

Canal Winchester

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



Meeting Minutes - FINAL

February 19, 2019

6:00 PM

Council Work Session

Mike Walker – Chair

Jill Amos

Will Bennett

Bob Clark

Mike Coolman

Bruce Jarvis

Patrick Lynch

A. Call To Order Walker called the meeting to order @ 6:00 p.m.

B. Roll Call Present 7 – Amos, Bennett, Clark, Coolman, Jarvis, Lynch, Walker

C. Also In Attendance

Matt Peoples, Lucas Haire, Amanda Jackson, Bill Sims, Dick Miller, Steve Smith, Shawn Starcher, Joe Taylor, Sargent Cassel, Shane Spencer

D. Reports

Bill Sims - Thank you Mr. Walker; they started installing the traffic signal poles on Friday, on Gender Road at Groveport and Walnut Street; they got the poles up Friday, today – yesterday and today they were working on the actual mast arms that will hold the signals over the road, so they are working on the mast arms now; they were laying out the signal placement, so they have some holes and stuff to drill; it's good to see that that's all occurring; they've got roughly two more weeks of work on the traffic signals, before they can remove the old ones; you'll see a lot of activity out there, they've got 2 crews out there so they can work on both intersections at the same time; some of the other private projects – Crossroads Church is down for at least another work, they decided to take a couple of weeks off with the weather conditions; Turning Stone here at High and 33 – they were off last week, decided not to deal with the weather; they're back laying sanitary sewer now; Hampton Inn's continuing – you've seen the stair towers being constructed out there; Nifco project is continuing on Robinette Way, if you haven't been out there, it's really good to get a sense of the size of the building; it's good to see a project occurring there; also, at Canal Pointe is Mill Tech, which is right on Rutherford Drive, at Howe Parkway, close to the pond there; they're going to be getting underway this week, and start moving dirt on that project as well; Westchester Section 13 – work is continuing out there, they made the connection of the new water main on the existing water main; they did that yesterday, on the holiday; the school was going to be impacted, so it was good to coordinate having the water off with President's Day, and it worked very well; they're working on some sanitary issues the remainder of the week, and then they will get started on storm sewer; we opened bids on the 2019 Street Program on Friday; the apparent low bidder is Columbus Asphalt Paving, they've done our street program a few years in the past – they did West Columbus Street reconstruction, that's one of the larger jobs they've done for us; EMH&T have been doing the bid reviews on that, I'm sure Shane will touch on it a little bit; bids came in – I'm not sure what the percentage is there – maybe 7% or so under our estimated cost, so that was a good thing, so we have a little bit of money to work with there, see if we can find something else to do with it; I would expect to see a legislation at the next meeting for you folks to consider with that; generally speaking, that job would start typically mid-to-late-April, depending on when they forecast asphalt plants opening back up; questions? Jarvis: Mr. Sims, the award hasn't been made yet? Sims: No, we just opened the bids, so we have Shane's team take a look to make sure all of the paperwork is correct, all of the signatures and such are correct; I'll take a look at it, and next meeting we'll bring a recommendation to you guys, and the legislation to authorize the award; Jarvis: Has the deadline come and gone – the

deadline for bids? Sims: Yes, the deadline was Friday at noon, and we opened at 12:02; we had 4 bids; all companies have worked here in the past, and we had a good experience with them; Jarvis: When you said they were under 7%, does that include the contingency – I forget what you have – Sims: We don't advertise a contingency, it's not a line item in the contract; we have our budget, where we have more than 10% at this point available if we need it; Jarvis: So this is 7% above and beyond – Sims: Right, what we thought would be the actual construction cost, correct; Jarvis: So if there were change orders, or anything like that, we would be completely covered; Sims: Yes, we've got some working room, based on our original estimates; we do have some contingency beyond that, if necessary; we're hoping we don't run into that, I know we had a couple of years where we – due to the soil conditions of the streets, we had to eat into a lot of extra money; I think we felt really comfortable with the methods, and types of repairs we were doing last year, and we have continued that this year; Jarvis: Thank you; Sims: You're welcome, any other questions?

Dick Miller - Good evening, thank you Mr. Walker; the forester's 2019 tree list of approved and unapproved projects is available through me, or in Mr. Haire's office, through Andrew Moore; I have an extra list with me tonight, if you want to see the list – few changes from last year; the 2019 street tree planting bids will be accepted at noon, March 14th, for the quantity of 70 2-inch caliper trees, for the Spring 2019 planting; we would anticipate planting costs of approximately \$23,000 for the 70 trees; I also have that list with me, and that is available online also – if you want a paper copy, I have those; this Thursday is pruning day at Cherry Landing – if you're so inclined, you can join us, we will begin light pruning in that area at 8:30 in the morning, on Bigerton Bend; flagging is complete for the 100+ con firs to be planted north of the water reclamation plant, that will also be taking place this spring; Saturday, May 4th is the annual tree giveaway at Stradley Place – that's 9am-11am; finally, we've been cutting the perennial grasses and flowers along places like Diley Road and Gender Road, as well as other locations; any questions?

Steve Smith - Hello everybody; we had some complaints about some slow draining down N. High Street – basically from the corner here up to the water plant; started some investigating, and found out we need to do some cleaning there; we did some high-pressure cleaning all the way to Trine Street, and we regained a lot of capacity there, things are going great; it's our policy, when we have a backup, to inspect the manholes in that area once a week for at least a year; if everyone looks good for a year, we do once a month for another year; we will be looking into those constantly, we're happy that that turned out well, because that's a line that feeds into the treatment plant, and allows the backwash to go to the waste treatment plant; in other news, the Columbus area set 2 new rain records in February; we set 2 new records, too – we set the highest flow the plant has ever done; our old record was on January 4th of 2004, after a big snow melt – we were at 4.5 million, we went to 4.8 million this time; interestingly, all the contingencies worked great – we actually met permit the whole time, which is almost double; we fully expected everything to go well as far as keeping the place dry, but we didn't expect to do so well on the permit, it's just the way things are going now, we have a good degree of control over the plant; afterwards, it take us days and days to get back to normal – I'm not saying if we had a continued monsoon, we'd do the same, but we are optimistic that we could; the last thing I have is that we got new carpet in our offices, the place looked like Xenia in 1974 for about a week – now, it's starting to look great, we're getting all of our stuff put back together; if you happen to walk through the door, it looks

like quite a mess; Jarvis: What was the debris in the old part of town here that created the blockage – what was the nature of it? Smith: We believe it was mostly grit and sand, also some filter media from the water treatment plant; a combination of everything – really not much grease in there – it tends to go in the low-lying areas, there's not a great degree of pitch in those old lines; they don't really have a self-scouring velocity that you'd typically see on a modern sewer; debris collects, the water that rushes by doesn't tend to wash it out as well; we've decided to up our maintenance schedule – we don't anticipate it getting as bad as it did; we hadn't cleaned it in 4 or 5 years; we think we're going to have a good handle on it – I know we were out in front of your house; Jarvis: That's alright, I'm not even sure I was aware of what was going on, but I appreciate you doing it, just the same; Smith: We let everybody know by flyer that we were doing it – we had no reports of any damage, or any trouble because of the work; Jarvis: I like the way that letter was worded, too – 'a splatter of inconvenience' or something like that; Smith: Bill likes me to put Fall leaves or something like that on my flyers, and I didn't do that this time.

Joe Taylor - Good evening; we're getting ready to remove some gravel from the west brine tank, we're switching it to the solar salt, like we did the east brine tank, we were just waiting for it to get empty from the end of the year shipments; we'll be working on that in the next week or so; we've been working with Bird & Bull to upgrade pumps 2 and 4 to variable frequency drives – that'll just help with summertime flows and performance, to lessen some of the run times on the pumps, just ease the operation a little bit; we pumped 24.9 million gallons in January, with an average of 803,000 gallons per day, and we averaged 121mg per liter of hardness – which is 76% removal of the hardness; at the end of last year, we pumped 40 million more gallons than we did in 2017, at 289 million; we saw an increase of \$62,000 in chemical costs – some of that had to do with decreasing the amount of hardness in the water, so we are using more salt, the inflation of chemical prices; the electric costs – it was about \$4,000 higher in 2018, but relatively the same as it has been; the distribution system – we are still doing the AMI meter installs; we are about 1,460 units installed right now; we're pretty well complete with Winchester Village – we have Winchester Village complete, Canal Cove complete, Washington Knolls complete, Canal Pointe complete – we're working on Olde Town right now, around Columbus, Franklin, Liberty, those areas – the wastewater department has been working on Ashbrook Village; we continue to do that; we've assisted a couple of homeowners on some service line leaks; we've actually had 3 service line failures in Winchester Village subdivision in the past 3 months, so we're seeing a few of those start to fail over there on the customers' side; we're doing a couple of flow tests on some hydrants; a system seal excavating on the new waterline for Westchester 13, we're getting that in place, and trying to minimize any down time for the school; no water complaints since the last meeting; Amos: Mr. Taylor, I just want to make sure I heard you correctly – the increase in cost of chemicals was \$62,000 from last year? Taylor: Yes; Lynch: You mentioned failures in some of the lines at Westchester – fairly new lines, what's – Taylor: They re-routed – it's part of the project, I think it was a detention basin that they had to reroute the water under for Westchester 13; they had to relocate that water, so they installed a new section; they had to connect the new section at 2 points; in order to do that, they had to shutdown the water – they had to get it passed, once all the testing was approved, then they had to tie it in – they actually, physically tied into the existing part where they tied the new sections in; Walker: We were at about 11,000 for the chemical to soften the water – where did that take that this year, with the increase? Taylor: I don't remember exactly, but I think it was around 12,000 – that was for the

phosphate; Walker: I know that that was before, when we figured that out – it was less than \$3 per customer that's on per year; Taylor: That's probably about right; the biggest cost to us is the salt; salt prices are – I think back in 2015, it was \$150 a ton for the high-grade salt we were using at the time; now that salt is not available, it became unavailable at the middle of the year; we were trying rock salt, and rock salt was giving us some issues at the treatment plant in the brine makers; we switched to a solar salt; it's \$170 ton – the high-grade went to almost \$200 a ton; we were using around 100 tons a month; the salt prices have just skyrocketed over the last few years, up to \$40-\$50 a ton; we get 25 tons pretty much a week; Walker: We are still at 20 grains – around 20 grains, as far as the hardness? Taylor: 120mg per liter, it's about 17 grains per gallon; Walker: As far as the softness of the water? Taylor: It's relatively stayed the same, it shouldn't fluctuate a lot; when we do a cleaning, we had one day pulling the one tank out of service, putting in the other one; the hardness did go up, so that may throw our averages askew on that month; it was just one day where it climbed up to I think 200 grains of hardness, but that was just because we pulled one out of service, getting it cleaned out and switching to another one; we had to regenerate a couple more softeners that day, they got a little bit behind; Walker: Thank you.

Jarvis: Mr. Taylor, you may have touched on this, I just wasn't writing fast enough – you said there was a record on consumption for January; do you have any feel for consumption on an annual basis, between 2017-2018? Taylor: Of how much it increased? Jarvis: Yes; Taylor: We increased 40 million gallons over the year between 17-18; Jarvis: 40 million – what would that represent, as far as a percentage? Taylor: I'd have to do the math; we pumped 249 – is that what it was? Yeah, 249 in 2017, and then 289 in 2018; that was the increase – a large portion of that was BrewDog; Jarvis: That's what I was trying to figure out, what's the impact of BrewDog; Clark: You won't see those increases like that – what's your normal increase, without a BrewDog coming online? Taylor: I would say – I'd have to go back and look at the math, but it's probably 100,000 a day from 3-4 years ago; maybe not quite 100,000 – there's days that BrewDog will pull 100,000, there's days they'll pull 50,000 gallons; Walker: How is the metering working since we added – I know I got a call when I had some leakage; is that still working real well, as far as someone – their toilet is running constantly – Taylor: Yeah, the system is working very well; we've helped a lot of people out with it; not everybody at first believes they have an issue, but I can prove they do; 99% of them are toilets that hang up; they don't always hear them, or notice that they're running; they are, those are the ones that you'll see the 10 gallons an hour for a straight 24 hours; generally it's just a toilet hung up; Walker: I know I appreciated the call, and it saved me \$10-\$20 a month, that's good savings; Taylor: We actually caught one in Westchester – it was when we had the cold snap, and we noticed it was over a weekend that it went sky-high, it was an astronomical amount of water; we went out and shut it off, I think on a Monday; it was vacant, it was a house for sale, and they had a line break in the basement; they still consumed a lot of water, but we caught it in 3 days, instead of 60 days; Coolman: In Winchester, you were saying – it seems like every meeting, your crew goes out and assists homeowners with their line leaks, and what I'm hearing is a more frequent occurrence of where it's on their expense; are those the same residents that are having a continued problem, or are those new addresses in those subdivision? Taylor: Those 3 are completely different addresses; year back, it seemed to be Washington Knolls; most of it is the polytubing they used back in the 80's, it split; one of the houses is just how they put it – after it came off the curbstop, they put it at an angle to go down underneath

some sort of utility, it cracked at that point; we rerouted the waterline, because it actually went through a tree; we rerouted the service line up to that point; there was one gentleman that had a leak in his garage, and I don't remember the exact material – he just got it fixed today, and got it turned back on; there was one there at the eyebrow on Sarwil that was leaking, and it was actually split on the edge of the driveway; a lot of those houses I believe were built in the 70's or 80's – you're talking 40-50 years old on these lines, they're going to fail; Walker: I never thought about that, about how it could save a house; it happened to me at an old farmhouse last year, I just happened to be there when it warmed up, and the line broke; had I not been there, the water would still be – until I got there – would still be running, filling up the house; does that, on a sudden surge like that, would that alarm you any faster? Taylor: No, on the service line going into a property, we'd never notice it; generally, they'll call and say 'hey, my yard is wet'; Walker: This was inside, past the meter; Taylor: It would alarm us – if it's using 10 gallons an hour, it will alarm us, for a 24 hour period; Walker: How quick was that, when that line broke, that you were alerted? Taylor: We weren't here over the weekend, as soon as we saw it on Monday morning, we said 'hey, this place was on there 3 days in a row, we need to go look at it'; when we got out there, we realized something was going on – the house was vacant, nobody was home; we started making calls to the homeowner, and called the real estate agent; we shut it off, thinking there would be some damage inside; to my knowledge I don't think there was any damage, they just saw it pouring in the basement some place; Coolman: I can assure you, the insurance carriers do appreciate this system.

Sargent Cassel - Thank you Mr. Walker, I have the stats for January: 449 total dispatched calls, 847 pick-up runs, 282 multiple unit calls, 93 reports, 14 addendums, 1 F.I. card, 13 civil papers, 3,288 building checks, 526 vacation checks, 96 traffic stops, 40 citations, 74 warnings, 1 felony arrest, 17 misdemeanor arrests, 18 warrant arrests, 1 OVI arrest, 5 probate or pink slips, 2 charge packets submitted for review on possible charges, 11 summons in lieu of arrest, 36 misdemeanor charges filed, 3 felony charges filed; the total downtime possible was 89,280; actual downtime was 58,168; busy time would be 65.15%; if you flip the page on the packet that I gave you, it breaks it down per shift; that's all I have, unless you have any questions; Jarvis: Sargent Cassel – I forget the notional target on busy time – it's 60%? Cassel: We want to be at 60%, no higher than 70; we're right where we need to be – we have been getting really busy lately, this month; I don't know if it's the weather, we've been having a lot of crashes; it's a little mix of everything; Jarvis: Compared to last year, we're looking at January's stats, right? Cassel: Yes sir; Jarvis: Compared to last year, I can't recall whether you were here, doing this or not – Cassel: Yeah, I was, I'll be here 2 years in March; Jarvis: Okay, time flies; were you doing this last year, the same kind of stats? Cassel: Yes sir; Jarvis: Do you have a feel for the comparison? Jarvis: Okay, it's been consistent; Walker: Sargent Cassel, as far as the sign down here goes – as far as the speed – do you still feel that that's – Cassel: I think that that's an awesome sign, I'd like to see those everywhere; if they were everywhere, you wouldn't probably pay attention to them as much; I like it; Walker: Great, good to hear.

Shane Spencer - As Mr. Sims had mentioned, the street program bid opening we had on Friday – I can say we have done a partial review so far since then; more or less confirmed looking down at the math, the unit pricing, everything seems to check out; just simply need to go through the documents, and I'll perform a recommendation; we do not anticipate any surprises, again all 4 of our bidders are known commodities, so I don't think we're dealing with a situation of a contractor we haven't worked with

before; should be finishing up that review here by the end of the week, and having everything in place; additionally, we've got everything finally in place with the High Street rail crossing upgrade; we anticipate to get started with that design here in the very near future, to get that improvement in 2019; I mentioned back – I believe it was in December, just before the holidays – we are preparing an application to ODOT to seek funding for them to conduct a signal timing study for the Gender Road corridor; we've actually pulled that request together through some discussion – we did reach out to Columbus to see if they would want to be part of that study, in terms of looking at the signals at Gender Road and Winchester Pike; I did reach out to their traffic engineer, and they thought it was a good idea; their signal at Gender and Lehman road is also linked to the one at Winchester Pike, so we'd have to include that one as well; we'll be updating that request to go into ODOT, which should happen here in the next couple of weeks; we feel pretty good about that, and that's 100% funded through ODOT, so there's no local match; the only local requirement is just on the back-end for implementation of someone to change it; hopefully that will be a positive change; Jarvis: I'm sorry – can I interrupt – something I read in the packet, it was a staff report; I think it was Mr. Peoples who had put this in there, and if I read it correctly, it said ODOT was going to pay for everything, except for – Jackson: Different program, that's a different program, Mr. Jarvis; Spencer: That probably would've been with the resurfacing program; Jackson: It's the urban paving program; Jarvis: Okay, this is the traffic study; Spencer: Basically what's going to happen is ODOT has a consultant that they have on board for statewide – they will do this all over the state of Ohio for local communities; they will go out and do updated counts at all of the intersections, including turning movements and everything; you get up-to-date, current reality of what's happening; they will use what's the standard modeling software to see where we can optimize the different turning movements at some of the intersections; certainly, that's been done in the past; it's been awhile since it's been done on Gender Road, and we've done a lot of improvements, and obviously the traffic may have changed, when you get development; it's a good practice to do periodically, and right now with the improvements that we have made, it's a good opportunity to do that; it enforces a good opportunity with ODOT; the idea of bringing Columbus in – that's one of the things that ODOT with this program will do, they will coordinate that inner jurisdiction; sometimes it's hard for one entity versus another; certainly, it's going to be primarily a Canal Winchester effort, of course with the potential interaction with that signal at Winchester Pike, it makes more sense to look at those together; Jarvis: when they do this, they won't be looking at just Gender Road (north & south), but all of the connection points; Spencer: That's right; as well it includes the two signals on Winchester Boulevard – the one to the east and the west of Gender Road; the one at Prentiss, and then the one by Walmart; it includes those one-offs right there, but yes it includes all of the signalized intersections; they'll look at the one that we term the 'main-line' traffic on Gender Road; certainly Gender Road – there are limited access points, and it has been managed well in terms of reducing the entrance and exit points on Gender Road, so we can focus the study on those; Jarvis: Will they be able to model and project for Bigerton Bend? Spencer: There certainly is a component when the study is going on, there will be progress meetings – there's things from the local perspective that we can share with them, any one-off studies we have done; they do do projections, certainly we want to plan for the future; things that are specific to one development, and one connection or another – certainly we'll let them know about that, and they can incorporate some of that; it is speculation to a point, certainly what's

going to happen – yes, those kind of factors can be taken into account; the reality is trying to optimize what we have right now, in terms of traffic; planning for the future is a part of that effort.

Spencer: The only other thing I had on my list is just a little bit of support we've been providing to the development department through traffic study reviews; some cost-estimating reviews over the past month; any other questions? Clark: I just had one on Gender Road – on the repaving of Gender Road that ODOT's doing – that's going to start in 2019, right? Sims: They'll be doing the design, and probably put it out to bid; Clark: Okay, so the actual construction then – will that be done all in one year? Sims: It will be all one project; Clark: They'll do it all in 2020, okay; Sims: I think that's officially 2020, July 2020; Jackson: Yes – we received communication from ODOT, I believe it was last week; Mr. Peoples wanted to have a conversation with them, we had some questions on it; we do have to bring legislation to council to move forward with that, so my guess is you will see that maybe at the next meeting; it would be – I think in that document that they would put it out to bid in February 2020; Clark: Does that project call for a bridge replacement? Sims: That's not part of that project, however they shared with us during their review of that is that the bridge is slated for work in 2023 I believe; that's on the list to be done; Clark: Is it just maintenance of the bridge? Sims: No, I'm not sure if it's 100% replacement, or if it's just a deck replacement; it was a significant project, for instance we didn't even really look at the guardrails there, because we know the guardrails are going to be replaced with the bridge project, so there's no sense in replacing them now if it's just going to change in a couple of years; Clark: Right, okay; Amos: Mr. Spencer, I have a question – on the 33 overpass, I heard it was hit again, for the 3rd time; have we heard anything on the structural integrity, or are there any issues with it? Spencer: I have not, I don't know if any of the staff has; I do know with experience that when those events occur, ODOT is out there very quickly to take a look at those type of items; I'd be highly confident that if there was any concern on their end from a conservative standpoint that there'd be action taken; they're pretty quick to respond to that, especially with their structural engineering division; Amos: That was my understanding is that they came out very quickly, however residents were very concerned; Cassel: I was actually there; they did respond, I was pretty impressed with their response time; there was a tractor-trailer hauling a crane, and the top of the crane hit the bridge, and a big piece of concrete fell; Sims: They did put out a statement that they reviewed it, and there was no further structural damage beyond the last hit; Jackson: I was just going to say, I pulled it up – he took the words right out of my mouth; on February 6th they sent out a notification that they were closing the lane, they were taking a look at it, there was no new damage, and repairs are planned as part of the current construction project on US-33, expected to occur this spring; Amos: Thank you; Clark: Was it hit in the same place? Sims: It was; the beam that we replaced a year ago, that's been hit twice; Mayor: Almost in the same spot; Lynch: Is there a bullseye on that? Jackson: It's almost as bad as the light poles.

Walker: This is a two-part question, I haven't asked in a while about the 33 wall – is it still slated for 2021, or has that changed? Spencer: I haven't heard anything contrary to that, it's certainly something I can investigate again; I have not heard anything additional news on that; Walker: That wasn't on the side of where Turning Stone is – since planning & zoning had passed that, was that with the mound that was originally planned with Fischer, way back? There was supposed to be a wall barrier that was mounded with dirt; Sims: There is some mounding - Haire: It's not a wall; it's a 3-foot mound with pine trees; Walker: So a 3-foot mound; Haire: I wouldn't describe it as a wall; Walker: That won't block too

much sound; Sims: No, from what I understand, they're only interested in installing walls where the homes predated the freeway; Spencer: Under the premise that by constructing the highway, they've created the situation, as opposed to someone not being aware – let's say with a new house, certainly someone can look at it and make the choice if they want to live next to the highway; Walker: It's a 3-foot mound, with a row of pines – not deep or anything, just a row? Okay, just curious with the new development; Bennett: One final question Mr. Spencer – with the signal study that's going to happen, you were talking about future construction projects – I assume part of that would also include the warehouse development that's going to happen? Spencer: Right, in fact we – my office – reviewed the traffic study that came with the warehouse developments, that would be one key piece of information that we would pass along to ODOT; in essence, when this gets funded, which certainly we anticipate, we will have a kickoff meeting, and so we will compile and share a lot of that information, and pass it along – certainly the traffic study that was done will be part of that.

E. Request for Council Action - NONE

F. Items for Discussion

G. Old/New Business

Jackson: Mr. Walker, there's one thing I just want to bring up, before I forget; this year being an odd year means we have to talk about council and mayor salaries; that needs to be done by July 1st – just wanted to throw that out there to all of you, to start thinking about it; perhaps, in the next couple of months, we can really start a serious discussion on what you would like to do with that; that would be the salaries for 2020 and 2021; Jarvis: Preparation for that – does MORPC still provide salary surveys? Jackson: They do, I can tell you that the salary survey will probably – the newest one – will probably not be out in time for that discussion, so I'll have to use last year's data as the most recent data I have; Jarvis: Okay, thank you.

Lynch: In reference to the Middletown Farms project by Westport, Bruce Jarvis and myself – we've both been contacted several times by Jack Mautino; kind of talking about what went down the last meeting; it seems to me that he was surprised at the council's tone, that we really don't want more houses here in Canal Winchester; I expressed my viewpoint of that as being that it's not that – we don't need more houses – but we don't want to burden the schools with more kids and such; anyway, it was suggested to him about possibly going back to, in his proposal, going back to the condos in the section 2 portion of that project; it was originally proposed houses in one, condos or empty-nester houses in section 2; I was asking him why that was taken off the table, and why it went all to single family homes; he said it had to do with lot sizes, etc, etc; asked if he would go back to the that, if he would entertain that or not, in an attempt to introduce some more empty nester homes in Canal Winchester of higher quality, that would be very marketable, and help fill a niche that we have; again, not burden the schools with additional students; he liked that idea, but was kind of curious as to where council might be on that particular topic; I'm just throwing it out there, I told him I'm one person, I cannot speak for everyone else; so, number 1 – would you be open to that, number 2 – what would council want to see there – to help them better narrow this down; I also expressed to him that they should bring more pictures of what they're proposing, so we can see specifically what they're proposing; he reiterated the fact that they want to

meet the 11-98 codes, and still continue the full wrap of cementitious siding around all of the structures; I'm just the messenger – any thoughts? Jarvis: I guess the way that that was left the last time was a little mind-blowing, because we were told on many occasions that 11-98, the way it sat, was impossible, reinforced by their subject matter expert BIA that said the same thing; when it was getting ready to come up for the 3rd and final vote, the picture changed – 'we're willing to do all those things'; I'm not sure what to make out of it, but I thought the way it was left that they would come back with a proposal reflecting what they said in that meeting, and that there would also be some additional information that would come out; this development, with the condos, that's kind of - I know we were there once before, we are looping back, we are having a deja-vu moment; that's new information, we still have to this date haven't seen any renderings of what exactly they are going to be putting in there; I know you personally don't need it, you know spec-wise that it would get to the place that you might be comfortable with; speaking for myself, and I think Ms. Amos was in the same place, I'd like to see exactly what you're talking about, just so it's real; it's not real to me, up until that point; I'm willing to keep an open mind, as long as they're presenting new information; the clock's moving, and if they provide that information to us, I'd like to get to that point where – 'okay, this is it, there is our best and final, period', and we make a decision based on that; up until now, we haven't, we haven't seen all of the cards, and it's changing; Amos: Mr. Haire, if they go back to condos, are they going to have to go back through your process, through Planning & Zoning? If they decide to change their game plan – if I remember correctly, originally it was homes and some empty-nesters, it was never a complete empty-nester – Haire: That's correct; initially, they had the north portion off Hayes Road was to be what they called their 'lifestyle units', which were on 50-foot lots, with 5-foot setbacks; based on the conversations council had with not wanting a 5-foot setback, and wanting bigger side yards, that led them to wider lots; wider lots made it difficult for them to get the density they'd need to build that empty-nester product; the empty-nester product is all garage-forward design; there's no product that they build that's not a garage-forward design; I haven't seen a developer that builds anything that would meet our regulations with that empty-nester-type product; there are people that build with a front porch in front of the garage, but I've never seen them have the 4-foot setback, for any developer that's doing business in central Ohio right now; a lot of them are doing a side-load garage, that's in front, which a courtyard entrance; Fischer Homes is building some of those in Westchester 13, which will be the section they're developing just northwest of the roundabout; those will all be patio homes, they're 2,000, up to 3,000 square feet on 55 and 60-foot lots, I think; Lynch: 50-foot wide lots? Haire: 55 or 65 feet; Lynch: What are the price point of those? Haire: Their price points are the high 200's to the low 300's; Lynch: That's kind of the range he was talking about with what they're hypothetically proposing; Haire: A lot of the units they're designing are that courtyard entrance; it has a side-load garage, but the side-load garage sits completely in front of the unit; you drive up completely to the house, and then you turn to get into the garage; that's why they went away from it, because we were putting architectural requirements on these that wasn't going to allow them to build the units that they're comfortable building; they said that if they modified them, then the price points would get to a point where it wouldn't make sense to build an empty-nester unit rather than an empty-nester home; they can be more profitable doing single-family homes than they can the empty-nester; Amos: I think my opinion is just that they need to complete with a final product, show us the design, show us what they truly are going for; so many – they were more than willing to come to the table, and accommodate so many of our requests, but they would – they kept being willing to meet,

and we just need to see their final – what is your final product that you want to give us to look at? I agree, I'd be willing to look at anything; I just need a final product to look at and say yes or no; Lynch: Single-family, or if they want to have it in their back pocket, have the empty-nesters; Bennett: I don't think they want to bring you something that you'll say yes or no, I think they want to bring you something that you'll say yes; not just a 'put your best foot forward, I'll let you know if it's good enough'; they want some guarantee that their best foot forward is good enough; Haire: Their issue right now is that they don't have any homes that meet our guidelines; if they're designing these, they're going through the whole design process with their architecture team to design units that will meet 11-98; I'm guessing they don't want to go through that whole process, and spend all those dollars to design those units, and they get here, and you all say 'you know what, that's still not going to work for us'; Bennett: If that's what the tone of that meeting was – Haire: I know, that's what I'm gathering is that they would likely like to do, is to get some inclination of whether they met the standards of 11-98, if it would be something we'd like to consider; Walker: Mr. Haire, there was only one time in the 3 years I've been on council that I had the opportunity to vote one way or the other on a development; it had a yes or no vote, and I voted yes; what my question is here is – we've seen that product, is it typical not to see – if I buy a car, I want to see that car, and I want to drive that car, sit in it, before I buy the car; is it typical not to see the landscape, except on a blueprint? Is it typical not to see their actual product, instead somebody else's product of what it might look like – is that typical? I don't know, because I've only sat through one, and I had seen the product; Haire: For a planned development district, it's typical to have text with maybe example images, especially with residential, because it's typically a product that they've built somewhere else, and they can show you what that looks like; they can say we're building these 10 models here; the issue here is that we've requested, through our standards, models that they don't build; they're developing new models to meet our standards; Jarvis: There's another possibility, and that is – I was down in Florida this past week, and the D.R. Horton signs were everywhere; this is such a huge house builder that I have to believe that there is something in their portfolio that would meet our standards, that would be in their back pocket as a solution to this; Haire: That has changed things significantly, from their perspective; going through an acquisition during this process; Boggs: If I may interject – I work with Gene Hollins, it's been awhile since I've filled in for him at one of these meetings; it has been relayed by Gene that his understanding is that they are, during this period where everything is laid on the table – preparing elevations to present to council, when it was pulled off the table, which I believe is anticipated in March; that's the information that has been relayed to me; I know that they have said that they will have a representative here at this meeting, for the council meeting at 7; with the request to remain – there he is; with the request that the actual consideration of their ordinance request remain on the table; Jarvis: Thank you.

H. Adjournment @ 6:53 p.m. A motion was made by Lynch for adjournment, seconded by Bennett. The motion carried with the following vote:

Yes 7 – Lynch, Bennett, Amos, Clark, Coolman, Jarvis, Walker