order of \$100. The homeowner could do it themselves, or the City, I don't know how that would work, but you know, it's generally on the order. If I was doing my house, it would cost me \$50, but on the \$100 to \$200 limit. If it has to go to the curb, that's probably on the order of \$1,200 maybe to trench it to the curb, and put a curb cut there. If you have to get a driveway drain and pump it out, we were paying \$3,000 many years

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Mr. Barton (continued): ago, so I would expect that a plumber would probably be more than \$3,000 to \$4,000, \$5,000 depending on the length of distance. If it has to connect to the storm sewer under the road, that's extremely expensive because now you've got to dig up the road and restore it. So, if Springdale chooses to connect these to the storm sewer, it's going to be \$10,000 probably per property. But, if it's just a matter of helping them get it out on the grass, then it's probably on the order of \$100 apiece.

Mayor Hawkins: And you're indicating that MSD doesn't have any enforcement power with regard to these situations, correct?

Mr. Barton: We have enforcement power and because the connection is illegal, the enforcement power is basically "you must remove it, and we will fine you \$100 a day if you don't". That goes on their lien against their property if they don't contest it, and if they do contest it, we end up in lengthy legal; it's just time-consuming and difficult for us to enforce these each time, so, we'd much rather work in some way that the resident...if the resident is not fearful I think they'll be glad to work to get these things removed because we do want to stop the flooding. We want to stop people's basements from getting backed up. But, it's just the surprise of MSD just coming and saying, "We're going to come on your property, which Ohio Revised Code gives us the right to do because they're connected to our sewer, and then we're going to fine you if you don't fix it". That's why we're very cognizant of the fact that if Springdale is at least talking to people with us, that concern is going to be much alleviated when we come on their property and look for the connections, and test them and find them, and I can't tell you that each one is going to be easy or hard, that I can't tell you, but some of them are so simple. Like that one I showed you in Deer Park there. It was turned out, and they connected it back up. Deer Park cut it off and put a downspout, filled it with grout, then we're done. We're done. Or the resident does it.

Mayor Hawkins: Maybe I misheard you, because I saw the letter and I saw everything that's in there, but I thought you were saying before that you basically need the City to go through to enforce that process.

Mr. Barton: No, the enforcement process is entirely us.

Mayor Hawkins: Okay.

Mr. Barton: The City does nothing on enforcement. The start of the process we will send out notifications to the residents, "We're coming on to your property, here is the Ohio Revised Code, here's the Hamilton County Ordinance that allows it. It allows us to do that because you're connected." We'll go on their property and test their downspouts to see if they're connected. That's all the first step. That is frightening to some people but that just happens. We do that. And then the second one is, "We found an illegal connection. The dye we put in your downspout came into our sewer. It's illegally connected. It's a clear water connection." And then, we send an enforcement letter, that one that I showed you there, and that's entirely us as well. We are very hesitant and have been historically very hesitant to do that just because of the time

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Mr. Barton (continued): consuming and the concern on the residents' part. The first thing when they see a letter like that is "Who do I know who knows the law? Who is a lawyer or someone that I can talk to? What does this mean to me?" And we'd much rather, we'll talk to them and such, but we'd rather that they had a friendly face in the room.

Mayor Hawkins: And so, maybe that's the point. MSD has not been going through to enforce that necessarily, but with things like this setting up that Sharonville's doing and we're having these discussions on, it sort of opens the door with regard to going through and doing the enforcement that your other guys wouldn't be doing.

MSD Representative: That's correct. If the decision has been made, then we'll just have to stop development because we can't allow more flow in these sewers. But we don't want to stop development. It's an essential part of the community and Hamilton County, and Springdale. We understand that. And, so, we're dedicated to trying to serve people, but, we want to work it out in a way that's going to make this happen in the realm of legalities that we deal with and financial constraints that we deal with, so, other communities have been fairly positive about it so far, and we will eventually notify all 32 municipalities of exactly what the structure is. As I've said, the Sharonville one is kind of like our bellwether to say, "Hey, we set this up. Would you like to do the same thing?" You just happen to have a development that was talking to us in your area, and we'd better let Springdale know on that side of the City, we can't allow development in that area.

Mayor Hawkins: Last question and then I'll relinquish to the President. I hear what you're saying, and I guess here's the part of it. In terms of your intentions, I don't want to publicly have you "declaw" yourself or MSD, I shouldn't say you, MSD, but, it sounds like you're intention would be if Council were to agree to go through this process that despite all those different ramifications are within the letter that you guys conceived, that you're not going to go and seek to fine our residents \$100 a day for not remediating.

Mr. Barton: I can certainly say we'll do everything we can to avoid fining anybody for any reason \$100 a day, and if we find an economic hardship, one of the things that we are proposing, our Legal Department has proposed is that Hamilton County actually put in the budget for the City an actual program that they could apply to, people could apply to, to say, "I'm economically 'hardshipped' by this condition and I'd like to apply" and we provide them with some portion of the money. That's not public, it's just that we've been talking to Legal and they said that's what we've done. The County has done things like that, and we'd like to put something like that in place. I would like to do everything I can because just even one case that becomes difficult ties up so much time and effort on our part when we could be spending it on resources other places. We will work with the residents. We'll try to do what we can. If they completely ignore us, and they won't talk to us, then that is the outcome we have to go to. If they want more time, it's absolutely no problem. We always give them more time if they say, "I need to figure this out. I need to know what to do." That's

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Mr. Barton (continued): no problem. I can guarantee you we always give them additional time as long as they keep in communication and not just stringing us along. We'll give whatever time is needed to resolve this. We're not trying to make anybody's life difficult. It's really not our goal.

Mayor Hawkins: Obviously, we have an interest in making sure we have capacity for development. We are already seeing things and talked about issues with regard to that now. Obviously, we would love it if MSD wasn't ten years out for taking care of some of these things so that we weren't in this position. And I know, I've seen files from my predecessor going back 30 years dealing with MSD, so I know it's not.....

Mr. Barton: One of these projects has been on the books almost that long.

Mayor Hawkins: I know it's not a new thing. The balance part though is to put residents in a situation where people have to go, potentially come out of pocket or are scared of getting fined and stuff like that. So, that part is not good, but if we can strike a balance in there that will be good.

Mr. Barton: We're not going after communities at this time.

Mayor Hawkins: I understand, but what you're saying is we open Pandora's Box, that's what we're going to do.

Mr. Barton: We'd like to have a system in place before we start going and talking to your community that you're comfortable that we can move forward in this. So, if Springdale says we're not going forward on this, we'll try to partner with those communities that have interest in doing this for whatever their reasons are, and we don't have the resources to go after every community in the City at this time by any means.

Mayor Hawkins: And that's why you're here. Administratively, it's a vehicle to help us with development, but I'm just saying there's the balance part of are we going someplace we don't want to end up. That's all I'm saying.

Mr. Barton: That's a very fair question and our intention is not to make life difficult for residents or the community. I've been told 50 times, maybe 100 times. The entire purpose of this is to provide a vehicle to allow additional connections without putting residents at any greater risk. So, we can limit the program that far. Here's 14 downspouts, here's what you need to disconnect, and you go talk to those 14 residents and work that out. If there's 35 of them, tell us which 14 you want to communicate with because it looks cost effective to you, and we'll only work with those residents. At this time, our goal is to only work with those residents that you say, "Hey, these aren't cost effective, we can't pay them money." Or "They've contacted us back and they say they want to see this connected." One of the things, this is just my own personal thought is

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Mr. Barton: that if we sent the thing saying, "If you voluntarily go into this program you don't have to worry. If you don't go into this program voluntarily, eventually it's going to become a point where this illegality has to be dealt with." That's somewhere down the road so that incentivizes them to say, "Hey, let me talk to Springdale and see if they can help me with this". And then they get it disconnected, they voluntarily join, they disconnect and they're settled. We don't want to send any nasty letters for a long, long time. We just want to solve the problem and prevent basement flooding.

President Anderson: But that is important for Council to understand or to highlight. If we go down this path, fundamentally we are inviting inspections in the community that could create some of these situations but identify some of these situations that already exist that are causing flooding. But we would be inviting those inspections. The point of the program is to make it easier to remediate them so that we can encourage the development we need to in certain areas of the City. Fundamentally, that's what the program is for and that's why we're talking about it tonight. But we would be taking action to invite inspections. We have heard that they may not do aggressive enforcement today, but once an illegal spout has been identified, they have the right to do that.

Mr. Barton: I would clarify too that it is our intention over the long term to implement a removal program to move ahead on removal everywhere we can to prevent this. So, we just can't focus everywhere, so we're trying to work with those communities in as soft and gentle a way as possible and to invite to get resident's problems fixed as effectively as we can.

President Anderson: At the point where being overworked is actually working to our benefit if you're backlogged. We have a few more questions we can get to.

Mr. Jacobs: Thanks for coming out. This is really sobering information, and I don't want to challenge any math approach here. I was curious about the issue of downspouts. We've had a flat population for 20 years. Would you characterize the downspouts as a major cause of this, or something that we can mitigate easier? Because it seems like downspouts causing this much trouble is a surprise to me, but I'm learning a lot.

Mr. Barton: We did flow monitoring in the sewers out here three, four years ago and the water in some of the areas is very cold when it comes in, so cold water in the winter. We did it in January, looked at the temperature of the water in the sewer as well as measuring the flow, and we saw that it was very cold when the rainwater comes in January. So, we notice some things that are directly connected. A portion of that is our manhole covers are vented. If you see that, they have 15 holes in them. So, actually right now if you were to drive down a street in Springdale, you'd see our crews out there actually blocking the manholes in areas where the flow can pass over the manhole. So, we're already taking actions as expeditiously as we can, but there are things that are directly connected. Those downspouts; the area drains in the yard, are they a basement stairwell going down the backyard with a drain on the floor? Are

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Mr. Barton (continued): they depressed driveways? Depressed driveways are difficult and more costly to remove. A downspout is very easy. I can't, at this point, tell you what that distribution is. We would definitely want to target a downspout over a driveway drain just because the cost benefit is much higher there for the effort that it takes and the value we get for the removal. And, we don't have to go after everyone. We have to get compensation for the additional development. That's what we have to do. What timeframe we go after all of them might be long after my career at the City.

Mr. Vanover: First off, not all downspouts going into the ground are going into the sanitary sewers.

Mr. Barton: You're correct.

Mr. Vanover: They've got a french drain and primarily newer construction is pulled out. The manhole covers; we've got one over in our neighborhood. As a matter of fact, Public Works was over there today that it seems like it's either being flipped, or something's not right and it's flipping up and a couple of times have gone through there and it's completely off. But, that dark green line on the right-hand side there, that's 615a correct?

Mr. Barton: I'm not sure of the sewer number. I believe it's a 48" or a 60" pipe that goes all the way down.

Mr. Vanover: In the 90's, they came through and did that, relieving some of the overflows into the creek.

Mr. Barton: That's correct.

Mr. Vanover: And you said that the 2037 project is going to tie into that?

Mr. Barton: So, the 2035 project will tie across from essentially at Pappadeaux's, it will tie across and connect to the sewer over here. So, we'll take this piece of the sewer, plus any development that comes in, off this overloaded pipe and move it over to the pipe here where there's adequate capacity for it to connect to.

Mr. Vanover: And what effect is that bridge/junction going to have on that existing 615a? Because downstream then you've just increased the flow in there. Where's it at on capacity?

Mr. Barton: This pipe is large enough all the way down to the junction with the line coming from Sharonville, which is just upstream of what used to be our largest SS0700. There's a restriction in the pipe there when this was constructed and it overflows to this day; our final remedial plan solves that problem. The projects I mentioned, like yours, are way ahead of our final remedial plan, but we're willing to allow development to take place if that's the only impact. We have to stop it where there are basements flooding. And that problem won't be solved until MSD resolves its consent decree in the

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Mr. Barton (continued): future. So, it takes it about two miles down to close to SS0700 where historically the overflows are large. Just put in another million-gallon tank in there about two, three years ago to reduce that overflow further and it's much less now than it was, but that's a process that will take another 30 to 40 or more years.

Mr. Vanover: And just another quick question. Has there been any thought separating sanitary water from gray water?

Mr. Barton: No. Not in this area. If there were storm pipes connected, we would immediately go after those first if there was a storm sewer. The actual house construction we don't do anything with that, so if a homeowner, I don't know what you can do for recycling or anything like that, but we don't require houses, neither do plumbing codes here, require a homeowner to separate the dark water from the gray water.

Mr. Jacobs: It sounds like you were saying that downspouts are a major contributor; something we can mitigate. I will mention that I'm right near one of those red dots, and a lot of my fellow resident are there on Rose and Kemper. My other question is looking forward; you had mentioned that we can't put restrictions on deeds to prevent this reconnection from happening. Could we do that going forward?

Mr. Barton: We can. So, there's things we can do that were not done in the 90's. So, we have receipts that are in paper and they're in boxes that are in an attic that I can't get to quite yet. But, as soon as I get those receipts, I'll know exactly where may have actually paid a bill to remove them and that will be in our database that we'll structure so we can start with those properties. Like, okay, we have a bill here, we paid this property \$400 or \$5,000, whatever it was to remove the downspout. It has to be disconnected again, so that will be our first line of defense. Just happened to build a new building and the archivist won't let me get to the papers until they finished transferring. I know it's a bureaucracy. I can't change the way those are, but, as soon as I get that, I'll tell you where they are.

Mr. Jacobs: So, you don't lack the ability to attach this as a restriction. The legal ability it's a pragmatic situation in terms of being able to actually do it. You're allowed to do it, but you're having trouble actually doing it.

Mr. Barton: We will do it. So, Legal has said that we should be putting this on the deed as a restriction and we should be putting a little magnet on their refrigerator to let them know not to reconnect it and we are also implementing, on my side, a database of all of these that will have an inspection process so every five to ten years, in perpetuity, until things change, but, in perpetuity they will be reinspected to confirm that they don't reconnect. But they will go on the deed as restrictions are planned. Again, the IGA is our first legal hurdle and then those other steps are our next ones, but our intention is to do that.

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Mr. Jacobs: Thank you.

President Anderson: I must say that testing process on the homeowner's property, it's just a matter of connecting to that spout, putting dye in, and seeing where it comes out. It's nothing more. You're not digging up the ground.

Mr. Barton: We're not digging anything up.

President Anderson: You're not going into the sewers.

Mr. Barton: So, we have a new process that was pioneered by a group in California for actually testing the downspouts with sound from our sewer. So, we actually broadcast sound in there. We've been prototyping that. If that works, we won't even put dye in their connection. We'll just listen with a microphone. A contact microphone in the downspout and see if the sound makes it through. We haven't finished that testing, but we have actually five new technologies at MSD. That one is not our original one; we're testing it. We've other technologies that are brand new that MSD has pioneered that allow us to find more effectively the sources without actually bothering the residents as much, but the ultimate test, if everything else fails, if we put dye in there and it comes out in our sewer, then we know it's positively connected.

President Anderson: And then last thing in terms of timeline and process, I know Sharonville is going through this now, and it's kind of the test case for getting some of the newer agreements put together. Do you have an idea on what the lead time we should expect is if we decide we want to move forward. Is this something that we plan for three months from now, twelve months from now, or is it like we sign some documents and you guys start coming out next week?

Mr. Barton: So, we're already doing manhole covers in your neighborhoods to help mitigate the process if you see our crews out there. Secondly, I have funding that came through at the end of the year, and I've already funded a contractor who's willing to come and start inspections here. So, if we have positive attention to move ahead, we will start the inspections immediately. The money's already appropriated from our end. On your end, you would have to decide what your timeframe is. We would like to start moving this summer because we will do our best testing in the spring when the rains and groundwater is wet, the dye moves through faster, and we can see sources with cameras easier. So, we'd like to do our testing primarily in the early to mid spring and give you a list of, "Hey, here's 24 downspouts", and you can start working this summer. If that's not your intention to start this year, that's not a problem. We can start our piece whenever and we can hold off on that Springdale inspection piece which is just categorizing where we have to test. We don't have any need to, it's just the funding came up two months ago and so those communities that had already been talking with us, we've set up the contractor and the money and they have plenty of other places to work so it's not like we need to start here in Springdale or are pushing to start here in Springdale, which we can. We can start right away. We can give you a list by

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Mr. Barton (continued): April, or you can start disconnecting, however that process would work. But there's no pressure. You could wait a year, and that would not be a problem for us in a sense.

President Anderson: That's helpful because if we have developers coming in or if they have a tight timeline at least we know if we need to get credit, we know what that lead time looks like, so that's helpful. Any other questions, at least tonight? (None) I know sewers is a great way to start a meeting. We really appreciate you coming in. It was very informational, and I think these slides are available if anybody wants them to review them and then I'm sure we'll be talking about this again.

Mr. Barton: Thank you very much for your time. I appreciate it.

President Anderson: Thank you.

Presentation – TEC Engineering, Inc. (Safe Streets For All Study)

President Anderson: Next up, we're going to have a presentation from TEC Engineering on Safe Streets For All Study. This is something I did mention. You'll notice later in the agenda we do have a resolution related to this presentation, so we'll go through the presentation. If you have questions for the presenters, you'll have that opportunity. We tend to want to keep any deliberation or questions, like in terms of pass or not in the resolution when we talk about later, but do plan to ask your questions about the study itself during the presentation section.

Mr. Williams: Thank you. My name is Ed Williams with TEC Engineering, and Andrea Harth is also here. We'll both be presenting. You guys are lucky. You get three engineers in a row about crashes and sewers so it's an exciting night. I want to thank you guys for the ability to come out and talk tonight. Andrea and I both have worked for TEC for a very long time. Most of that has been in Springdale and it's been exciting to do this project and look at crashes in the area. Just kind of a background. This started with a FHWA Grant to do an Action Plan which really looks at a data-driven approach looking at crashes in the City. And so, we looked at every single crash in a five-year period in the City. Really the plan is to look at the data, focus in on the serious and injury crashes and then come up with not only a methodology to come up with projects and identify things that can make the streets safer for everybody, but also to develop a process that this can be repeated. You guys can look at crashes in the future, identify what has worked, and what you've done to make the streets safer. And then repeat that process so that you can continue on. So, that's kind of what this says. The other slide about the vision zero basically focuses on fatal and serious injuries. So, a lot of the stuff we're going to talk about tonight there's thousands of crashes in the City. We really are focusing in on those fatal and serious ones because those are the ones that cause the most damage to the people on the roads. And, then look at improving safety counter measures. So, at the end of this that's what we focused in on is what were the crashes, how can we prevent them, and what proven counter measures can we implement to start to make the streets safer and come up with

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Mr. Williams (continued): plans and funding mechanisms which we'll talk about tonight. So, I'll let Andrea talk about some of the process. And, again, Vision Zero we talked about that.

Ms. Harth: So, I'm going to wrap up a year worth of reporting and planning into these few slides. So, here we go. So, we started this, again, at the end of 2024, beginning of 2025 we've been working on this. So, we kind of wanted to go through the action plan contents. It's actually more of our whole process and procedure of how we got to the final action plan. I call it "report" a lot, but I really like the term "action plan"; it is more than a report; it is a plan. And it's a living document also, so that's why this is kind of a little circular, a visual for it. The process should be repeated; it should be updated. It's a living document to help create these projects to make the streets safer. So, I'm going to go through these quickly with some more detail on a few of them. Commitment statement, introduction. We want to make streets safer, study area, the whole City. We do look at past planning and the ongoing projects just so we're not duplicating some of those processes. I want to talk a little bit about the equity and engagement. So, we had a few different kinds of engagement. So, we had one thing which was the task force. So, the task force includes City Officials, City Engineer, representatives from Police and Fire just to make sure that we are getting a broad spectrum of what the City feels are some of the areas to improve safety and we had several meetings with the Task Force. We also had an online survey that hopefully you saw. We got 20 responses; hoped for a few more. Every response is a good response. We look at a lot of data, but the data is not the everyday person who drives through here. Data is not the "close calls", "this feels unsafe", and that's a real problem that they feel unsafe because if they feel unsafe, they are unsafe, so we did do the survey. So, that's kind of the engagement part. The equity part is just making sure we're looking at the whole City and not singling out any neighborhood, and visually we're looking at the whole City and all the neighborhoods. We did crash analysis. It's one little part here and it is a huge part of what we did; a lot of GIS, a lot of data. And then, we make our priority listing, proposed improvement and implementation and we'll get through those as we continue on. Very, very broad crash overview here. We did a lot of maps. Just one little overview; 2,300 crashes and I think a big part is 24% of those were injuries or fatalities. So, that's again what we're looking at here. That does not include actual mainline 275. You can't do much of the City on mainline 275, so we did not include that. It does include the ramp connections, and we do have some recommendations there. And it also does, just for notes, include like Crescentville that's split half Springdale, half the County/Township; we included the whole street. So, you can kind of see your trends there. Just maps because we like to put things on maps. A heat map kind of showing where the crashes are. You can see Princeton Pike, Springfield Pike. Bicycle crashes; only a few. That's good, but we're also trying to improve your bike network. And then pedestrian crashes; just a handful. Again, this is a lot of steps just to say that we did a lot of analysis. So, I just kind of go through them quickly is we take all the crashes and they're in a giant database, we assign them to different spots or segments, and the spot is usually an intersection. A segment is usually a corridor. You look at the different features of those segments, calculate crash frequency and crash rate. That's just one thing I'm going to touch on kind of quickly is frequency says there's a lot of crashes

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Ms. Harth (continued): here. You know you have Princeton Pike and Kemper; there's a lot of crashes there. The crash rate is saying we have this many crashes per this many cars and that's important because there are lower volume roads, they may only have 20 crashes, but there's only 1,000 cars a day. I don't know, but the idea of those need to be represented as well it can't just be the big streets. It can't just be the ramps; it can't just be the main arterials. We have to look at neighborhoods and the small lower-volume roads. So, after we do that, we made a priority list which we will go through when Ed gets back up here and then presents our project sites to the task force. As we transition back to Ed, these are the high priority locations, again you can see spots, segments, and then the spots and segments with active improvements just to kind of separate those out.

Mr. Williams: So, we went through all of the data analysis, all the different things and these are kind of the ones that rose to the top and I had a couple of things to point out on these that kind of surprises me is Chesterdale Road jumped up and Andrea had talked about if we just went through and looked the high crash locations it's going to be Princeton Pike and Kemper and Springfield Pike and Kemper and Crescentville, but Chesterdale Road jumped up. There were several injury crashes on that road. A lot of stuff on West Kemper so Rose, and Kenn and those intersections. Those were, when you get into the data and we've done a couple of these it's always like, "Well, where did this intersection come from? I don't normally think about this intersection." Having driven through the City a lot, and, obviously, we pull up the spots and segments with active improvements because yes, Northland has had some crashes. There's an active project there to fix some things, and the important thing is in a couple of years from now, when that project is done, looking back at the data and going, "What changed? How did this improve that situation? Are there lessons to be learned from what we did on that road that could be done somewhere else?" Kemper and Northland shared use path there's obviously an improvement at Kemper and Northland, there's the shared use path project that you guys are doing over near Century, so, all of those projects looking in the future and going, "What did that result in and did that really reduce crashes and severity of crashes." And, so, this was kind of when we went through that process and kind of started to put together project lists and project areas, this is kind of what came out of that. There's everything from small minor projects in here and some projects and some intersections and segments have multiple ideas that can be done in those. Some of them are small; restriping an intersection; restriping a corridor. Some of them are bigger; roundabouts that could possibly be looked at. The entire West Kemper area and one of the comments that we got on that was speed and there's speed comments all over the place, but one of the comments on that was speed, so maybe looking at improvements along that corridor to try to slow down speeds and make the intersections a little bit safer. So, that kind of is the nutshell of some of the projects that were proposed out of analysis that came out because of all the data analysis and all that stuff, the final thing that we'll talk about is funding for those projects. So, each of those projects has a way to fund it. There is funding, federal funding. We worked with Hamilton. We were able to get \$12 million dollars for implementation funding for Hamilton through SS4A. There's local funding; STBG, TA, CMAC. Those are all OKI funds that are available through the

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Mr. Williams (continued): OKI. Those are up to \$6 million in an 80/20 split. The HSIP, which is through ODOT the Highway Safety Improvement Program, that's also really good funding. Millions of dollars available there; that's a 90/10 split. So, it's 90 cents on the dollar; it's a lot better. And, of course, some of the local funding that's out there, the OPWC, the MTIF. Those can all be used to reduce the match for each of those federal funding programs. So, and as I said, the SS4A Implementation Grant that's an 80/20 grant for the entire process, so it's designed through construction which some of those other grants are 80/20 only on construction, so, there's different methods to pay for different things, but that's kind of an encapsulation of the process that we're going through now. The idea, as Andrea mentioned on this project is going through process of identifying crash locations, coming up with ideas and projects and then repeating this process in a couple of years after projects like Northland Boulevard and Northland and Kemper are done and seeing how that improved and we've done this in other communities and seen, "Hey these projects really worked. We did some minor little things here, some restriping, some high visibility crosswalks and hey the pedestrian crashes really went down." That's what you're trying to get to through this process and really make the streets safer. As Andrea said, that was a quick encapsulation of a year process.

President Anderson: So, Council, if there's questions for the presentation, this is your opportunity to ask them. We will have the legislation that was in your packet later to talk about Resolution No. R18-2025, and we'll have that discussion later in our agenda. Just a few questions for you.

Mr. Vanover: At 747 and Crescentville Road, I am on there constantly. The lady sitting behind you will verify what aspects of this will take care of traffic running the red lights? Because it is becoming ridiculous. A yellow light just means "speed up" to get there quicker.

Mr. Williams: So, there are opportunities that could be done to try. There are some things with the signal we could do to make that work better. That intersection has grown and it's a large intersection. I know a couple of years ago we had discussions. ODOT had approached the City on some things that could be done there. That didn't come to fruition from ODOT's perspective, but I do think there's opportunities to try to, I'm going to use the word "decrease", but I don't mean "reduce" lanes but decrease the size of the intersection. I think there's opportunities to put some technology in that could help with the red light running that's there. Overall, with that corridor I think there's opportunities just like I think you guys did years ago on State Route 4 to try to get people in the right lane at the right location. I think there's opportunities there because I do think that leads to some driver frustration and then creates some of those red lights. So, all of those things are potential for that intersection.

Mr. Vanover: And the other at that intersection, and actually several of them is the right hand turn on red because drivers have forgotten the last three words, or last two words after "stop", and they take it as a continuous right-hand turn. And, specifically at

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Mr. Vanover (continued): Crescentville and 747 I see it tremendously, especially northbound traffic coming into the intersection and you get the turn signals, they just go.

Mr. Williams: I agree. Drivers are getting more distracted.

Mr. Gleaves: Thanks for coming down. We've got a very low number of responses within two months. Did you consider and why is it just two months that you use with such low data?

Mr. Williams: So, we obviously put that out there and we went through social media. I had it put on OKI's website. I think we had it on LinkedIn or Facebook, I think we put it out there trying to get more responses and we just didn't get the responses.

President Anderson: We also talked about it here in Council. After OKI we announced it and shared the URL. We can always try to get more responses, but we advertised it here too from the dais.

Mr. Williams: And, what we tried to do and Andrea talked about it a little bit we created an online map so that people could just drop a point and say, "I feel this is unsafe for a reason" so that it was easier to identify those locations and try to describe what's the intersection of these two roads and we can definitely open it back up and see if we can get more responses, but we tried a number of methods to push it out there.

President Anderson: I can tell you the streets and intersection identified aren't a surprise for anyone that's lived here for any amount of time.

Mr. Jacobs: Thanks for coming out. Kemper is in the presentation again. Kemper and Rose I've seen horrific accidents there. You had a proposed list, maybe ten, I believe it was around ten. Is that ranked or was that just randomly numbered?

Mr. Williams: So, that was not necessarily ranked; those were randomly numbered. Those were the locations that did pop up to the list as Andrea talked about, we ranked spots and segments, and we came up with two different ways to rank both of them to see. Kemper and 747 is always going to be the top. Kemper and Princeton Pike are always going to be bad corridors with a lot of crashes but trying to see where there are other places that could jump up.

Mr. Uhl: Just want to piggyback on a couple of things. This task force and this presentation as ultimately this action plan is kind of the catalyst that helps us apply for future funding mechanisms to help make our streets a little safer to traverse through both pedestrian, vehicular and whatever methods may come in the future. So, this is kind of that first building block that we need to be eligible and as many people have said and thought, we all know what those problem areas are within the City, especially as we began talking through the task force and what not. Police, Fire,

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Mr. Uhl (continued): Public Works, they all identified all of our problem areas. But, it's great in our heads, but we needed it down on paper in a plan with an action plan and then now we can start to begin to apply for some of these other funding sources to help alleviate some of our issues and the main objective is to significantly reduce what those serious-injury auto accidents and fatalities are within our City and we believe we can get to that point hopefully. There's some driver inattention that we can't necessarily take out of the equation, but physically we're going to try and do what we can and how we build out some of these road networks and these intersections too to significantly reduce our transportation network here within the City.

President Anderson: I can tell you on the distracted driving side I did see in a presentation, I think it was with OKI they had some interesting ways to address that even with road design where they had "bump outs" because the center lane isn't straight anymore, they made them weaving intentionally just to keep the driver engaged. I was surprised that those were good options, but apparently, they had some good results in the right place. So, even distracted driving can be addressed with some of these programs, which I think is great.

Mr. Vanover: On the fatalities, was there any breakdown between personal vehicles, private passenger vehicles versus trucks; semis specifically because we have an overabundance, especially on 747 and Crescentville, with truck terminals all over. Was there any, what do you want to call it, minute breakdown on the effect of that, or is that just a crash is a crash?

Mr. Williams: No, we went through every single fatality and serious injury crash to look at what exactly was going on with each one so that we could understand and obviously there's different reasons for different crashes, but we did go through that. We tried to look at different vehicle types, times of day, days of the year, that kind of stuff, so we did look at that.

Ms. Harth: If I can just jump in, we actually had the fatalities kind of labelled out in the plan. I don't see anything specifically about large trucks, but we did individually look at those and kind of read, because you have to read what happens. It's more than just the numbers. So, four included either motorcycles, pedestrians; four of the eight, and four were passenger cars. One was a semi truck which struck the rear of a parked truck. So, I guess one involved a truck.

Mr. Vanover: Well, and I know the tractor trailers where they're coming in approaching the 275 east and west intersection where well, the right hand lane turns and goes 275 west and we have signage on the overpass and it drives me crazy because trucks will get up to, should be turning on to 275 west and then they're trying to slide over and they're ten feet further up in the air than what most of us are, so that issue, luckily, I don't think there's been too many accidents there, but it definitely bottlenecks the traffic flow.

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Ms. Harth: To your earlier question or discussion about the red light running at Crescentville, that's a lot of trucks. When we actually looked at the number, I think the want approach was 13%; normally we're looking at two to four percent. So, I think when we talk about red light running, a lot of its visibility and if there's a truck in front of you, you just go. So, I think when we do look at an improvement there, whether it's a new signal, you've got to take that into account and make things more visible because that's a lot of trucks.

Mr. Gleaves: You mentioned roundabouts. Okay, when you build a roundabout, you can't say I'm going to turn back and do something different, so, with all the roundabouts that have been built, what are the reasons now to build one and how safe have they become?

Mr. Williams: I will say this; I think if you look at roundabouts in the area, a lot of them, the rear ends go up. The rear end crashes go up and some of the side swipes go up but those are not the injury crashes, and, so, I do think you look at the Blue Ash roundabouts, I think you look at the one obviously the Moeller one down in Montgomery is pretty big, but signaling roundabouts are more common than they used to be. Butler County has put in a ton of roundabouts over the area of the years. I think that there are certain types of crashes that do go up. Those crashes are less severe and usually not injury crashes. All crashes are bad, but those crashes are better than a T-bone because someone tried to judge a gap and get out on to Kemper that they didn't think they could get on to. So, I think those roundabouts at those intersections tend to be smaller because Kemper is a two-lane road over there. I think you could do something with a single lane roundabout that would flow traffic very well and would allow that to work well.

Mrs. Webster: I hate those roundabouts. I've had almost two head on crashes trying to drive on them. I don't think they're safer or anything. What do they do for you?

Mr. Williams: I mean, there are statistics that show it does decrease the angle crashes, which are usually where you get injuries and fatalities. Those cut out because you're turning right. It does move traffic constantly so it's not waiting on a side street typically. It does move traffic continuously. I agree, there are people that are still not driving the correct way on roundabouts. Just the other day I drove through one and someone made a left, and I don't know why they made a left, but they went the wrong way, so there are unfortunately people that do the wrong thing, but there are a lot of statistics that those crashes; those serious and fatality crashes are less.

Mrs. Webster: I think they're dangerous. I really think they're dangerous from my own experience. But I don't know.

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Mr. Vanover: What did you find on 747 where the exit out of Strategic Way on to 747. Supposedly it's right hand turn only, but probably everybody in the room has seen somebody come out and do a U-turn across six lanes of traffic. Is there anything?

Mr. Williams: So, on that section of 747 we actually came up with a couple of different recommendations and to combat different things. And so, there's obviously the discussion you talked about with the red light running at 747 and Crescentville, the people being in the incorrect lanes as they close in down towards Progress Place and down to 275. I mean there are things that you could look at trying to do on that section to try to make that "right in/right out" more robust. Obviously, there are businesses across the street, so other fuller, bigger median things are difficult because there are businesses over there that need access. But there are things you could do to make that movement more difficult.

Ms. Harth: We even talked some places about a traversable median, so it's like a little bumpy, so not great to go across, but it's possible is one thing we've discussed. But that is specifically in the plan. That section right there.

President Anderson: Again, thank you for coming in. I know we went through it pretty quickly for what it was. That's a lot of work that went into that. I know all the data analysis, and I appreciate your engineering brains is what I'm saying, so thank you for helping us develop the plan and all the work that went into it.

Mr. Williams: As Brian said, all that data, all of that's really good for any grant application.

Communications - None

Communications from the Audience

Ms. Tudor: Hello. Julie Tudor; 669 Park Avenue. I just had a question for Administration about the lights that are out in the parking lot. I noticed it coming in tonight. It is so dark out there and so very dangerous. We have a lot of women here, we have a couple of children out there, so, this is like for a month it's been dark out there and now that it's getting darker sooner, it's really dark.

Mr. Uhl: Yes. The lights out there are on a switch with the chiller that's being replaced currently. Some of the timing that was in place for some prior meetings has been adjusted because breakers were turned because we had LED lighting improvements going on for several months here, they had to turn certain circuit breakers off to work on some of the exterior lights. Some of those didn't get turned back on and/or when they got turned back on the lighting mechanism or the timer was no longer in sync, so it was coming on later or earlier and mistimed. As soon as those things wrap up, we'll get all of those on at the appropriate times.

Ms. Tudor: How soon do you think that's going to be? It's been like this for a month.

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Mr. Uhl: So, the chiller itself, the new chiller was put in place this morning with a crane. I would anticipate all the necessary wiring and whatnot to be back in place in the next couple of days, so I would say before our next meeting you should see lighting improvements in the parking lot.

Ms. Tudor: Alright. Thank you. I appreciate it.

President Anderson: Thank you for that, Mr. Uhl.

Ordinances and Resolutions

Ordinance No. 43-2025

AN ORDINANCE DECLARING CERTAIN CITY PROPERTY AS SURPLUS PROPERTY AND AUTHORIZING THE SALE, DISPOSAL, OR TRANSFER OF SURPLUS PROPERTY

Ms. Sullivan-Wisecup made a motion to adopt Ordinance No. 43-2025; Mr. Jacobs seconded.

Ordinance No. 43-2025 passes with seven affirmative votes.

Ordinance No. 44-2025 (First Reading)

AUTHORIZING A PRELIMINARY ORDINANCE WITH THE STATE OF OHIO DEPARTMENT OF TRANSPORTATION FOR BRIDGE SIZE CULVERT IMPROVEMENTS AT STATE ROUTE 747 AND INTERSTATE 275 WITHIN THE CITY OF SPRINGDALE

President Anderson: Council, this was the first reading of Ordinance No. 44-2025. Any questions or discussion this evening? (None) Seeing none, we will have this on our next agenda.

Ordinance No. 45-2025 (First Reading)

AN ORDINANCE AMENDING CHAPTER 94 OF THE SPRINGDALE CODE OF ORDINANCES REGULATING TAXATION

President Anderson: Council, you've heard the first reading of Ordinance No. 45-2025. Any questions or discussion this evening? (None) Seeing none, we will see this again at our next meeting.

Resolution No. R18-2025

A RESOLUTION ADOPTING THE "SS4A AND VISION ZERO PLAN: SHAPING THE FUTURE OF SPRINGDALE STREETS" SAFE STREETS FOR ALL ACTION PLAN FOR THE CITY OF SPRINGDALE, OHIO

President Anderson: Lastly, we have Resolution R18-2025 and I just want to verify Mr. Braun we can act on this tonight if we decide to? (nodded 'yes') Thank you.

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Ms. Sullivan-Wisecup made a motion to adopt Resolution No. R18-2025; Ms. McFarland seconded.

Resolution No. R18-2025 passes with seven affirmative votes.

Old Business – America 250

President Anderson: We have two items on the agenda already listed for this evening. The first one was America 250. I'm not sure if there's an update from Administration on progress that's been made there, but this was left on here from our previous meeting. You may recall that we voted to join the America 250 group. We submitted an application that we mentioned last time and in the last meeting we said that we were going to talk about forming the required committee either tonight, or in an upcoming meeting. That committee that's supposed to work on programming and getting things moving and working with the wider group is supposed to include one to two elected officials, and should also include, or could include members from the community that represent civic organizations. So, we were, at least, in the last meeting, trying to be mindful of the fact that we had an election in the City this week and there's some changes in Council, so we wanted to make sure that we accounted for that. So, knowing that background, we have the opportunity tonight to talk about committee appointments, or we can wait until that next group is seated and do it as a whole. So, I didn't know what Council wanted to do on that. We can leave it on the agenda and hold it, or we can start talking about ideas for that.

Mr. Jacobs: I would support waiting until the new Council is seated for what it's worth from my seat. Thank you.

Ms. McFarland: I agree on waiting, but isn't there a timeframe we had to follow?

President Anderson: There is.

Mr. Uhl: The timeframe was just within the first 30 days we had to start beginning these conversations about a Planning Committee and whatnot. We don't necessarily have to have a formed one set in stone and then send that back up to anyone. They just want things to keep moving.

President Anderson: And we'll share there is interest in the Community for it. I know when I spoke with some people in the Community about the America 250 program, there was interest and excitement. I know at least one local artist who had been doing work with the Rec Center reached out talking about leading the project during one of those monthly assignments painting a mural or doing some adjustments to some of our street art and making those a Community event where people could come and participate as a group and do a patriotic mural or something like that in an area in Springdale. So, even if we don't have the Committee formed tonight, just know that you don't have to wait until that Committee is formed as individuals or Elected Officials to reach out and talk about people and the program. You've got all the information on

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President Anderson (continued): the website about what the intent of it is. How Springdale makes it its own is really up to us. So, you can have that, and we can start planning those projects. Just know that that's available.

Maximum Residential Occupancy Limits – Ohio Municipal League

President Anderson: We'll move on to the next item which is Maximum Residential Occupancy Limits. This was an update. We had spoke in our last meeting asking Administration to reach out to the Ohio Municipal League talking about occupancy limits and I think there might be an update on that.

Mr. Uhl: The Ohio Municipal League, I wanted to reach out to them. As far as rentals are concerned, the only thing that they are really working towards are short-term rentals. Those are the only things that keep resurfacing and where they're focusing a lot of attention. They don't have anything in the pipeline or have had any other inquiries about occupancy limitations for rental properties as far as what we are experiencing. The short answer is they don't have anything in the pipeline currently.

President Anderson: So, that would then kick it back to Council. We had talked about at least drafting a note to send to our Ohio legislatures and our federal representatives just to raise the awareness that this is an issue we're having, so that's something that's still on the table if that's something that Council wants to do.

Ms. Sullivan-Wisecup: I think that wouldn't hurt anything to get that going just to let them know that it's something that's a concern and let that be on their radar for them to get back to us.

Mr. Vanover: Say we do draft this, could we go back to the Ohio Municipal League and see if there's any interest in any of the communities wanting to join in sending this resolution or whatever we do? Obviously, more numbers the more it stresses that this is an impact and an important topic.

President Anderson: So, that's certainly an option that we could do. There are different paths we could take. We could draft our suggested resolution and take that to other communities and see or to the Municipal League. Again, just like with the America 250, not having a Committee does not prevent any of us from talking to our peers in other communities. We can do that even before then, but really the question is, I guess maybe Mr. Vanover, what do you think would be more effective from your experience would it be drafting the resolution and then taking that to the League, or going to the League and asking if other people want to join first?

Mr. Vanover: Well, probably, doing the legwork first and draft it and present it to them. I can tell you that this is a hot topic in my world, and, I have gotten just numerous complaints over the last 30 days that I've been out, so, it's real and it's a concern with people, so, yes, we can draft it and send it to the Ohio Municipal League

City of Springdale Council

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Mr. Vanover (continued): membership and see if they would be interested in either signing on or creating their own.

Mr. Gleaves: Just yesterday I had an hour-long conversation with a gentleman over in Heritage Hill about this same subject. We had a resident come with a similar complaint last meeting. We need to, or I am asking residents to come forward to identify some of these issues so we would know what we need to deal with. The gentleman I talked to pointed in a direction and said there's five homes here, three homes here. Just come forward so we can identify these problems. That's what I'd like to see, and we can work from there.

Mr. Vanover: Well, the last and most current rental list that we have in Heritage Hill is 122 units and that's what we know. And probably the gentleman you talked to is the gentleman that I talked to earlier and he actually resides in Sharonville and was complimenting me on our activity over on our side because obviously I walk through that neighborhood over there and they're facing the same battle. Heritage Hill, whether it's Sharonville or Springdale have always kind of been I won't say "redhead stepchild", but a red herring because the two, even though they're two separate municipalities, they are one common neighborhood and I'm sure there may be interest in Sharonville, but you can talk to anybody, anyplace. I have been talking to them for over the last 30 days and that was the common thread of what was going on. I mean, I've forwarded text messages and emails to Mr. Uhl on concerns that are brought up. I know one of them down on Marwood had an open case. I mean, it's frustrating because in that case, the garage door was taken off and there's a window air conditioner unit sticking out of a wall. Well, it doesn't take a genius to figure out what's going on. So, it's a huge problem. You can reach out to whoever you want to, but I don't think that dragging our feet to get anymore feedback is going to benefit anybody.

President Anderson: And you're referring to feedback from residents.

Mr. Vanover: Correct.

President Anderson: But we definitely want feedback from our representatives.

Mr. Vanover: Right.

President Anderson: Great. Well, just as a reminder, just as our Council rules require, if we're going to create a resolution, request a resolution as a group, it requires a motion to create. So, at this point, the Chair is looking for a motion to create a resolution that would be suitable to send to State and federal reps around the issues that we're having enforcing our occupancy limits. Is there support for that? You would just need to say, "so moved".

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Mr. Vanover: Mr. President I would make a motion that this body as a whole would draft a resolution outlining our concerns and requesting guidance and assistance from the next levels up to deal with this maximum residential occupancy, whether it's rental or owner-occupied to take this forward.

Ms. Sullivan-Wisecup: Second.

Motion to draft a resolution outlining the concerns of Council and requesting guidance and assistance from State and federal levels to deal with maximum residential occupancy, rental or owner-occupied passes with seven affirmative votes.

President Anderson: So, 7-0 we have agreed to move forward and create a resolution to that effect and as the progress is made on that, I will bring that forward to Council.

New Business - None

Meetings and Announcements

Ms. Sullivan-Wisecup: Planning Commission will meet in these chambers on Tuesday, November 11th at 7:00 p.m.

Mayor Hawkins: Just a few things to note on your calendar. Wawa is doing their grand opening this Friday, November 7th at 8:00 a.m. Veteran's Day Ceremony will be on November 11th at 1:00 p.m. at the Veteran's Memorial Site. Sam's fuel station will have a brief opening ceremony also on November 11th, and that will be at 8:00 a.m. Lastly, December 1st at 2:30 p.m. we're going to reseat the time capsule here in the Municipal Building. I think we'll have some fifth graders from Springdale Elementary joining us for that as well. Thank you.

Mr. Gleaves: The Zoning Code Revision Committee is scheduled to meet Monday the 10th at 2:30 p.m. in the conference room. BZA is scheduled to meet at 7:00 p.m. the 25th of this month at 7:00 p.m. in these chambers. That's all I have. Thank you.

Ms. McFarland: The Board of Health is scheduled to meet in these chambers on Thursday, November 13th at 6:30 p.m.

Ms. Morgan: The Civil Service Commission will meet on November 6th at 2:00 p.m.

President Anderson: The last pre-announcement since we don't have it set, although I want to make sure it's on people's radar, is as we did just have an election, we will be having as we typically do our special meeting on December 1st to swear in the new Councilmembers and do that housekeeping just like we've done after past elections. The exact time is still being worked out as we work with different schedules. So, you will be hearing from Administration or myself as we figure out the exact schedule and timeline, but we believe, at least right now, starting sometime, no earlier

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President Anderson (continued): than 5:00 and no later than 7:00 p.m. We're just working on schedules. And we'll be able to firm that up at our next meeting.

Communications from the Audience - None

Recap of Legislative Items

Mr. Jacobs: Council, as you review your Legislative Summary, Item I; An Ordinance Declaring Certain City Property as Surplus Property and Authorizing the Sale, Disposal, or Transfer of Surplus Property was addressed by Ordinance No. 43-2025 receiving seven affirmative votes. Item II; A Resolution Adopting a Safe Streets For All Safety Action Plan for the City of Springdale, Ohio was addressed by Resolution No. R18-2025 also receiving seven affirmative votes. Item III; An Ordinance Amending Chapter 94 of the Springdale Code of Ordinances Regulating Taxation was addressed by Ordinance No. 45-2025 receiving a first reading that will be back in front of Council at our next meeting. Item IV; Authorizing a Preliminary Ordinance with the State of Ohio Department of Transportation for Bridge Size Culvert Improvements at State Route 747 and Interstate 275 within the City of Springdale was addressed by Ordinance No. 44-2025 receiving a first reading and will return at our next meeting.

Legislation in Development

Mr. Jacobs: In development we have Item V; A Resolution Adopting a Cybersecurity Program for the City of Springdale, Ohio Pursuant to Section 9.64 of the Ohio Revised Code. That will be before Council on the 19th at our next meeting. And, lastly, Council did vote 7-0 to create a Resolution communicating concerns about maximum occupancy in rental properties. That's all I have unless there's anything else from Administration.

Adjournment

President Anderson: All that's left before us then is Item 15.

Ms. Sullivan-Wisecup: Move to adjourn.

President Anderson: We're adjourned. Thank you everyone.

Council adjourned at 8:32 p.m.

Respectfully submitted,

Nicole Browder
Clerk of Council

Minutes Approved:
Jeffrey Anderson, President of Council

_____, 2025

ORDINANCE NO. 44-2025

AUTHORIZING A PRELIMINARY ORDINANCE WITH THE STATE OF OHIO DEPARTMENT OF TRANSPORTATION FOR BRIDGE SIZE CULVERT IMPROVEMENTS AT STATE ROUTE 747 AND INTERSTATE 275 WITHIN THE CITY OF SPRINGDALE

WHEREAS, the Ohio Department of Transportation (“ODOT”) has determined the need to pave inverts of bridge size culverts and perform other related repairs including HAM-747-0195, HAM-126-1700, HAM- 74-1681, & HAM-275-2448 in the City of Springdale (the “Project”).

NOW, THEREFORE, BE IT ORDAINED by the Council of the City of Springdale, Ohio, _____ members elected thereto concurring:

Section 1. That it being in the public interest, the City of Springdale gives consent to and shall cooperate with the Director of Transportation to complete the Project.

Section 2. That the City shall enter into an LPA Federal ODOT Let Project Agreement, if applicable, as well as any other agreement necessary to develop and construct the Project.

Section 3. That the State of Ohio shall assume and bear 100% of all the costs of the improvements associated with the Project.

Section 4. That the City agrees to pay 100% of the cost of those features requested by the City which are determined by the State of Ohio and Federal Highway Administration to be unnecessary for the Project.

Section 5. That the City agrees to acquire and/or make available to ODOT, in accordance with current State and Federal regulations, all necessary right-of-way required for the Project. The City also understands that right-of-way costs include eligible utility costs.

Section 6. That the City agrees that all utility accommodations, relocations, and reimbursements will comply with the current provisions of 23 CFR 645 and the ODOT Utilities Manual.

Section 7. That upon completion of the Project, and unless otherwise agreed, the City shall: (1) provide adequate maintenance for the Project in accordance with all applicable State and Federal laws, including, but not limited to, Title 23, U.S.C., Section 116; (2) provide ample financial provisions, as necessary, for the maintenance of the Project; (3) maintain the right-of-way, keeping it free of obstructions; and (4) hold said right-of-way inviolate for public highway purposes.

Section 8. That the Mayor and City Administrator are hereby authorized to enter into contracts with the Director of Transportation which are necessary to complete the Project and to execute contracts with ODOT pre-qualified consultants for the preliminary engineering phase of the Project.

Section 9. That, upon request of ODOT, the Mayor and City Administrator are hereby authorized to execute any appropriate documents to affect the assignment of all rights, title, and interests of the City of Springdale to ODOT arising from any agreement with its consultant in order to allow ODOT to direct additional or corrective work, recover damages due to errors or omissions, and to exercise all other contractual rights and remedies afforded by law or equity.

Section 10. That Council hereby finds and determines that all formal actions relative to the passage of this legislation were taken in an open meeting of this Council, and that all deliberations of this Council and of its committees, if any, which resulted in formal action, were taken in meetings open to the public, in full compliance with applicable legal requirements, including Section 121.22 of the Ohio Revised Code.

Section 11. That this Ordinance shall take effect from and after the earliest time allowed by law.

Passed this 19th day of November, 2025.

President of Council

Attest:

Clerk of Council

Approved:

Mayor

Date

ORDINANCE NO. 45-2025

**AN ORDINANCE AMENDING CHAPTER 94 OF THE SPRINGDALE
CODE OF ORDINANCES REGULATING TAXATION**

WHEREAS, the Council of the City of Springdale, Ohio (“Council”), has previously adopted certain regulations contained within Chapter 94 of the Springdale Code of Ordinances (the “Code”) that govern taxation within the City of Springdale; and

WHEREAS, Council seeks to revise Chapter 94 to align the Code with revised provisions contained in the Ohio Revised Code.

NOW, THEREFORE, BE IT ORDAINED by the Council of the City of Springdale, Ohio, _____ members elected thereto concurring:

Section 1. That Chapter 94 of the Springdale Code of Ordinances shall be amended in relevant part as indicated in the attached Exhibit A which is incorporated herein by reference.

Section 2. That this Council hereby finds and determines that all formal actions relative to the passage of this Ordinance were taken in an open meeting of this Council, and that all deliberations of this Council and of its Committees, if any, which resulted in formal action, were taken in meetings open to the public, in full compliance with applicable legal requirements, including Section 121.22 of the Ohio Revised Code.

Section 3. That this Ordinance shall be effective from and after the earliest period allowed by law.

Passed this 19th day of November, 2025.

Attest:

Clerk of Council

President of Council

Approved:

Mayor

Date

EXHIBIT A
ORDINANCE NO. 45-2025

CHAPTER 94: TAXATION (EFFECTIVE BEGINNING JANUARY 1, 2016)

Section

- 94.01 Authority to levy tax; purposes of tax; rate
- 94.02 Effective date
- 94.03 Definitions
- 94.04 Income subject to tax for individuals
- 94.05 Collection at source
- 94.06 Income subject to net profit tax
- 94.07 Declaration of estimated tax
- 94.08 Credit for tax paid
- 94.09 Annual return
- 94.10 Penalty, interest, fees and charges
- 94.11 Audit
- 94.12 Rounding
- 94.13 Authority and powers of the Tax Administrator
- 94.14 Confidentiality
- 94.15 Fraud
- 94.16 Opinion of the Tax Administrator
- 94.17 Assessment; appeal based on presumption of delivery
- 94.18 Local Board of Tax Review; appeal to Local Board of Tax Review
- 94.19 Actions to recover; statute of limitations
- 94.20 Adoption of rules
- 94.95 Election to be Subject to R.C. §§ 718.80 to 718.95
- 94.97 Collection of tax after termination of chapter
- 94.98 Savings clause
- 94.99 Violations; penalty

EXHIBIT A
ORDINANCE NO. 45-2025

§ 94.03 DEFINITIONS.

~~—(28) PENSION. Any amount paid to an employee or former employee that is reported to the recipient on an IRS form 1099-R, or successor form. Pension does not include deferred compensation, or amounts attributable to nonqualified deferred compensation plans, reported as FICA/Medicare wages on an IRS form W-2, Wage and Tax Statement, or successor form.~~

(28)(a) “Pension,” for tax years 2019 and prior, means any amount paid to an employee or former employee that is reported to the recipient on an IRS form 1099-R, or successor form. Pension does not include deferred compensation, or amounts attributable to nonqualified deferred compensation plans, reported as FICA/Medicare wages on an IRS form W-2, Wage and Tax Statement, or successor form.

(b) “Pension” for tax years 2020 and after, means a retirement benefit plan, regardless of whether the plan satisfies the qualifications described under section 401(a) of the Internal Revenue Code, including amounts that are taxable under the “Federal Insurance Contributions Act”, Chapter 21 of the Internal Revenue Code, excluding employee contributions and elective deferrals, and regardless of whether such amounts are paid in the same taxable year in which the amounts are included in the employee’s wages, as defined by section 3121(a) of the Internal Revenue Code.

§ 94.08 CREDIT FOR TAX PAID.

94.081

~~—(A) Where a resident of this municipality is subject to a municipal income tax in another municipality and/or county, they shall not pay a total municipal income tax on that portion of income taxed by another municipality and/or county greater than the tax imposed at the higher rate.~~

~~—(B) Income taxable under this chapter that is subject to an earnings tax in another municipality and/or county shall be allowed a credit (subject to the provisions of division (C) below) against the tax imposed by this chapter. The credit shall be the amount of tax assessed by the other municipality and/or county and paid by or on behalf of the taxpayer to such other municipality and/or county. The credit shall not exceed the tax assessed by this chapter on that portion of income earned in such other municipality and/or county where such tax is paid.~~

~~—(C) Credit will be given for municipal and/or county taxes only to the extent that the tax is used for the general operating and capital expenditures of a municipality and/or county and is the equivalent of the earnings tax levied by this city. Credit will not given for municipal and/or county taxes specifically dedicated for mental health, schools, and the like.~~

EXHIBIT A
ORDINANCE NO. 45-2025

~~(D) No claim for credit or refund shall be allowed unless the taxpayer provides employer documentation identifying each municipality and/or county for which tax was withheld from the taxpayer's wages, salaries, commissions and/or all other compensation for other municipalities and/or counties.~~

(A) Every individual taxpayer domiciled in the City of Springdale who is required to and does pay, or has acknowledged liability for, a municipal tax to another municipality on or measured by the same income, qualifying wages, commissions, net profits or other compensation taxable under this Chapter may claim a nonrefundable credit upon satisfactory evidence of the tax paid to the other municipality. Subject to division (B) of this section, the credit shall not exceed the tax due the City of Springdale under this Chapter.

(B) If the amount of tax withheld or paid to the other municipality is less than the amount of tax required to be withheld or paid to the other municipality, then for purposes of division (A) of this section, "the income, qualifying wages, commissions, net profits or other compensation" subject to tax in the other municipality shall be limited to the amount computed by dividing the tax withheld or paid to the other municipality by the tax rate for that municipality.

(C) The City of Springdale shall grant a credit against its tax on income to a resident of the City of Springdale who works in a county that imposes an income tax, to the same extent that it grants a credit against its tax on income to its residents who are employed in a municipal corporation. Credit will not be given for school district income taxes paid.

(D) No claim for credit or refund shall be allowed unless the taxpayer provides employer documentation identifying each municipality and/or county for which tax was withheld from the taxpayer's wages, salaries, commissions and/or all other compensation for other municipalities and/or counties.

§ 94.09 ANNUAL RETURN.

94.091 RETURN AND PAYMENT OF TAX.

(A) (1) An annual return with respect to the income tax levied on municipal taxable income by the municipality shall be completed and filed by every taxpayer for any taxable year for which the taxpayer is subject to the tax, regardless of whether or not income tax is due.

(2) The Tax Administrator shall accept on behalf of all nonresident individual taxpayers a return filed by an employer, agent of an employer, or other payer located in the municipality under Section 94.051(C) of this chapter when the nonresident individual taxpayer's sole income subject to the tax is the qualifying wages reported by the employer, agent of an employer, or other payer, and no additional tax is due to the municipality.

(3) All resident individual taxpayers, ~~19-18~~ years of age and older, shall file an annual municipal income tax return with the municipality, regardless of income or liability.

EXHIBIT A
ORDINANCE NO. 45-2025

94.093 USE OF OHIO BUSINESS GATEWAY; TYPES OF FILINGS AUTHORIZED.

(A) Any taxpayer subject to municipal income taxation with respect to the taxpayer's net profit from a business or profession may file any municipal income tax return or, estimated municipal income tax return, or extension for filing a municipal income tax return, and may make payment of amounts shown to be due on such returns, by using the Ohio Business Gateway.

(B) Any employer, agent of an employer, or other payer may report the amount of municipal income tax withheld from qualifying wages, and may make remittance of such amounts, by using the Ohio Business Gateway.

(C) A taxpayer that is not an individual and that files an annual net profit return electronically through the Ohio Business Gateway or in some other manner shall either mail the documents required under this division to the Tax Administrator at the time of filing or, if electronic submission is available, submit the documents electronically through the Ohio Business Gateway.

~~(D)~~ Nothing in this section affects the due dates for filing employer withholding tax returns or deposit of any required tax.

~~(E)~~ The use of the Ohio Business Gateway by municipal corporations, taxpayers, or other persons does not affect the legal rights of municipalities or taxpayers as otherwise permitted by law. The State of Ohio shall not be a party to the administration of municipal income taxes or to an appeal of a municipal income tax matter, except as otherwise specifically provided by law.

~~(F)~~ Nothing in this section shall be construed as limiting or removing the authority of any municipal corporation to administer, audit, and enforce the provisions of its municipal income tax.

94.094 EXTENSION OF TIME TO FILE.

(A) Any taxpayer that has duly requested an automatic six-month extension for filing the taxpayer's federal income tax return shall automatically receive an extension for the filing of a municipal income tax return. The extended due date of the municipal income tax return shall be the 15th day of the tenth month after the last day of the taxable year to which the return relates. For tax years ending on or after January 1, 2023, the extended due date of the City's income tax return for a taxpayer that is not an individual shall be the 15th day of the eleventh month after the last day of the taxable year to which the return relates.

EXHIBIT A
ORDINANCE NO. 45-2025

94.203 RESIDENT/BUSINESS REGISTRATION.

All resident individuals, ~~19-18~~ years of age and older, and all businesses located within the municipality or businesses conducting business within the municipality, shall complete and submit a Tax Registration form to the Tax Administrator.

§ 94.95 ELECTION TO BE SUBJECT TO R.C. 718.80 TO 718.95.

(A) The City of Springdale hereby adopts and incorporates herein by reference R.C. §§ 718.80 to 718.95 for tax years beginning on or after January 1, 2018.

(B) A taxpayer, as defined in division (C) of this section, may elect to be subject to R.C. §§ 718.80 to 718.95 in lieu of the provisions of this Chapter.

(C) "Taxpayer" has the same meaning as in R.C. § 718.01, except that "taxpayer" does not include natural persons or entities subject to the tax imposed under R.C. Chapter 5745. "Taxpayer" may include receivers, assignees, or trustees in bankruptcy when such persons are required to assume the role of a taxpayer.

ORDINANCE NO. 46-2025

AN ORDINANCE AUTHORIZING THE MAYOR AND CITY ADMINISTRATOR TO ENTER INTO AN AGREEMENT WITH VERDANTAS FOR FINAL DESIGN ENGINEERING FOR THE NORTHLAND BOULEVARD AND KEMPER ROAD INTERSECTION MODIFICATIONS AND SHARED USE PATH PROJECT AND DECLARING AN EMERGENCY

WHEREAS, the City of Springdale, Ohio (the “City”) is planning a modification project at the intersection of Northland Boulevard and Kemper Road (the “Project”); and

WHEREAS, the Project will also include construction of a shared use path consistent with the City’s connectivity plan; and

WHEREAS, the City has been awarded funding to offset the estimated cost for construction of the Project; and

WHEREAS, the City seeks to enter into an agreement with Verdantas for final design engineering services related to the Project.

NOW, THEREFORE, BE IT ORDAINED by the Council of the City of Springdale, Ohio, _____ members elected thereto concurring:

Section 1. That the Mayor and City Administrator are hereby authorized to enter into an agreement with Verdantas for completion of final design engineering for the Northland Boulevard and Kemper Road Intersection Modifications and Shared Use Path Project for the City of Springdale (the “Proposal”). A copy of the Proposal is attached as Exhibit A and incorporated herein by reference.

Section 2. That the Finance Officer/Tax Commissioner is hereby authorized to pay Verdantas an amount not to exceed \$524,600.00 for completion of the Northland Boulevard and Kemper Road Intersection Modifications and Shared Use Path Project preliminary design engineering as outlined in the Proposal.

Section 3. That Council hereby finds and determines that all formal actions relative to the passage of this legislation were taken in an open meeting of this Council, and that all deliberations of this Council and of its committees, if any, which resulted in formal action, were taken in meetings open to the public, in full compliance with applicable legal requirements, including Section 121.22 of the Ohio Revised Code.

Section 4. That this ordinance shall take effect on the earliest date allowed by law.

Section 5. That this ordinance shall be an emergency measure necessary for the preservation of the public peace, health, safety, and general welfare and shall, subject to the terms of Article II(D)(3)(d) of the Charter, be effective immediately. The reason for said declaration of emergency is to need to complete the engineering services in a timely manner and maintain the project timeline.

Passed this 19th day of November, 2025.

Attest:

Clerk of Council

President of Council

Approved:

Mayor

Date

EXHIBIT A
ORDINANCE NO. 46-2025



4420 Cooper Rd, Suite 200
Cincinnati, OH 45242
+1 513-791-1700

October 13, 2025

Brian Uhl
City Administrator
11700 Springfield Pike, Springdale, Ohio 45246
513.346.5700
buhl@springdaleohio.gov

**Northland Blvd. & Kemper Rd. Intersection Modifications and Shared Use Path
Scope of Services Contract Modification #1 Fee Proposal- Final Engineering
PID# 120723 - HAM CR 266 8.40 Kemper Northland**

Mr. Uhl:

Verdantas, LLC (VDT) appreciates the opportunity to present this proposal to provide professional engineering services for the preparation of final engineering documents as required for the bidding and construction of the Northland Blvd. & Kemper Rd. Intersection Modifications and Shared Use Path project (PID# 120723 - HAM CR 266 8.40 Kemper Northland).

PROJECT UNDERSTANDING:

As you know, the city of Springdale was awarded \$4,078,825 in FY27 Surface Transportation Block Grant (STBG) Construction Funds through the Ohio-Kentucky-Indiana Regional Council of Governments (OKI) the under PID# 120723 in construction funding to realign the Northland Blvd. and Kemper Road intersection to provide a safer bike and pedestrian crossing with a proposed shared use path and encourage through traffic to continue west on Northland Blvd. rather than on Kemper Road through the residential section towards Springfield Pike (SR 4). The proposed intersection realignment will also incorporate a shared-use path connecting to the shared use path that is currently being constructed with the adjacent Northland Blvd. Reconstruction project (PID 114475) to the south and Lawnview Drive to the west. The proposed shared-use path will continue along Kemper Road to the east to connect to the Tri-County Mall redevelopment site known as City Center Springdale located on Princeton Pike (SR 747) to provide a multimodal connection with the City's Community Center.

The City authorized VDT on March 19, 2025, to perform a field survey of the project corridor and complete a feasibility study (FS) to refine the concept plans and identify potential risks, design constraints, right-of-way issues, utility impacts, and other issues, while considering fiscal constraints. The FS included an evaluation of alternatives and explanation of how the preferred alternative was chosen. Alternative 1: Intersection Realignment w/ Shared Use Path was selected as the Preferred Alternative for the project (PID 120723) to advance through the Final Engineering Phase. The FS study was submitted to ODOT on August 21, 2025. The construction cost estimate for the preferred alternative as included in the feasibility study was \$4,263,974.

SCOPE OF SERVICES:

VDT's proposed scope of services is to include detailed design and final design services for the Northland Blvd. & Kemper Rd. Intersection Modifications and Shared Use Path (PID 120723). The design of the local-let project is to follow the current edition of ODOT's Design Manuals and the appropriate AASHTO publications. The design will utilize the current editions of ODOT's Standard Drawings and Construction & Materials Specifications. CADD files may not be developed using Bentley OpenRoads however comparable CADD software may be utilized.



Task 1: Stage 1 Design

As both Northland Boulevard and Kemper Road are vital corridors for the community, a comprehensive approach to ensure proper maintenance of traffic design will be extremely critical for the success of the project. VDT will provide a conceptual MOT plan as part of the Stage 1 design efforts. The MOT plan will include any required utility relocations, along with a schedule for each phase. Each phase will be designed to accommodate vehicle and pedestrian traffic as well as access to METRO bus stops within the project limits.

Stage 1 plans will be developed to a sufficient level of design detail to ensure that Preliminary Right of-Way plan development may begin immediately after completion. VDT will provide approximate ROW impacts, including temporary impacts and construction limits, as part of the preliminary engineering deliverables.

The Stage 1 phase deliverables will include the following key plan elements and documentation for the preferred alternative:

- Tittle Sheet
- Schematic Plan
- Typical Section sheets
- General Notes
- Plan and Profile sheets
- Cross Section sheets
- Intersection Details sheets
- Driveway Detail sheets
- ADA Curb Ramp Details
- Preliminary Maintenance of Traffic Plans
- Signing & Pavement Marking Plan
- Retaining Wall plans, if necessary
- Drainage calculations
- Utility coordination and documentation
- Documentation of approved Design Exception(s)
- Construction cost estimate

Task 2: Preliminary and Final Right-of-Way Plans

Preliminary Right-of-Way Plans are required for all projects that involve acquisition of temporary or permanent Right-of-Way. It is estimated that four (4) parcels will be impacted with the preferred alternative. Three (3) occurrences of temporary easements as well as two (2) occurrences of right-of-way acquisition are expected.

The Preliminary Right-of-Way Plans plan deliverables will include the following documentation for the preferred alternative:

- Right-of-Way Legend Sheet
- Centerline Plat Sheet
- Property Map Sheet
- Summary of Additional Right-of-way Sheet
- Right-of-Way Detail Sheet
- Copy of property owner deeds and recorded easements
- One Sample Legal Descriptions
- Right-of-way Review Checklist
- Field Review Checklist

The Final Right-of-Way Plans will incorporate comments generated during the Preliminary Right-of-Way Plan development and any Stage 2 plan review comments which affect the right-of-way plans and legal descriptions. The Final Right-of-Way Plans deliverables will include the following documentation:

- Signed & Sealed Right-of-Way Plan Sheets
- Signed & Sealed Centerline Plat Sheet
- Signed legal descriptions
- Closure Calculations
- Completed Field Review Checklist
- Completed Right-of-Way Descriptions Checklist
- Disposition of comments from the Preliminary Right-of-Way Review

Task 3: Title Reports

Title reports are created to identify the owner of a property. Title reports for all impacted projects will be submitted to the City and ODOT with the submission of the Preliminary Right-of-Way Plans. The Title Report will be prepared by a subconsultant listed as “pre-approved for titles” on the list maintained by the ODOT Office of Consultant Services.

Task 4: Stage 2 Design

Stage 2 design is typically where the majority of the design detailing and plan preparation takes place. In general, Stage 2 plans should be developed to the point where plan preparation, design, and detailing are substantially complete. The Stage detailed design phase deliverables will include items noted in the Stage 1 submission and will include the following key plan elements and documentation in accordance with ODOT L&D Vol 3 submittal requirements:

- Storm Sewer Profile sheets
- Water Works & Sanitary Plans by others, if necessary
- Traffic Signal Plans
- Detailed Right-of-Way Plan Sheets from the Preliminary Right-of-Way Review
- Copies of utility company correspondence
- Disposition of Stage 1 Review Comments
- Construction Cost Estimate

Task 5: Stage 3 Final Design

The purpose of Stage 3 design is to develop construction documents based upon and refines Stage 2 detailed design work completed. VDT will refine the detailed design plans into the final plans based on the review comments received under Task 2. VDT will prepare an Opinion of Probable Cost of the final plans. VDT will prepare final construction documents for the construction of them proposed improvements to be constructed under ODOT’s Local-Let program consisting of plans, technical specifications, and final cost estimate.

The Stage 3 design submittal will include all items noted in the Stage 2 submission, and will include the following in accordance with ODOT L&D Vol 3 submittal requirements:

- General Summary
- Subsummaries
- Calculations
- Utility coordination documentation
- Opinion of Probable Construction Cost
- Disposition of Stage 2 comments
- Final Tracings

Task 6: Bidding Assistance

VDT will be responsible for assembling the Construction Bid (PS&E) Package, which includes final construction plans, construction contract specifications, and final construction estimate. VDT will develop any project special provisions to cover items not contained in the current ODOT Construction and Material Specifications or those items that vary from the standard specifications. VDT will prepare a legal notice for the bid advertisement and coordinate its publication.

The ODOT District LPA Manager will review the PS&E Package to ensure that it is complete and submit the PS&E Package to ODOT Central Office to request the Federal Authorization. The District LPA Manager will then provide the LPA with the Federal Authorization approval and any

additional instructions. The LPA may begin advertising the project once it receives the Federal Authorization.

VDT will be available during the bidding process to answer any technical questions about the project design and prepare up to two (2) Addenda when a clarification is needed. Once bids are opened, VDT will confirm that all required components of the bids have been submitted. VDT will conduct an analysis of the bids and will provide a recommendation to the City and ODOT on award of the contract after review of the bids.

Task 7: Utility Coordination

VDT will continue to coordinate the project design with local utilities and impacted property owners early and often throughout the final engineering process to determine impacts to the project schedule and budget. VDT will provide notification to the potentially affected utilities and provide notice of the subject project. The letter will request a written response from each utility and will also request the utility company identify any private utility easements that fall within the project limits but are not shown on the plan set. Preliminary and Final Plans will be submitted to utility companies known to have facilities within the project limits. The submittal to each utility owner will consist of an electronic set of plan drawings (PDF format) and a letter requesting that the utility company review the potential impacts of the proposed project on their facilities and address any necessary adjustments as early as possible.

Task 8: Meetings

Per ODOT's [Local-Let Manual of Procedures](#), Local-let projects must be reviewed at least on a quarterly basis for scope, schedule, and budget during a quarterly review meeting. VDT will schedule quarterly project team meetings with ODOT throughout the 20-month assumed final engineering phase duration. A total of seven (7) quarterly review meetings is expected. Additional meetings such as the review of Stage 1, Stage 2, and Stage 3 plans submissions are anticipated as well as other meetings are expected to be requested throughout the design process. Nine (9) additional meetings throughout the 20-month design phase are expected. A total of sixteen (16) meetings is anticipated. This task establishes a pool of meetings for the project through the design phase. Occurrences that exceed the negotiated effort shall be considered as an additional service.

Task 9: Project Management and Administration

VDT will ensure that the various elements of the project are properly coordinated and ensure that project objectives are achieved in accordance with the City and ODOT requirements. Work consists of Project Plan/Schedule development and Project Plan execution. The primary uses of the Project Plan/Schedule are to document assumptions and decisions and facilitate communication among stakeholders. The procedures and processes employed will provide timely information to the project decision makers to effectively manage the scope, costs, schedules, and quality of the project. The assumed final engineering phase duration is twenty (20) months.

EXCLUSIONS:

Services otherwise not specifically identified as included in VDT's services are excluded including but limited to the following services:

Environmental (NEPA)

It is understood that ODOT is responsible for the preparation of the appropriate environmental documentation pursuant to the National Environmental Policy Act (NEPA) of 1969 addressing the social and environmental effects of the Northland Blvd. & Kemper Rd. Intersection Modifications and Shared Use project (PID# 120723 - HAM CR 266 8.40 Kemper Northland). Preparation of technical studies or applications for other project-specific environmental permits are not part of this task. If environmental permits are required by the City, ODOT, OEPA, or any other agency, those permits can be provided by a contract amendment.

Geotechnical

Geotechnical Services typically consist of coring, soil strength, and pavement build recommendations however, the needs are unknown and the scope of geotechnical services is not able to be fully defined at this time. The recommended budgetary estimate for future geotechnical services is \$30,000.

Subsurface Utility Engineering (SUE)

Exposing and recording the precise vertical and horizontal location of underground utilities through the use of non-destruction methods such as vacuum excavation and/or underground utility location by a third-party service to locate private service lines nor private utilities not covered by OUPS is excluded from the basic scope of services.

Right-of-Way Acquisition Services

Due to the uncertainty of the Right of Way impacts, Acquisition Services are excluded from the scope of services until the design progresses further into the project development processes. The feasibility study included a Right-of-Way phase cost estimate of \$100,689, which consisted of \$66,489 for ROW/easement cost and \$34,200 for acquisition services, for the preferred alternative (Alternative 1 – Intersection Realignment w/ Shared Use Path).

Construction Observation & Administration

The proposed scope of work does not provide consulting services during construction in such a manner as to assist in securing the faithful execution and completion of the construction contract in accordance with the contract documents. The feasibility study included a construction observation and administration budgetary estimate assuming 7% of the construction cost to be \$298,478 for the preferred alternative (Alternative 1 – Intersection Realignment w/ Shared Use Path).

Construction Materials Testing

The scope of services does not include construction materials testing which generally consists of test borings, laboratory testing of samples or materials. It is anticipated that construction materials testing will be the responsibility of the contractor to ensure the work meets the specifications established as part of this project. The Contractor shall bear the cost of and provide all required materials, labor, apparatus, services and facilities in connection therewith.

Please advise us of the scope of work items do not accurately represent the City's understanding of the work Verdantas is to perform. Additional services may be added by a contract amendment and any out-of-scope work or additional services will require a written scope and written approval in advance of the conduct of such work.

PROJECT SCHEDULE:

Verdantas is prepared to begin work on the project upon receipt of a signed contract and purchase order authorization. The Notice to Proceed is expected to be issued on or before November 5, 2025, and the anticipated duration for this basic scope of services is approximately twenty (20) months.

Milestones	On or Held by Date
Feasibility Study Submitted	8/21/2025
Council First Reading	10/15/2025
Feasibility Study Approved	10/31/2025
Authorized to Proceed - Council Second Reading	11/5/2025
Stage 1 Plans & Preliminary ROW Plans Submitted	1/16/2026
Stage 1 Plans & Preliminary ROW Plans Complete	3/13/2026
Stage 2 Plans & Final ROW Plans Submitted	5/22/2026
Stage 2 Plans & Final ROW Plans Complete	7/17/2026
R/W Authorized	7/31/2026
Stage 3 Plans Submitted	9/25/2026
Stage 3 Plan Complete	11/20/2026
Final Tracings Submitted	12/18/2026
Final Tracings Complete	1/15/2027
R/W Acquisition Complete	2/12/2027
Plan Package Submitted to ODOT District	3/12/2027
Plan Package Approved by ODOT	3/26/2027
Bid Advertisement (21 Day Min.)	4/2/2027
Bid Opening	4/23/2027
Construction Contract Award	5/14/2027
Begin Construction	7/2/2027
Construction Substantial Completion	6/2/2028
Construction Contract Completion	7/14/2028

The project is tentatively scheduled to be bid in April 2027 with construction completed in July 2028.

FEE and BILLING:

Based upon the scope of services outlined herein and our understanding of the work requested, the City shall pay VDT for services based on the following distribution of compensation.

Task/Phase	Fee	Fee Type
1. Stage 1 Design	\$144,000	Lump Sum
2. Preliminary and Final Right-of-Way Plans	\$66,100	Lump Sum
3. Title Reports	\$13,000	Lump Sum
4. Stage 2 Design	\$180,800	Lump Sum
5. Stage 3 Final Design	\$65,500	Lump Sum

6. Bidding Assistance	\$10,900	Lump Sum
7. Utility Coordination	\$12,700	Lump Sum
8. Meetings	\$15,200	Lump Sum
9. Project Management and Administrations	\$11,600	Lump Sum
10. Expenses	\$4,800	At Cost
Total Estimated Project Fee:		\$524,600

The total estimated fee for the project is **\$524,600 (Five Hundred Twenty-Four Thousand and Six Hundred dollars)** as set forth in the Scope of Services and in accordance with our Master Service Agreement (MSA) with the City. The noted lump sum fees will be invoiced on a monthly basis at a percentage of project completion. Expenses, such as mileage, reproduction, postage, and authorized travel, will be passed on directly to the City, and are not specifically listed in the above fee but rather an estimated allowance has been provided for each project. The Fees listed above do not include permit fees or legal notice fees.

CLOSURE:

We at Verdantas look forward to the opportunity to provide these services for the City of Springdale. If you have any questions upon reviewing the information contained in this proposal, please do not hesitate to contact me at (513) 792-8431 or sriggs@verdantas.com. Thank you for your consideration.

Respectfully,
 VERDANTAS, LLC

Proposal Approval & Authorization to Proceed

Shawn Riggs, P.E.
 Senior Project Manager

_____/_____
Signature *Date*

Print Name & Title

CC:
 Kevin McKinney, kmckinney@springdaleohio.gov
 Frank Twehues, ftwehues@verdantas.com
 Bill Baker, bbaker@verdantas.com



RESOLUTION NO. R19-2025

A RESOLUTION ADOPTING A CYBERSECURITY PROGRAM FOR THE CITY OF SPRINGDALE, OHIO PURSUANT TO SECTION 9.64 OF THE OHIO REVISED CODE

WHEREAS, the Ohio General Assembly, through the passage of Ohio House Bill 96, enacted Section 9.64 of the Ohio Revised Code requiring political subdivisions to adopt and implement a cybersecurity program to safeguard public data, information technology systems, and information technology resources; and

WHEREAS, the Ohio Auditor of State, through Bulletin 2025-007, provided guidance to all public offices regarding compliance with Ohio Revised Code Section 9.64, including adoption of policies addressing cybersecurity standards, training, incident reporting, and ransomware response; and

WHEREAS, the Council of the City of Springdale (the “Council”) finds that adoption of a cybersecurity program to comply with the requirements of Ohio Revised Code Section 9.64 is in the best interest of public health, safety, and welfare.

NOW, THEREFORE, BE IT RESOLVED by the Council of the City of Springdale, Ohio, _____ members elected thereto concurring:

Section 1. That the Council of the City of Springdale does hereby adopt a Cybersecurity Program pursuant to Section 9.64 of the Ohio Revised Code developed in compliance with Ohio House Bill 96 (the “Cybersecurity Program”).

Section 2. That the City Administrator and Technical Service Administrator are hereby directed to implement and enforce the Cybersecurity Program to ensure compliance with all statutory requirements, including employee training, reporting, and oversight.

Section 3. That funding for the Cybersecurity Program shall be drawn from approved budget allocations as authorized by the City Administrator.

Section 4. That Council hereby finds and determines that all formal actions relative to the passage of this legislation were taken in an open meeting of this Council, and that all deliberations of this Council and of its committees, if any, which resulted in formal action, were taken in meetings open to the public, in full compliance with applicable legal requirements, including Section 121.22 of the Ohio Revised Code.

Section 5. That this Resolution shall take effect on the earliest date allowed by law.

Passed this 19th day of November, 2025.

President of Council

Attest:

Clerk of Council

Approved:

Mayor

Date