

# Canal Winchester

*Town Hall  
10 North High Street  
Canal Winchester, OH 43110*



## Meeting Minutes - FINAL

February 7, 2022

6:00 PM

## Council Work Session

*Bob Clark - Chair  
Laurie Amick  
Jill Amos  
Chuck Milliken  
Patrick Shea  
Mike Walker  
Ashley Ward*

- A. Call To Order** *Clark called the meeting to order at 6:00 p.m.*
- B. Roll Call** *Present 7 – Amick, Amos, Clark, Milliken, Shea, Walker, Ward*
- C. Also In Attendance**

*Mayor Ebert, Lucas Haire, Amanda Jackson*

**D. Request for Council Action**

**RES-22-005**

*Mayor*

A RESOLUTION APPROVING THE MAYOR'S APPOINTMENT OF RICK DEEDS TO SERVE A FOUR-YEAR TERM AS A MEMBER OF THE PLANNING AND ZONING COMMISSION EXPIRING ON DECEMBER 31, 2025

*- Request to move to full Council*

*Ebert – You have the application in your packet. I assume you've read it. Rick's been a resident since 1987. He was a prior member of the council for 15 or 16 years. He and his wife have both been active in various organizations from PTO to Labor Day, they're all listed there. Good person.*

*Amos – Did we talk to any of the other candidates or just these two?*

*Ebert – Just these two. I called them first and they were both interested.*

***A motion was made by Shea, seconded by Milliken to move RES-22-005 to full Council. The motion carried with the following vote:***

***Yes 6 – Shea, Milliken, Amick, Clark, Walker, Ward***

***Abstain 1 - Amos***

**RES-22-006**

*Mayor*

A RESOLUTION APPROVING THE MAYOR'S APPOINTMENT OF DEBORAH MCDONNELL TO SERVE A FOUR-YEAR TERM AS A MEMBER OF THE PLANNING AND ZONING COMMISSION EXPIRING ON DECEMBER 31, 2025

*- Request to move to full Council*

*Ebert – Deborah's lived here about two years. She has a sister that's been here for over 20 years and she's come and visit her and says how much she likes the city. She's been very active in communities where she did live from being Development Director for 10 years in a village in New York state and a city manager both in Ohio and New York for the past 15 years. When she moved here she said she wanted to get involved in the city and this is an opportunity for her to do that.*

*Amos – When you said she moved here with her sister, but she's not going anywhere any time soon, right?*

*Ebert – She doesn't live with her sister. Her sister lived here for 20 some years and she moved here after she did.*

*Amos – Perfect. I just want to make sure that this wasn't a temporary stop.*

*Clark – I've seen Ms. McDonnell's work at Fairborn. I was the district director for Congressman Steve Austria when she was the Fairborn Manager and had some overlapping time in those jobs and had some meetings with her. I don't think she probably remembers me, it was only a few times and it's been since '08 or '09 timeframe. I reached out to Congressman Austria today just to get his impression of her and he remembered her as very professional, very diligent and responsive to his concerns and his requests for information.*

***A motion was made by Shea, seconded by Milliken to move RES-22-006 to full Council. The motion carried with the following vote:***

***Yes 7 – Amick, Walker, Amos, Clark, Milliken, Shea, Ward***

ORD-22-005

Development

AN ORDINANCE TO AUTHORIZE THE MAYOR TO ACQUIRE AN ACCESS  
EASEMENT FROM JP MORGAN CHASE BANK NATIONAL ASSOCIATION*- Request to move to full Council*

Haire – This ordinance would allow us to acquire a 6-foot-wide access easement across the rear of the parking lot for the Chase bank here. This is something I've been working on for 2 years, so it's been a long time in the making to get any progress with Chase but we're to the point now where we've got the easement in front of you and they have agreed to the terms of that. What this would allow us to do is provide a vehicular and pedestrian access from Waterloo St to the public parking lots along Towing Path Alley. As part of the project Waterloo II that is being planned, a condition of the Planning and Zoning approval is that we provide an access easement across that lot. This would allow us to have a wider access easement. We can do a 20-foot easement but we'd really like to have at least a 22-foot drive aisle. There's 20 feet that goes back behind Shades into the parking lot back there. It can be tight when pedestrians are walking. This will just give us a little more comfort in doing that and provide a safer access point. The goal would be to have this constructed with the Waterloo II project so there would be no cost in terms of construction for the city of Canal Winchester in doing this. This is a permanent 6-foot access easement with an additional 20-feet of construction easement which allows the construction and paving and some grading changes that need to take place. We would be acquiring this easement for \$20,000. This is part of the Old Town Plan. It is one of the projects listed in the Old Town Plan, to provide an access connection, to improve access to the public parking in the rear. Then ultimately looking at the green space behind Stradley, converting that to parking, and this would provide direct access into that parking lot as well. We'd realign the access point along Towing Path Alley to align with this access point. That's the overall plan there.

Amos – Please remind me, when we talked about this originally, did you mention that they'd be a sidewalk along it or there won't be?

Haire – There will be a sidewalk along the building side, so on the west side. There will be a 4 foot sidewalk.

Shea – Who do we bank with?

Jackson – Huntington, Chase, Fifth Third, Vinton County.

Shea - \$20,000 seems like a lot for somebody we do business with but it took you two years, I'm not going to push you on it.

Haire – Two years, and five different real estate contacts. The bigger the organization, they tend to be harder to deal with.

Amick – Was there pushback over that two-year period or was it just a matter of red tape?

Haire – It was a matter of trying to get them interested in doing something there. That felt like it would benefit them.

Shea – When I'm looking at the packet and it's got the piece in red, that's where the easement's going to be on the Chase property. And then on the other drawing, it looks like a curb cutout, that's the going to be the whole road path back. It's on page 25.

Haire – On page 23 it shows you how that access point would look. On page 25 the area in red is the construction easement that's specifically highlighted. It will just be 6-feet, over to where the curb is in the red there. That's as far over as the actual access easement will go. That's the first 6-feet. The 20-feet additional is in the rear.

Milliken – I think this is really great. I know we've talked over the years about the need to address certain parking issues. I know it doesn't add any parking. But access to parking helps just as well.

Haire – We anticipate that we'll actually lose 3 public parking spaces by providing this access point. We'll gain those back later once we realign the alley way connection. But in interim, we'll lose 3 spaces for a period of time. There will be costs associated with installing the public parking signs. We'll match the signs that are down here now directing people to public parking. It's one of the biggest complaints we get is that people don't know where to park here. One of the challenges is there's no access off of the main streets to get to public parking. Having an access directly off Waterloo greatly enhances the visibility of where public parking is. You don't have to go down any alleys to locate it.

*Amick – There are no issues around accessibility, are there, for this particular easement? ADA accessibility?*

*Haire – The sidewalks adjacent to this as part of the easement will be ADA compliant. I can't state whether the drive will be or not. I haven't looked at the grades close enough to know if that connection between the two lots would be or not.*

**A motion was made by Amos, seconded by Amick to move ORD-22-005 to full Council. The motion carried with the following vote:**

**Yes 7 – Amos, Amick, Clark, Milliken, Shea, Walker, Ward**

**ORD-22-006**  
**Finance**

AN ORDINANCE TO AMEND THE 2022 APPROPRIATION ORDINANCE #21-053, AMENDMENT #1

- Request to move to full Council

*Jackson – This appropriation amendment is for \$141,000 out of the General Fund to do three things. The first of which is related to that JP Morgan Chase easement we just spoke of, the \$20,000 we would need to acquire that. There's \$100,000 in there to acquire the Franklin St property that is on for third read at your Council meeting this evening. And then there's \$21,000 for the police staffing with Focus Safety Strategies that was discussed at your Committee of the Whole meeting last Monday.*

**A motion was made by Milliken, seconded by Amos to move ORD-22-006 to full Council. The motion carried with the following vote:**

**Yes 7 – Milliken, Amos, Amick, Clark, Shea, Walker, Ward**

## **E. Old/New Business**

*Amick – I have a couple of follow up questions to the Committee of the Whole meeting. Mr. Haire, one of the things as I was looking back through the minutes of the January 31<sup>st</sup> Committee of the Whole meeting, I did not feel that I got a complete answer on the Violet Pointe plans. Do plans actually exist on paper that Violet Township has or do we not know the answer to that? Or do you know that they do not exist?*

*Haire – I do not know the answer to what Violet Township has. There is a plan for an industrial park called Violet Pointe at Amanda Northern and Basil-Western Rds. It was marketed for a number of years and never sold or developed. It was owned by a gentleman named Mr. Davis who has since passed. His two daughters own that property now. It's not actively been marketed for sale for the last two years, three years. There is a CEDA plan that covers a portion of that area.*

*Amick – Unrelated question to Violet Pointe, a recent email got me wheels turning around the rail systems in Canal Winchester. I'm unclear if any of our rail systems, because they have to have a two way to somewhere, what our rail systems can accommodate. Are they not able to handle any type of industrial distribution or are they just inactive for that purpose?*

*Haire – The rail line here in Canal Winchester is operated by Genesee & Wyoming rail line. They are a short line operator. They own a significant portion of the short line throughout the United States. Basically, from here they have track rights on a number of other tracks around Ohio so they can cooperate with some of the larger carriers. This line goes down to Logan. That's where it terminates. Last I knew, there were 11 customers on that line. None of those are currently in Canal Winchester. The last customer that we had that used rail in Canal Winchester was Dysart. Dysart closed in probably 2015 or 2016. They had the spurs that are here along High St. Those spurs are still active and can be used. But no one is using them currently.*

*Amick – What about going north? Does it have a destination going northbound?*

*Haire – I'm not sure of exactly their connection points. There is a section of track that is I believe CSX that they have to cross. They have track rights on that track. Genesee & Wyoming does. But I'm not exactly sure where they haul to. They're based out of the Pittsburgh area so a lot of their lines are throughout Ohio, Pennsylvania, New York.*

*Amick – In your opinion, and this is not something that can happen overnight, are those lines conceivable to ever be put into operation to a more full extent?*

*Haire – If we had property that we could access along the line, there is the ability to put spurs in. The city of Lancaster has done that successfully recently. There's a corrugated manufacturer in Rockmill Industrial Park. There was a state grant, it was before I was here, so prior to 2010 or so, where they installed a rail spur to access that. Anchor Hocking is a big customer of theirs in Lancaster. This is adjacent to the Anchor Hocking distribution plant. They take full rail cars of rolled paper into that facility. There's definitely the*

ability to do that and work with them. They weren't the owner of the line when that spur was done. It was another operator but they have since acquired that.

Amick – Were any of the properties that were in the land overview, which was in my opinion excellent overview, are any of those parcels adjacent to a rail line that could be served by a spur?

Haire – No.

Amos – Going back to the Violet Township. First let me start with I understand they are considering Violet Township vs. Canal Winchester and trying to decide which way would be the best way to go. I struggle with the rush because I don't think Violet Township is our enemy. More like we are partners with them especially with the CEDA in place. With new people coming in to Violet Township, with the development that you have expressed and conversation we have had about Violet Pointe, and potentially looking at different alternatives for there and developing it more with your multi-use and your industrial and your light manufacturing. Can we bring everybody to the table? Could we bring Violet Township, Pickerington, us, representatives to the table to talk about A – is the CEDA still fluent enough, because we know there are pieces that are going to change. We know there is that residential piece that is going to be potentially changing. Could we all come to the table and just sit and have conversations about what we'd really like to see developed there and just have those conversations because there are so many new pieces to that puzzle. Would you be willing to set that up? Can I go?

Haire – Sure. Yes. I would assume.

Amos – I realize we can't have too many people there but I just feel like there's a lot of pieces. You have a vision in mind, but I think, I was talking to a couple of people from Violet Township this week and one of their things is we do the roads. They were asking me questions about how to the taxes break down for them. I said that's beyond me. That's a Lucas and Ms. Jackson question. I feel like if everybody comes to the table and starts piecing together, is this CEDA still the best layout, or is there a new plan, I just think it would be very productive to be able to do that whole package that we've talked about, is this the best route?

Haire – I don't think this is an us and them scenario. We work collaboratively with Violet Township frequently, in regards to land use, in regards to road maintenance, all those items. We met regularly with them. I had a conversation with Violet Township two weeks ago. We often have zoning related items. We met typically every other month or so. We'll have an application in the CEDA area that we have a joint land use committee meeting. We're working together frequently so I'd be happy to set up another meeting. Matt and I went over and had the biannual CEDA meeting with the Township Administrator and their Development Director recently. We work frequently together.

Amos – I know for a while there were no CEDA meetings. Violet Township told us there hadn't been any minutes or anything taken for the CEDA and it really hadn't been reviewed. That conversations had taken place regarding some things happening there but there had been no on conversation about is this still the best path. That's kind of what I'd like to see. Would Pickerington come to the table for that as well? Or would it just be Violet Township?

Haire – The CEDA meetings aren't public meetings in which minutes are taken. The meetings were happening. Just because they weren't publicly notified and a public meeting where minutes are taken. There's not a majority of the trustees there. We're typically meeting with the Township Administrator and one trustee.

Amos – I think where I got that from was there was a meeting where somebody asked if there were minutes and somebody said there were minutes and when I tried to obtain them, there weren't.

Haire – We have minutes for our land use committee meetings because those are generally shared with the Planning and Zoning or the Violet Zoning Board. They're basing their decisions on recommendations of those committees.

Amos – With Pickerington starting to look, because conversations that I've had with Pickerington's group, they're looking for light manufacturing, industrial. They can't get it. We've had this conversation. They're a bedroom district. They're looking for it. And this falls partly in their boundary. It's around them.

Haire – When you say it's partly in Pickerington's boundary, I'm not sure I understand what that means. The school district?

Amos- The school district butts up to the CEDA, correct? The CEDA doesn't include the school district though.

Haire – Correct. And the city of Pickerington's not part of the CEDA agreement.

Amos – I would love for you to – just so we can have a general conversation and see with all the new pieces and parts, if we're all still on. And then the MORPC meeting where they're talking about Intel this week, are you attending that meeting?

Haire – I wasn't aware of a meeting that MORPC's having.

Amos – I've heard there's a meeting, Wednesday or Thursday, that MORPC's having, that's all about Intel and the potential for the subsidiaries coming with it.

Haire – I'll look into that. I wasn't aware of it. In regards to that, we did have a meeting last week with One Columbus. All the development directors in the area. We generally meet the first Friday of every month, virtual meeting. JobsOhio and One Columbus were on their. Again, Intel will not release their suppliers. They say it's proprietary. So, there's not a specific list put together, but Jobs Ohio is aware of 140 suppliers in the state of Ohio currently. They haven't strategized around how to attract more of their supply chain yet because there's a lot of bigger issues that they need to solve first with regards to all the utility and infrastructure improvements that need to take place. The Intel plant itself uses 5 million gallons of water a day. Trying to solve those kinds of issues are what they need to look at first before they start digging into the next steps there. We've done some research internally and have a list going of suppliers.

Milliken – I know it's been kind of short notice since I asked last, but what NorthPoint has brought to the table with regards to the Bixby Rd interchange, has there been any subsequent meetings with ODOT since the last time you met with them based on what's transpired lately?

Haire – Yes, we had a meeting with ODOT District 6 personnel and central office personnel on January 24<sup>th</sup>. Mrs. Amos, Ms. Amick, and Mr. Clark attended that meeting as well. We talked about next steps for a potential project for the Bixby Rd interchange. NorthPoint was in attendance there along with the lobbyist they use for those purposes. We talked about how we can get on the TRAC process. TRAC's a process that ODOT uses for any project that exceeds \$12 million that's considered a major project in the state of Ohio. You have to get on the TRAC list for any state funding. TRAC is a two-tier process. The first stage of that process is to obtain their approval to get funding for design and then to get funding for right-of-way acquisition. And then Tier 1 is to move into the funding stage where you starting to fund construction. Our goal is to move on to a TRAC application process for year, in May, to apply to get environmental dollars, design dollars, and right-of-way dollars dedicated. That's the goal. We'll have another meeting on February 24<sup>th</sup> with ODOT and their consultants to talk about the next steps that we need from an engineering perspective to get this project ready.

Milliken – The meeting on the 24<sup>th</sup>, will that be attended by Ms. Amick and Amos and everybody as well?

Haire – No, it's with the engineers that they've consulted with so it will probably be with EMH&T who is our city engineer for traffic engineering. Probably Mr. Peoples and myself will attend that as well. But really it's to talk about the engineering, what needs to take place, what funding commitments or value capture commitments are available to them to capture funding from development that takes place in that area to help support the application, and then trying to put together a financing package for it.

Amick – I understood them to say that some of the meetings are public meetings and are open to anyone. Is that February 24<sup>th</sup> meeting, you're saying that is not open to the public?

Haire – Correct. That would be a meeting with the design engineers. The TRAC process itself is a very open, public process. We would seek a number of letters of support leading up to that. We'd probably have a public meeting to talk about the process of applying and seek support for the projects there. Then the application process itself is probably 4 or 5 meetings, all of which will be public meetings where they decide who actually is going to be funded and how the projects will be ranked.

Amick – I was asked by a member of the community about how residents can try to influence ODOT. Do you have any specific recommendations, other than attending those public meetings?

Haire – I would continue to make ODOT aware of traffic issues or safety issues that you have in the 33 corridor. Those are all cataloged by ODOT. And then just participating in the application process. We'll seek letters of support so any groups in the community that would like to provide a letter of support, those can be included in the application. Any type of groups – homeowners associations, civic organizations, anything like that. Those always help with that process.

Clark – I would also suggest have them contact their congressperson, their state rep, and their state senator and express their support for that project.

Shea – Are we getting any help from our two sets of legislatures that we have?

Haire – We haven't specifically approached them with the idea of a TRAC process. That was fairly new. I'm sure that we will do that. In the past we've always just kind of talked about 33 in general about improvements there. We've definitely received support. Senator Schaffer was instrumental in getting some dollars put in the last state budget for barrier cables along 33. Those will be installed I believe within the next year, after July the state budget year. Sometime during the next calendar year those should be installed. County line, or High St here, to Allen Rd, there will be barrier cables installed. So, Senator Schaffer out of Lancaster was instrumental in getting funding for that.

Milliken – I appreciate all the work that's gone into this. What NorthPoint has done, kind of giving this a shot in the arm, I feel. This is kind of what we hoped for. Just to get the conversation going is just fantastic.

Haire – It's definitely helpful. NorthPoint is committed to donating the right-of-way there, which will be a big savings for ODOT and can help accelerate some of that right-of-way acquisition because either the city or ODOT will take possession of that right-of-way as part of that project. Also, they've committed to \$100,000 to help fund any of the studies that need to be completed to get that TRAC process ready.

Clark – I also think that NorthPoint was instrumental in getting the governor's top aide on the industrial side of things that looks at projects as creating businesses where you score points for that. He was at that meeting.

Haire – When I talk about value capture, what that means is how do you take advantage of revenues that are generated by development to pay for infrastructure improvements. In this specific case, we'd be talking about TIF funds. As the land values increase with the purchase of the land, there will be TIF generated and then after an exemption period, there will be an incremental value that's created and all those funds can be dedicated specifically for infrastructure. The development of those areas are instrumental in funding an interchange there. Without the development, there will be no interchange.

Amos – We have the easement on one side. Do we need to be proactive on working on the easement for the other side?

Haire – Typically, that's outside of our jurisdiction. We only cover one quarter of that. It would be up to ODOT, or in some cases the city of Groveport's out there as well in one quarter, those would be in their areas. ODOT's real estate department would handle that once those areas are specifically identified, the amount of right-of-way they need. The interchange has a preliminary design but it's not been fully designed yet. The preliminary design is from 2012 so they need to update those plans and update all the environmental to understand exactly what areas need to be taken as right-of-way.

Amos – The one guy said that it's prime real estate when you can get those easements ahead of time. And that it helps smooth pathways.

Haire – Right-of-way is really the longest portion of the project for them. Especially if you have uncooperative property owners because then you have to take them through eminent domain. It can lead to a very long drawn out process. Having the right-of-way is really keep to moving the project moving forward in a timely manner.

Clark – On the other side of the street there, on 33, some of that property is owned by Mr. Schacht, right?

Haire – On the south side of 33? Correct.

Clark – It looks like there's two parcels. Does he own the bigger one, the west side? Or does he own both of those?

Haire – There's a large retention pond there. That was one of the borrow ponds from building 33. That is the property of Dale and Teresa Schacht. As you head to the west, David and Lisa Schacht own a number of parcels there as well.

Clark – Ok. Different family but their related. If we lose this opportunity to get this piece of property and allow Columbus to annex the Schacht farm and all them to have access to that land across the street, I think we've done such a disservice to this community. I can't say that any stronger. I feel it deeply. We're going to realize in years how bad that was if this happens.

Haire – Just to be clear, none of the properties south of 33 were approved as part of the annexation. Those were split off into a separate parcel. Those were not annexed.

Clark – I understand that. But it can annexed if Columbus gets control of the Schacht farm from the north side. It opens up the annexation to them of all the land across 33, to the south.

Haire – Right, if you're adjacent you can annex, depending on whatever jurisdiction is there.

## **F. Adjournment @ 6:36 p.m.**

**A motion was made by Milliken, seconded by Ward to adjourn. The motion carried with the following vote:**

**Yes 7 – Milliken, Ward, Amick, Amos, Clark, Shea, Walker**