

Canal Winchester

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



Meeting Minutes - FINAL

April 4, 2022

6:00 PM

City Council

Chuck Milliken - President

Bob Clark - Vice President

Laurie Amick

Jill Amos

Patrick Shea

Mike Walker

Ashley Ward

- A. Call To Order** *Milliken called the meeting to order at 6:11 p.m.*
- B. Roll Call** *Present 7 – Amick, Amos, Clark, Milliken, Shea, Walker, Ward*
- C. Purpose of Public Hearing**

ORD-22-015

AN ORDINANCE TO AMEND THE ZONING MAP OF THE CITY OF CANAL WINCHESTER, REZONING APPROXIMATELY 80.402 ACRES OF FRANKLIN COUNTY PARCEL 181-001377, OWNED BY HARRIET S. BAKER LEVIN, LOCATED AT 5700 AND 5900 WINCHESTER PIKE FROM R – RURAL IN MADISON TOWNSHIP TO LM - LIMITED MANUFACTURING

D. Staff Report

Andrew Moore, Planning and Zoning Administrator – The application I am going to discuss this evening is zoning map amendment 21-006. The subject property is 80.402 acres, the parcel has recently been split from this with the previous parcel ID 181-000134 & 181-000143. The property is currently in Madison Township as zoned rural and then the request by the property owner is to rezone to limited manufacturing with the annexation to the City of Canal Winchester. Up on the screen I highlighted the location of the map for you guys for reference terms this evening. I'm going to call this canal crossing Phase 3. I have some diagrams later that will show this but the canal crossing development Phase 1 is the area highlighted in purple. That is the existing Northpoint developments with buildings one and two and then previously discussed this evening in your work session was Phase 2 of the Northpoint project which included buildings three and four. So, this would be building five and six if you consider the whole industrial park that's being created as a whole. When looking at the subject property again as 80.402 acres, its triangle shaped, it's located on the north side of Bixby Road, west side of Winchester Pike. This property is currently in Madison Township, to the south is the City of Canal Winchester, to the west is the City of Columbus, and to the east on the other side of Winchester Pike is Madison Township. I believe there's a project being proposed for that across the street. That's going to be annexed to the City of Columbus so just too kind of give reference of framing this side in for you guys. The proposal this evening is to rezone that eighty plus or minus acres for a proposed LM zoning district. As part of the Canal Winchester code requirements for rezoning requests we require that you have to show a site plan that shows how you intend to develop in the property. The site plan doesn't lock in exactly what has to be developed, it's just to show the intention behind that rezoning request. So, for this instance the application is showing that they want to do an approximately 939,200 square feet of industrial space. That could be two buildings, could be forty-five buildings. At the end of the day this is just to help put a visual for council to understand what the zoning district allows and this also sets the upfront realization that zoning districts have zoning standards and the applicant is showing that their plans meet the zoning standards. So, basically that way they don't come back at the end of the day ask for things saying they couldn't meet some of the zoning district, they know up front and showing to city council you know that they understand the zoning district regulations and rules. I did this presentation from planning zoning commission so I'm going to leave it the same for you guys. It'll be a catch up for the new council members, it will be a refresher for those that are existing. Basically, in 2021 there was the pre-annexation agreement to develop on the subject parcel for an industrial land use. The same development agreement was with Northpoint Phase 2 that allows for detachment clause if they don't get the zoning district that was intended when they applied for the annexation to develop on the parcel. Again, as discussed by Mrs. Amick this evening it's really the property owner's ability to use the property for how they see fit and show that contingency with the annexation to the city of Canal Winchester. Canal Crossing Phase 1 this is the grade out area on the map. This was looked at by city council beginning of 2018. Really this parcel was intended to be developed as multi-family site in the City of Columbus. City council determined they wanted to do a defensive strategy to not have seven hundred plus or minus apartments on the property so elected to purchase it. The property was purchased and then the city council authorized us to engage with our utility folks to figure out how to serve the properties utilities. This is just the work order on the left showing that the utility process is being explored, on the right is a diagram looking at Phase 1 and how we looked at doing utilities. Basically, we did a connection underneath US 33 that went to Jeff Wyler, provided them with the water line loop which

they needed for their jeep dealership expansion for fire flow but also snake those utilities along 33 to the subject parcel and then showed how we can facilitate that with water and sewer along Rager Road. As we move further along throughout that process, we looked at how we could better serve the site once that was purchased, once we figured out what the initial concept for buildings look like, once we figure out who the city was selling the land to. So, we looked at where the lift station would be, how it would be best served and how we could capitalize on that \$1.6 million investment for the utilities to go to the area. So, this is just the next phase in that diagram showing how utilities could serve us this whole industrial park complex that was being developed. Again, just another progression after we figured how we could best serve it, we looked at how we could serve everything in that area what's the furthest reaches. Basically, from a best planning effort you want to show everything you can serve just not what's right in front of you that way you know the maximum growth you can do and you can plan for it to basically better serve the cost for doing the utilities in the first place. So, this is showing the total expanses of what that canal crossing industrial park could have been. Again, majority of the screen shows phases one, two and three. That phase three is being discussed this evening. This shows zoning color map you know I look at everything in colors all day from how land use is regulated. So, this makes a lot of sense to me, for you guys it's a lot of purple but this is basically just showing that the land use in this area is consistent with the areas in the existing properties around it you know will be developed in a consistent manner. So, again this is the discussion this evening is for what I'm pointing phase three for the canal crossing industrial park. Up on the screen you can what the development pattern of those buildings would be with all six buildings in place. Building one and two are existing, building three and four was previously discussed and then the yellow buildings five and six is what is being discussed at this moment. As part of the applicant's submittal there required to show what buildings look like again just to show context for how they plan on developing on the property for basically everybody's understanding. So, they put together some rendering showing what they do at other projects and what they considered would be for this site based on the size of the facility. During the discussion for the pre-annexation agreement economic development agreement, city council had a large impact on how the landscaping should be done throughout the site. Basically, the landscaping was expressed that it needed to be above and beyond what our zoning requirements are. The applicant has put forth some standards to basically raise that minimum threshold. So, these sheets here just show the dense landscape screen that they're going to do on Winchester Pike and Bixby Road and then the applicant for visual discussion for council shows what it would look like at planning and then show what it looks like at maturity. That is one of the discussion points council had. What previous council did was they looked at what was built with Phase 1 they said well that's not what you're showing when in reality the plants take five, ten, fifteen years to actually get to that maturity level. They are showing here I believe a ten-year growth of what that would look like. I previously kind of talked about utilities but again the City of Canal Winchester spent money to extend public water and sanitary service to the site, there is an existing storm retention basin that outlets to George's Creek so the applicant is shown they have the ability to tie into those systems. I apologize I didn't have slides that show traffic study. The traffic study was being reviewed throughout this whole process. The applicant is showing they're going to do improvements, the applicant has a better presentation than I did this evening to talk more about those traffic improvements for you guys basically showing where they're going to be allocating those dollars too. But, it boils down to any future improvements for the interchange at Bixby Road widening and improving turn lanes on Bixby Road, doing improvements and widening turn lanes on Winchester Pike and then allocating money to the Gender Road Winchester Pike intersection. That's been talked about through all these major projects at this corridor. So, in summary staff is recommending the applicant's requests to zone the property limit manufacturing, this is P&Z recommendation to city council for approval. Again, as you know you already have pre-annexation agreement and pre-development agreement for the industrial use types. This site is adjacent to face one of the Canal Crossing industrial park and is adjacent pending phase two. The utilities were extended to this area to serve these types of uses so when they were sized for capacity, depth, location you know out reach for how they could serve, they were designed for slab industrial type sites with the types of utilities uses that they require. So, thinking about how you know that plays into different land uses, would have to be totally re looked at for something else to see if it could accommodate those other types of items. Again, staff is recommending approval, the conditions on approval for these types of rezoning processes are very standard from our end when it comes to traffic related items. Understanding that as I was explained this site plan is very conceptual, those showing two buildings but at the end of the day the LM zoning could allow for as many buildings as you could fit on that site. We are standards for setbacks lot creation etcetera as so the traffic study that was prepared was for that very specific configuration and any final plans could totally change that configuration to change

the requirements for improvements. So, staff is recommending that the applicant complies with the recommendations municipal engineer and county engineer for traffic improvements due to the impacts of proposed development. That was a lot but if I have questions from council I would be glad to answer.

Haire – To be clear planning and zoning heard this at their January meeting and their recommendation was not to approve the proposed rezoning so they voted four to three in favor of not approving this rezoning request. So, what was given here was the staff recommendation the same presentation that was given to planning and zoning commission.

Shea – Why did they turn it down?

Moore – So a lot of the discussion roamed around not understanding the timing for the interchange was a lot but to the members focused on was there's no concrete path on how that was to get done and how those road improvement dollars would be held for an unseen amount of time. One of the members is no longer on planning and zoning commission felt that because the conference of plan did not talk about this area as a whole that we shouldn't have an annexed it until we came up with a plan for it and she thought that was a big miss. As I explained the annexation for Phase 1 was defensive, it was reactionary to control growth so that's part of why my presentation this evening was the same I gave to planning and zoning that talked about that controlled growth and how the planning from 2018 to create this industrial park complex for the community had fully looked at its furthest expanses.

Milliken – Any other questions for Mr. Moore? No, I understand we have somebody from the developer that would like to present.

McGill – I will say it was a little premature to name a park after me, I did like seeing that though. In case you don't know I am Jim McGill. So I think the first thing is, when I first met with Lucas which I think was probably summer of 2021 and we got involved. When I looked at this obviously the North Point phase one project was being built or being completed and leased and we obviously were aware of what they were doing on the phase two project. I do lots of projects around the country and you always look at, proximity to residential, which is always is a concern. Again, more of a concern when you're doing industrial and no community next to residential obviously comes with open arms doing industrial. But when I looked at this and said you've got North Point already the project there across street is going be industrial, there really is nothing across the street. Which is the Harriet Levin property too and there's no very few Canal Winchester resident's there. So I came here and said look at this makes perfect sense. This is there's all Columbus residents. Very little Canal Winchester residents and also with talking to Lucas about, potential 33 interchange improvements. For me seemed like a far company seemed like a natural fit to do industrial and I guess obviously we're seeing quite a bit of opposition here, but that's something, I guess from doing this across the country, I was completely surprised by it because it's so little impact on the residents that actually live there now. I understand now concerns on traffic on gender and those other things which I think are legitimate concerns. But we want kind of will go through and address that this presentation how we do this project versus alternative uses here I guess that's one thing when I always look at land use and comprehensive plans a little bit what we have to say is well, what would this property be or what the other property be, in my opinion it's going to be multi family. I mean we all know what's going on with retail on Amazon the effect of the e-commerce on retail, which is big boxes is dead, we know what's going on office with exactly what happened. Offices already kind of dying before what happened with covid and now you're seeing obviously huge retrenchment out of the office and out of the workforce. So you have to say, what is this property, I don't know what your comp plan, but I do this again a lot here and I'd say what can this be its probably going to be residential at some point, so or it's going be industrial. So the one thing I want to focus on here is, you know, and a couple things here is and this was brought up in the 5:30 meeting and I think what's important is obviously areas within a Community that can generate that's generating revenue. In this case our projections here, but this is exactly what that we have at North Point with their ODW, which was 700 jobs. So we didn't go to 700 jobs here. But I think what this shows is that the income tax is at 300 jobs is \$228,000, so Canal Winchester with your school district is 57,000. And then, you know, in Canal Winchester gets 170. And then there's a pilot payment on here which goes to school district which is 112 which shows \$169,000. And I understand Mrs. Ward's comment on the size of the budget, but a lot of times with that, and then also the real estate taxes will generate after

year or 15 once the abatement burns off is, you know, a lot of school districts actually use the incline coming in from bonding abilities. So in this case, if you have \$170,000 coming in this low interest rate environment that could be four or five million worth of bonding, so it's significant dollars from those communities. So again and also lessens the tax burden on the community. And again go back maybe, which wasn't really addressed here, but you know, you're 15 tax abatement burns off. This building, this project in the North Point Project will both be generating over \$1,000,000 a year in real estate taxes, which I believe the school districts about 60% of that Lucas, is 65% of that. So these two projects are a million plus dollars a year in real estate taxes. Now your 15th a long way away, but obviously, you know, I sit here and say you got to think visionary. How does it, you know, how are we entering both of our communities in the school districts because expenses don't go away. They just keep getting worse every year. So again, going back to the bonding concept of \$1,000,000 in real estate tax which are contractual whether we have a tenant or not. There's real estate taxes that have to be paid on this bill. They're getting paid no matter if it's, you know is leased or not leased. And again from a bonding capacity that could be \$20 million bonding capacity at some point. So, the other big issue is obviously is the conversations on traffic and no question any development is going to cause traffic, but we try to look at here was this is the Winchester Pike and Bixby/Brice Road intersection, the current traffic. So, we try to make this simple enough about enormous traffic reports that are, you know, I don't know two to three hundred pages, but essentially what this shows the existing background traffic, which is the AM peak hours, cars and trucks. So it's 1200 and then the PM is 1400. And when we talk about new development traffic generation, that's not this project, that's the lamp south, which is residential in Columbus, the Winchester Pike residential, which is going be in Columbus, which is almost adjacent to this property of the 5100 Ebright project, then Canal Crossing one and Canal Crossing two. So most of those projects are generating almost 400 or almost 500 trips. So when you look at that, that took a 33% increase in traffic. So if you look at our project, this development here is 127-128 at this intersection. So relatively you're 5 to 7% increase in traffic on an intersection. So there's no question that traffic is picking up here, but the majority increase in traffic is all coming from the Columbus multifamily project. Multifamily generate 2 to 2 1/2 times the amount of traffic that an industrial project will generate. The only thing I think too, is what we see for the majority of our customers, at least in regards of trucks. The trucks typically they want to avoid peak hours, it's a slow for them. So what you're seeing is you'll see truck deliveries usually earlier in the morning coming in later in the afternoon or midday. The whole supply chain, things messed up quite a bit right now but that's what you usually see. See, is we don't see usually very much truck traffic at five or six o'clock they distort, stuck in traffic, they want to move more freely. So at this is I think it's just overall we look at this as that this is kind of the same detail we had. But what I think is important to when we look and this is from the IT manual on truck traffic. So when you look at the amount of trucks and this is inbound and outbound, this is the intersection. So that's you know six trucks for the smaller building the 300. 13 trucks for the larger building. So 19 trucks, which is like, can't divide that in two. Let's call it 20 trucks. That's ten trucks at peak hours coming in and then coming back now. And so that's, I mean, relatively it's a very at least in my opinion a very insignificant amount of truck traffic there. And if you guys ever go over to the North Point thing. But you know, I've driven these roads 20 times. I don't think I've ever even seen a truck actually accessing their building. I know they have tenants in there, but the traffic is very extremely wide in those projects. So what we're just trying to show here is what I already talked about. So it's actually came from the traffic report, this is the multifamily development, at 5100 Ebright. So for 36 acres, you can see its 173 cars at AM and 214. At this site it's not going be 88 or two because some of the levels, but you're probably 72 acres of usable land. So again, looking at that traffic and you have peak hours of 400, we were 160. So that's a significant amount there. Also just as a side note, I did get a call from somebody who lives right across the street from this and he called me and wanted to talk about the project. I'm like I kind of figured it with the conversation he said. I got to tell you I'm narrow time looking at the North Point project and it's very little traffic I see, he said I can tell you now, the biggest issue I see with all those homes being built in Columbus is the traffic it's creating and the crime that's caused for some of the stuff at my home. He said I am very supportive of yours so at least that was his as another person. A lot of times I've gone through things have some contentious zoning and usually there's a few people that speak up why we think is important. So I thought I would just speak up on behalf of our project, but at least one person's perspective on the project. The one thing too is it when we went through or north point their project we looked a lot what they did and some of their last for the zoning and some of the things they're contributing. So, multiple things that we're doing here is A) we are required to widen Bixby Road so again, I don't know what happens now with North points going to Columbus but currently North Point was going to widen that road to 28 feet which would've been their phase two. We were required to take 36 feet, so we are

still going to have to widen Bixby road in front of our frontage. We also up on Winchester Pike. The county is going to require us to do a left turn lane which we want to do, we want traffic flow. So we'll have to do a left turn which is roughly about a 400 foot left turn lane. So it's going to be going northwest bound with that one tapers to make that work required to build a four foot shoulder which it's a new Franklin County standard. It will go all the way across our property line, which is 3000 feet lineal feet. So one thing that still kind of in discussions with them or open is that and having to put a right turn lane in there so when you are coming northeast bound from traffic. I'm doing a project that they're involved in Groveport if they had some thoughts about something I guarantee we will be doing it. So again this is the cost we are spending \$280,000 to do the Bixby Road widening. This again is talking about the left turn lane that's going to be \$630,000 which is probably going up with the increase of fuel cost and impact on asphalt. Then see what we did here too, this is kind of I guess piggy back what North Point was going to do is we're willing to contribute up to \$240,000 for the Gender Road and Winchester Pike intersection. I don't disagree that's needs at some point Winchester Pike that road needs to widen, especially with all the multifamily projects that are going in all this development it's just not going to be able to handle all the traffic. So, we are willing to contribute money to that doesn't pay for those improvements but you definitely are going to need to do right turn lanes right there and left turn lanes on Gender Road to make this intersection perform better. But we are willing to contribute to that. Last but not least, our contribution to Bixby Road was not as large as North Point was or not as quite as North Point was but we are willing to contribute some additional funds for some engineering studies at the intersection. So this kind of gives an idea of, you know, the amount of money that we're spending for offside road improvements. So that's, you know, in contributions which 1.2 million dollars which does improve Winchester Pike and does improve Bixby and helps a little bit towards Gender. The other thing to is, I think Andrew mentioned this too is a couple things we need to extend so again you guys extended utilities this area to service Schacht property and then this property but it doesn't go right to go right to our property. So we need to extend that and that lineal feet you'll feed thousand finials 1200 feet to our property, water and sanitary. So that's \$600,000 we're not asking anything from the city to do that. Another thing too is that we are going to have to pay \$430,000 dollars which is ampacities. That is never gets brought up with North Point but now the utilities been brought their this money goes back to the city, North Point goes to Columbus there's no money going back to the city for these utilities extended and same with this project. We've had a lot of conversations with Columbus, we have had conversations about Columbus going here this area is deemed basically for jobs. We would very much or Stotan would like very much figure out a way to do something that works to stay in Canal Winchester. I enjoy working with council, I've enjoyed working with Lucas and the team. Obviously we know the jobs that we have right now, I didn't want to make a failed threat that no matter what we were going to Columbus. But you know, we have spent a lot of money a lot of time on this you know we are developers so, we have to you know continue what we are trying to do. I think we believe our best force of action is trying to figure this out here. I don't think in the big picture what's going on right now are burning exhibits is the most critical thing. I think what I kind of wanted to do is maybe go through you know look at this simple five bullet points. This property that is owned by Harriet Levin the property across the street owned by Harriet Levin is right now is being annexed into Columbus to do multifamily. So this property is either going to be multifamily or it's going to be industrial. That's the two choices that this property is going to be. We already talked about if it becomes multifamily the amount of traffic that it's going to generate here. So if it doesn't co-manage to here it's going to Columbus. So, this one we mentioned this to traffic that generates 2 to 2 1/2 times the amount of traffic so we said this industrial project, you know again these are estimates, we don't know how many employees we will get here but what we show for the employees was \$2500 income tax the City of Canal Winchester and 2.5 million go to the school district over 15 years. We talked about the connection fees of \$430,000 dollars and then again the property taxes that will be over a million dollars a year but that's a total tax, the school will roughly get two thirds of that. So, that's \$650,000 dollars that's assuming taxes on increasing each year and then we are spending a million on offsite road improvements. So, I just think we really wanted to come here and kind of show some of the things we are trying to do to get this approved and hopefully we have some support from that.

Questions from council?

Amos – You represent The Levin family for both parcels, correct?

McGill – No, we are not involved in any other parcel.

Amos – *But they are pursuing it in Columbus as multifamily housing?*

McGill – *Yes, they are under contract.*

Amos – *Have they given you any indication that this doesn't go commercial that they want you to pursue the multifamily housing as well?*

McGill – *Well we are not multifamily developers so if it wasn't industrial we wouldn't be involved with it.*

Amos – *Thank you. That makes sense.*

Amick – *Mr. McGill I realize this is highly premature but if this property which is going to be a spec building, have you been in discussions with possible tenants for this location?*

McGill – *Well, we were with Northpoint's tenant. We weren't taking Northpoint's tenant but I met with the CEO of president of that company and we had conversation with him to take the smaller building the 300,000 square feet because they're trying to do a campus there. I would say I don't want to over sell that, Northpoint was far along with it and so they were in lease. They would've went to that one. Ours was, I think, trying to figure out a way that he might personally wanted to own it or join venture. We had conversations but obviously I met with him in January so he obviously wanted to see what happened with the zoning error and whatever happened with the possible referendum. I have not had conversation with him since.*

Clark – *Could I get a copy of the presentation tonight? I couldn't see, I got a bad angle here.*

Ward – *Amanda, could you send that to all of council? Thank you.*

Shea – *Mr. McGill, if you don't get your zoning from this body or your approval from this body, what are your plans?*

McGill – *If we don't get it, you guys turn it down?*

Shea – *Yes.*

McGill – *Then we obviously have to look at Columbus.*

Milliken – *Mr. McGill, some of the discussion around these projects is, with regards to that quote on quote speculation, whether Columbus is interested in doing projects like this or not. I realize you don't represent the City of Columbus but are you able to speak to that at all? Kind of, I know you mentioned a little but, kind of explain where they are in their interests in projects like this.*

McGill – *Well, we did talk to Mike Stevens who is a development director for Columbus and he expressed interest in you know taking this forward and doing industrial. So, whether that means you get your approvals, you know I've done this long enough, but you need to start somewhere if a senior person that's part of the development doesn't support it, it's not going anywhere. So, you have to weigh that.*

Milliken – *So, Columbus has given you no indication that they're dismissive of properties like this and projects like this?*

McGill – *No, not at all. I agree and I think, Bob you brought it up. It's 15 miles from their downtown, it's at highway 33, there's an industrial across the street. In their mind, it's probably, look I am not saying this is a done deal but I think for them it has very little impact on you know some of their residents in their downtown so it's something, especially with ODW it's a lot of income.*

Milliken – Any other questions for Mr. McGill? Thank you, sir.

E. Public Comments - Five Minute Limit Per Person

Randy Stemen, 22 Walnutview Ct S – I just want to say, I'm really excited. Columbus is getting ready to explode. \$30 billion Intel is putting into that project and \$100 million just into education for people to work at that project, I'm talking one hundred to one hundred and fifty thousand jobs and up. That won't be all. These things spread like crazy. There'll be suppliers to Intel. There will be people coming into work at the Intel and there will be other businesses that branch off from Intel. I've seen it. I work for Blue Origin. I've seen it and they're nice places and people. They make a lot of money. Not \$18 an hour and they pay a lot of money to the cities. I mean, I don't think people understand the scope of this. I know it's on the north side of Columbus but they don't want suppliers next to him, by the way. They want them within an hour. They don't want to compete for jobs. This is going, trust me, this is going to explode. I am so excited. There's only one thing that will stop this from us getting a piece of this either by high end residential or by suppliers or by some other businesses. That's if we fill up our infrastructure and we already have lots warehouses. I'm sorry. We're over our quota right now. We continue to fill it up and we're done. Now let me talk something else. Columbus has changed. They're not concentrated on, can we add a \$50 million warehouse now? Or can we put an interchange down on the south side of Columbus? They are concentrated on Intel and they're concentrated on supplying industries to Intel and \$100 million in education. They're concentrated on Ohio State University engineers mostly. So this is fantastic. And let's not screw it up. Let's get a bite of it. Have you been to Seattle? Have you been to cities that are high tech? Have you seen the money? We're talking about warehouses. I love the steak house down in Lancaster. I go down there and sometimes I have to wait and their steaks are good, but they have these big barrels of peanuts and if I'm real hungry, I sit there and I eat the peanuts and by the time I get this big juicy steak that's being cooked for me, I'm full of peanuts. We're talking peanuts here guys, and there's a steak in the kitchen. Seriously. Now, more importantly than everything I just said. You guys represent the residents of Canal Winchester. We've asked for surveys, we haven't gotten them. But we have a group that's well over a hundred hours I would say of going door to door and talking to people specifically about warehouses and we're careful to tell them, this could go to Columbus. This could do this. This could do that. We're very honest with people. I'll tell you right now. Unless you have a survey and you don't and you might talk to two or three of your neighbors selectively. I'm telling you, it's probably 90%. They don't want warehouses. They're done with them. And that's the most important thing of all. Because you represent us not the other way around. You don't represent just a single farm family. You represent our community. I'm telling you right now, the people don't want more warehouses and if you go against us, you're going against the people who put you in office. I want you to keep that in mind. If you show me different, if you do a survey, you'll change my mind. You haven't were the best you've got, our information is the best you got. Don't go against the residents. Thank you.

Michael Vasko, 65 W. Columbus St – Resident community for 42 years. I've spent a little time on council and a little bit of time on planning and zoning. I've sat over there. The challenges are there. I know what you're facing. These two things attached to the side of your head, these are ears. Two activities that I've heard described tonight. I've heard people, why you say that they've heard us. Hearing is a passive function, not an engagement of the mind. It's simply bringing in the noise. Then there's listening. Listening is taking the time to engage who you're speaking with, respecting them and their opinions. There hasn't been a lot of respect shown for the citizens of Canal Winchester by this Council. Planning and zoning has voted not to recommend this building to council. You sit here oblivious, we'll move on, we're that black rhino in the jungle just running along. Blind everything around was we've got a course set. Something you've done earlier on your previous industrial complex. Now you get another chance. The people are speaking to you. Some 15% of the population is circulated survey referendum no more warehouses. Developers come in, show you numbers, you prepare a resolution. It's all about numbers. That can sell out this community for 30 pieces of silver. It means too much to the people that live here. This is our home. This is our character. It just appointed our plan on appointing a mayor to your planning and zoning commission. Sit on his application. His goal is to retain the small town character of this community.

You're getting ready to vote for him. Are a million square feet of warehouses, the small town character of this community? Is that? Do you mean the same thing? You're on a different path. You're not listening. When you fail to listen, there's a penalty for it. When you sit here and ignore the people and bring up this resolution, I apologize if I seemed to ramble a little bit. I saw this resolution one hour before your meeting started. Apparently there was a meeting yesterday, 24 hours before this meeting. This is important issues for this community. You don't spring this stuff on the community the last second and expect everybody to just march on in behind you. We're smarter than that. We don't trust you that much. Some of you seem confused about who you represent. You don't represent any individual property owner. Excuse me. Apologize if that offends you. You represent all of us. Your number one concern is not what one resident wants for their land. It is what is good for this community. I've got little angry sitting here because a number of things you people have said bother me deeply. They're lying to you about the money. Take a look back at the Kroger Shopping Center. The tax dollars were not there what they said they were and the same story is going to be here. You got an average salary of \$47,000 a year for warehouse workers. That's how you come up with their tax funding. It's wrong. They pay about \$32,000. \$220,000 a year is chump change, people. Our current state budget, that's chump change. You just borrowed 6.5 million to improve the building down the street and you paid off \$750,000 in one year. You didn't have this \$150,000 to do it with. The money isn't there. It's not what they're saying. I'm asking you to listen to the people. If you don't listen, there will be a price to pay. Thank you.

Dale Schacht, 5681 Bixby Rd - Most of you people probably really don't know me. I'm Dale Schacht, the one that's been sitting here. Our family has been in this community for 150 years. North Point was willing to come in here help build an interchange, add value to the community and you ran them out of here like they did something wrong. Why would they ever come back? Why would any developer ever want to ever come to Canal Winchester again? I think you need to change your name to can't Winchester because you can't do a damn thing here. No warehouses. No one in Canal Winchester residents even live out there. You call this a farm community? That's a bunch of crap. There's no farm businesses in Canal Winchester anymore, they're gone. The other farmer said that I talked to, they can't wait to get out of Canal Winchester. They're tired of the traffic. They're tired of the houses, the people dumping crap in their fields and backyards. They're tired of trying to move machinery down the road. We're tired of it. We want out. This is an opportunity for me to get the hell out of here. You already lost this opportunity with our farm because, it's going to go to Columbus. Sorry about your luck. I think you better entertain this gentleman or you're going to lose segue into a whole bunch of other potential development. As far as Intel, last I checked, I think that's in New Albany, not in Canal Winchester or Columbus. So I haven't quite figured out where that's coming from. They're going to put 2,015 more housing units up Brice Road. They aren't going to be high in residential property. It's going to be more apartments and multifamily and you'll have all the stuff that goes along with it. Sorry, probably don't like what I had to say, but I said it.

Amy Giannini, 271 Woodsvieview Dr – I've been a resident in Canal Winchester for about 17 years. I'm what my fiancé would call a city vote. I moved out here because of the small community. Everybody knew everybody I was just in love with it. I came from Westerville. Hustle, bustle, Westerville. You didn't see farmland unless you went to Delaware or Sunbury. I understand that small communities have to grow, they have to bring in revenue. Everybody here I think understands that. So, we understand the dilemma that you guys are going through. Oh, this guy is showing you \$2.5 million, the whole spiel. I understand how much it costs for engineers, architects, blueprints, permits, spectrum, the whole spiel but that's part of your package, to sell it. So no offense, I'm sorry that you spent all this time and money and effort, but when you work for a contractor or developer, that's part of the package to sell it. I had a whole spiel going of what I was going to tell you guys and how disappointed I was but I had a laugh. I was on a job site today and I actually looked at the City of Canal Winchester's website and it says abundant amount of nightlife or whatever. It says something about nightlife and I had a laugh because the only picture was The Ugly Mug. I mean, what nightlife do we have? What things have you guys looked to develop to bring in? I mean, I know you want money and I know, you know, this is how this goes, but what about family dynamic places? What about nightlife? For people like me, whose kids have graduated from Canal and have moved on and I want to go have fun. I want to have a Bud Light, I want to you know, whatever.

None of that has even been looked at. Its warehouse, warehouse, warehouse, when is it going to stop? When we look like Groveport or Obetz? Because I can guarantee the people who started in Groveport and Obetz, they love that small town feeling, most of them have left. Nobody wants to see a big white box sitting in a field. One, maybe because it helps schools, but this is just going on and on and on and the community keeps putting up. I know all of you guys read the community Canal Winchester. Shea, our conversation today everybody reads this. There's not one person that says this is a great idea. Oh my God, build 15 of them. We go to step back and think what else can we do to make the community happy? And make them trust in us as their council members that were elected, what can we do? What can we bring to the table that maybe will help down the road? That will say, hey, we're listening, we truly are listening. I mean, at some point, it's got to stop because you guys are really, we are putting it to where we are going to start looking like Groveport and Obetz. I guarantee you guys in 15 years won't be here either. You'll do all of this and you'll want to leave. There's nobody in their right mind wants to stare at that. It brings in crime, I know you don't want to hear that but it does bring crime. We've already complained about our Police Department not having enough. So let's throw some more warehouses so that people from Columbus come in and start ripping people off of their cars, breaking in, you know, doing whatever. What about like my son in law? He's a firefighter for Madison. What happens if one of those warehouses, they have a, because most warehouses there's accidents, workers comp come in all that good stuff. What happens when the traffic is so backed up and that firetruck and EMS can't get to that? What happens then? Have you guys thought about that? I mean just little things, start with that first. He was talking earlier about a lawsuit. Why is this stuff not put on the ballot to begin with instead of our community going out and searching for signatures and we could have avoided a lawsuit. We could've avoided him wasting his time because the community would have said no or yes. All of this could have been avoided but you guys went ahead, spent 100 hours with him. He's not going to get that money back if it doesn't pass and you just should have asked. You should have put it on the ballot, saying this is the trust we are handing you. What do you guys think we should do? Is this what you guys want see? Yes or no. That's all I'm asking, look for other things. Other things. I think that's what everybody wants, just look for other things that help. Thank you.

Kathy Jensen, 10010 Oxford Dr, Pickerington – I'm a resident of Violet Township. I'm not a resident of Canal, but I've been here before and the reason I come is we're all affected by these changes. I am opposed to this development as the mini warehouses that have been proposed here. As far as I know, there's more than 15 warehouses proposed around Canal Winchester, Madison Township and Violet Township. There may be more in some backroom deals that I don't know about. Just think of those traffic problems we do not have the infrastructure for all of these warehouses, especially warehouses built on spec that don't even have a buyer currently or a tenant. So by approving this, this will only exasperate the problem. Whether you're a Canal Winchester resident or not, we're all affected by so many proposed warehouses. Development should not be done in a hodgepodge process, but should be done in a thoughtful, coordinated way. So many warehouses in this one area will create traffic and safety hazards for the citizens for decades to come. If you think all those semi-trucks will only use Highway 33 you're mistaken. Especially when 33 is already traffic congestion central and inadequate for the volume of increased truck traffic. As far as traffic studies, any traffic study done in the last two years, I don't abide the results at all. The last two years, we've lived in Covid world and so many people worked at home. So traffic study results are not adequate as far as how things will be picking up in the future. So when those truckers need to get up to I-70 a common route, they'll try other roads and they'll end up on Gender, Refugee, on Diley, 256, and other back roads to get up to I-70. When they need to overnight, where are all those trucks parked? Will they park on our neighborhood streets? Our roads will crumble under the weight of semi-trucks. They don't crumble under the weight of traffic from regular cars as much as they do from the weight of semi-trucks. I read statistics, but may be quite different than what we heard here tonight that there are 200 semi-trucks per warehouse per day and the taxpayers, we haven't figured that into the cost. How much more quickly will we need to repair those roads when they're crumbling under the weight of semi-trucks? So the taxpayers are left paying for the bill for those road repairs, while the warehouse developers make their millions and move on. I've also done some recent reading on warehouse industry articles that robots in warehouses cost far less than humans. Here are a few quotes from some recent articles I read. The sad truth is that every job performed by a minimum wage based warehouse employee can and will eventually be replaced by a robot.

Currently, this warehouse company, this was a warehouse owner speaking, uses at least 80,000 robots in its operations and this number continues to grow every year. Another quote, a robot can complete more work in an hour at \$3 in costs versus a human at \$15 to \$18 an hour. Therefore, I'm not sure organizations will have the option if they want to compete in the future. Warehouses offer low paying jobs that will be more automated in the future, and robots don't pay taxes either. This is not smart development, not a prosperous long term future. There's a saying. Don't put all your eggs in one basket and it seems that Canal Winchester is putting all its eggs into warehouse development. Is that what you want to be known for? Who will want to move to Canal Winchester, the village of warehouses? You can take more time to study the issues, to do improved traffic studies to base decisions on your updated comprehensive plan that's in the works and to really listen to your citizens rather than the developers. The citizens are your neighbors and they'll be here for the long term. Developers will make their millions and move on. The residents also have shown they now have experience doing a referendum once, and I'm sure if they may feel the need, they could do that a second time. Better than that, what we really need is smart industry development. Businesses that will improve the general welfare of the community and most importantly, diversity and new development. That's what everybody wants so much is diversity and new development. We can do better than these warehouses in this location. We can focus on development and other industries. There are other industries out there other than apartments and warehouses, and you can do better. So we can attract more companies that don't cause air pollution, create semi-truck congestion, offer low paying jobs, the use of robots rather than employees, ones that jeopardize our citizens safety and our real-estate values. What kind of future do we want to leave for our children? Thank you for your time and attention.

Richard Brown, 7559 Bruns Ct – I am the state representative for the 20th district which includes Canal Winchester. But I'm here tonight, really not at my official capacity, but as a resident of Canal Winchester. I've lived here for 26 years in Ashbrook village, right across the bridge. I love canal Winchester. I wouldn't want to live anywhere else. My wife and I raised our three kids here. They went to schools here. It's a fantastic community. I love everything about it. I also represent Obetz and Lockbourne and Groveport. I've got 139,000 people in my district that are my constituents and the complaints I get the most from my constituents in the Lockbourne, Obetz, those areas where all those new warehouses are going in is with regard to the warehouses. There are more complaints about traffic, about crime, about reckless truck drivers. I hear it all the time and I'm not against all warehouses. There are some folks in this community who are anti-warehouse 100%, there are some pro warehouse 100%. I'm in the middle. I have nothing against warehouses per say. I think that there's nothing wrong with having some warehouses in our area. They do bring jobs, they bring some good pain jobs, not great paying jobs but good paying jobs, they bring tax benefits to the community, and they help fund our schools so they're not all bad. I'm just urging caution with regard to future development. I think I would and I'm an elected official I know how difficult it is as elected officials. To make decisions and to represent all your constituents, because obviously you have constituents who are for this, you have constituents who don't like it. But you have to represent all of them, and you're never going to make everybody happy. I know I sure don't. Anytime I make a decision, I have people saying, you know, he's a socialist or he's a Nazi. I don't know how it could be both, but I have been labeled such. So, as an elected official, you have a very difficult job, believe me, I have empathy for the decisions you have to make. They're very difficult decisions. They're no easy answers, and I applaud you for the work that you've done with regard to these things. I would just search from this point forward I think we have a fair number of warehouses. I know there are more that are in the offing. I would encourage you to look at each project closely carefully on its own merits and make decisions based upon that particular project, with an eye toward what is best for the long term future of Canal Winchester. One final remark. I do think that the Intel project, which is probably the biggest private projects ever to hit the state of Ohio, if not the biggest. I do believe it will make an impact even down here. I know it's in New Albany. There are going to be businesses spinoff from Intel and they're not all going to be in New Albany and I think there is going be a future where Canal Winchester will be able to benefit from the Intel project that's going to go on, and I think you should keep that in the back of your mind as a possibility. I mean it's a possibility. It's not improved certainty, but it's something that you should consider. So I didn't intend to say anything tonight and but I just wanted to impress upon you that it is important to take all these voices seriously, to give them fair and do consideration, and to study these projects closely

carefully. As you deliberate as to whether or not it's the best interest of the folks of Canal Winchester so thank you for your time.

Angie Halstead, 59 Busey Rd – I don't know how much I'm going to stick to my speech because I think my head is kind of all over the place with everything I've listened to today. I wasn't going to be here, but it rained my kid's baseball game out. So here I am. I did want to thank you, Chuck for meeting. I appreciate you extending the Olive Branch, it was well overdue for sure. I want to thank Jill and Ashley was there as well. I do want to say to one of the things that we talked about yesterday, it's really extremely difficult to get up here and talk sometimes this is very intimidating for people, and hopefully the new council chambers will feel a little more open and welcome. But when you're talking and you know you can't have a conversation, I think that really hurts what is said. So maybe take that into consideration. It's been over a year now. I've been attending these meetings. And you know, we're fighting to preserve this community. We're not saying warehouses are bad. We're just saying we've had enough. We're done. We're good. We're 14%, Lucas threw that's his fact, 14% industrial when we know that Cincinnati is only like six and Cleveland is 12. I'm going to keep throwing these in your head because I think it's important to understand how much industrial we are. What really I think bothers me about all of this is when we're saying we're trying to stop Columbus from coming in. I go back to this again and I've said it before, this was planned, this was planned by our council, our government what is happening over there, it was nobody else. It was us. We bought that land. I don't even want to say us because I don't want to take credit for it. It was the Canal Winchester government. They bought it, sold it, declared an emergency, North Point came in. That's how this all started. And it was during COVID. I'm not sure why we had to declare an emergency, but to me that looks like we were trying to stop anybody from stopping it from happening. I've listened to members saying it was the most important decision so they could stop Columbus and I go back to again, we started it. And it's not a no brainer, it really isn't that these are people's lives. This is our community. You know, and again we're the ones that brought North Point developers like Stotan here, they come into towns like ours, were a small town were easy prey. We're giving him this 15% or 15 years, 100% tax abatement. That's why they're not going to Columbus first. Columbus doesn't do that. We are going to save them about \$14 million or more. We've done our research. It was fast, easy development for us, but it's not the development we want, its low paying jobs, they're eyesores, and it was poor planning. It really was. How do we sit there and say or our government say we can do better than professionals? Why didn't we have a development plan? Why did we have to scream and wave at the top of our hands, top of our lungs and say we need a development plan before it even started? This government failed us. It failed us. I'm looking to you to fix it and this is not fixed. Warehouses are not going to be what's fixing it. It was very poor development. You know, I'm tired of hearing this rhetoric that it's houses or warehouses. There are other businesses out there. Mr. Haire told us not long ago, we are in need of medical offices. Why are we not looking into that? Why are we not looking at what Columbus One? I know Mrs. Ward told us all these different opportunities Columbus One told us. Why are we not looking at those? We are putting our eggs in one basket and I'm tired of the rhetoric and I'm tired of hearing our council members repeat it. Some of us went out and campaigned on it. You know, and there's rhetoric about people that are outside of our boundaries, they're not important that like really kind of sickens me because they're part of our community. They're part of these schools that you're talking about getting money for. That's them that you don't care about, though. So I think we need to think about that. We're also currently flushed with money don't know why we're like such a hurry to get this money that really is not that much money. We've heard it, Mrs. Jackson said it already. So, I'm going to switch gears just a second. You know, we heard Mr. Schacht come up here and say he wants to get the hell out. Well, we also heard you tell us how much he cares about Canal Winchester. I don't feel real warm and fuzzy. He doesn't care about Canal Winchester, he cares about his money and I get it. You know he has his right to sell his land, but not at the detriment of the community. I've said it a million times, we have planning and zoning in place for a reason. It's not to benefit one. It's to benefit the community. If else, hey, I could buy my neighbor's house and put a strip joint in. Thank you.

Michael Barr, 5656 Bixby Rd – My wife and I have been on vacation so you haven't seen me for a while. Probably glad about that, but we're back. Couple of things. I think the biggest elephant in the room is the threat of Columbus and I

think it's been over overblown. I think they're going to have as much trouble in Columbus as they have here, probably more. I think I agree they're not going to get a tax abatement. I mean, why are we giving in 15% when Columbus only gives in 10%? I just think it's just not right for Canal. Anyway, as a landowner on Bixby Road, you know, I don't want to be hypocritical and say the developments going to happen there but the money is going to be there. If North Point leaves, somebody else is going to offer me or my cousin money for that property, a lot of money and it's going to happen sooner than later. It's prime real estate. It's right off the highway. You put a big box there. It just shows Canal at the wrong light. These warehouses should be out of sight, out of mind. They should be in an area that people don't drive by because they're not bringing any esthetics to Canal, they're not. You try to stand next to them and you can't see those hills. Those Hocking Hills, I mean, you can't see anything. Again, the roads are not ready for it. You know, they can say all they want about the traffic studies, it's tearing up the roads even now. I mean the asphalt is falling off Bixby Road right now. That development is going to happen but it doesn't have to be...Like Angie said, there's a lot of choices out there. I think you just confining yourself to one option and this multifamily stuff. You know, houses are not cheap to build now. You're talking low income, you're talking two or three hundred thousand dollars for even a retirement house now. I mean, it's not cheap to build a house now. It's not and if you think the government, the City of Columbus is going to put a bunch of cheap houses there, I think you've got something else coming. It's going to be houses and those people that are on Winchester Pike now and in the future development there, it's going to be houses and they're not going to want big warehouses right next to it. It's going to bring their values of their houses down that they spent two or three hundred thousand dollars on. I know you wouldn't want a warehouse out by McGill Park. How would that look? Your brand new park. How would that look? A big warehouse there. It just wouldn't look right and it's not going to look right, right off the highway and when everybody is going down to Hocking Hills and driving by Canal Winchester and whatever you think it is. It's another Obetz or it's another industrial park. It's not what the look you want. People move here just like multiple people said and I think you live here yourselves because of what this community is right now. It's not about creating jobs and money by warehouses. It's because of what this community is. This little town here. What's that little painting on the building next door on the barber shop? It's a little farmhouse in the middle of the field. You're going to have to change that to a big warehouse in the middle of the field. I mean, come on. Wake up. I mean, there's money in this community. You don't need to be threatened and this Columbus thing, it's not going to happen. It's just not going to happen. And they can say it's going to happen. It's going to be multifamily and all that stuff. That isn't written in stone. I haven't seen one written document. I even called down there, wrote a letter, emailed to the planning and the same guy he talked to. He said no, there's nothing, nothing in that. So you ask one person, you ask another, there's nothing in stone. So just leave your options open. Don't rush. Get a plan. If it's going to be over there, it's going to be over there. If that's what canal decides, that's what canal decides. But, if not I think you're just like forcing yourself into a narrow, narrow path, it's not going to be good for the real estate values that you have in your house right now in the future. So, that's what you got to think about.

Bethany Ferguson, 7574 Embers Ln – I know a lot of you in here, some of you I do not. But if you know me, you know, I don't mince my words. I kind of just throw it out there. So after listening to everything today and being a part of the referendum committee, I'm very proud of that and being a very active community member. I have a lot of really big feelings about Canal Winchester. I adore our city. I adore our people. We have some of the most wonderful people that I've ever had the pleasure of meeting. With that being said, going door to door and talking to people and people inviting me to into their homes and hugging me and thanking us for taking the initiative to do this referendum. I don't take lightly to that, so to hear another speech today about two more warehouses is disgusting. Lucas, you need to do a better job. You need to help people like Dale Schacht look for better opportunities for his land. Same with the land that you are trying to develop your bullshit warehouses on. We need to do better. And I am here to say that if we continue to put warehouses up without any plan in place. There will be another referendum and another referendum and we will not stop. So I want to be very clear about that, OK. That's all I got.

Kathleen Vasko, 65 W. Columbus St – I'll be short. I know there's a lot of components in what is happening in the city

right now, a lot of components. I would, as Mr. Barr said, I would suggest that we slow down. We've got a comprehensive plan in the works. We've got good people looking at that, trying to make the right decisions for our community. I would say can we slow down a little bit and let that take its course. Let's get that going in action and see where that goes. If it comes back that that's the right place for that, then well, then that's going to be the right place for that. But again, I think that there's other options. There's other things that we can do up there. I've heard many times things said about not having enough for teenagers, maybe a roller rink, maybe an ice skating rink. There's a lot of different things that we could do with those properties up there. So, I just want to say maybe it's time that we all slow down and take a breath, step back, and maybe there's something else we can do there and let the people that we have hired come in and say let's do something else with it. Let them do their job. That's why we hired them. Isn't that correct? So I just feel like we need to step back and let the process work accordingly and that's all I have to say tonight. Thank you very much for coming, attending the meeting, I was unable to be there yesterday, otherwise I would have been there but we really appreciate that. Another thing too, since I'm thinking about it, is potentially this has gotten away from us that maybe these were conversations that we should have been having some time ago. Because as Bethany said, I experienced exactly the same thing when I walked Columbus St and in the area people invited me in, they offered me coffee, one family even wanted me to have dinner with them. But the community was extremely receptive and they weren't just saying that for my benefit or they wouldn't have taken the time to ask me questions and invite. My niece, even thought that I had disappeared in one of the houses. I was there for so long but the people were very, very receptive to this, and not everybody can be at these meetings all the time and I know sometimes I find it hard to be here. But the people were indeed very receptive to stepping back that was my take away from it, to step back and let's see what else we can do.

Laura Taylor, 65 W. Columbus St - I've been working with warehouses for almost seven years. The traffic has gotten worse up at Lockbourne. This past fall we had people breaking into cars for stealing their catalytic converters. The first warehouse I worked at had someone shot in the parking lot. Warehouses are not meant to be around houses or other places. They need to be away from the communities for the safety of the communities.

F. Council Discussion and Recommendation

Clark – I'll bring up a few things. I hope everybody knows that the City of Columbus was delivered in March, a petition to put a 500,000 square foot warehouse, right next to Wyler Chevrolet. Gas stations going in and outlet parcels that are going to swing around to the South of that. That's proposed, hasn't been voted on, but it is going to be part of planning and zoning at some point. I don't know exactly when it is. I hope you folks are discompassionate. What's the word I'm trying to say? Passionate, about the anti-warehouses when these start getting developed in Columbus because they're coming, they're coming. Columbus is going to build them. I've got about three payments on my house. I'll put my house up for a bet to anyone who wants to take a bet on that. That Columbus are going to develop this, in the housing or warehousing. Just telling you, I know you want to slow down. I know you don't like these. You know, I wouldn't mind if we were the only game in town. I'd be the first vote. Say, let's slow down. Let's see what Intel might bring to our community. We're not going to have that option. Columbus is going to approve these, and they're going to go there. I don't know how to tell you anymore factually that the conversations I've had and with people and it's just a no brainer for Columbus at this point and they're going to do it. You ready to bet? I've talked to people, I know it's coming. If you're that blind that you can't see this coming from the City of Columbus then you're not doing the due diligence because it's coming. Mr. Schacht, that's why they put the language in the agreement to give him an option to go to Columbus and they're exercising that now and so it's just sad.

Shea – The good news is, this probably isn't going to happen because this council doesn't have the will to override your referendum process. So, you guys have won. I'd like to congratulate you on a very hard fought victory because this council does not have the fortitude to stand up for our schools in our city.

Milliken –Regards to this specific development and the other developments around the Bixby Road area. This is kind of what I was getting to earlier when I was speaking of the nuances of the situation, you know, the development that may or may not happen and the Violet Township area, that's a whole other ball of wax that we can, you know, talk about but with this area for me, like I said, it's more of a risk assessment. You know, we can sit here and go back and forth all day long about whether or whether or not Columbus is going to develop this. For me personally, when you throw in things like the progress we've made trying to get the Bixby Road interchange complete and the potential progress, we could have updating the Winchester Pike Gender Road intersection. To have the chance, and it's like I said, at this point, we're all speculating but for me to have the chance that that could all go away is a big piece of the puzzle for me. So just with this specific area only, thank you.

Ward – I would just like to add in, I said it before, so I'm repeating myself a little bit. But you know if we feel the Schacht property is really crucial in a strategic property, I do think we should look into buying it or look into helping. The Schacht's find development that's palatable to our residents, and I think it could be a win, win, win. There are other opportunities out there.

Shea – Mr. Schacht, would you violate your contract that you have in place right now and sell us that land?

Boggs - Mr. Chair, since we were in the public hearing with regard to the Levin property, perhaps if there's to be a wide ranging discussion we can do that. But regular council meeting adjourn this public hearing.

Ward – That's fair.

Milliken - In order, of fairness, if you get hold it forward to the next meeting, I want to be fair to everybody. We'll have time for comments in the next meeting Mr. McGill, thank you. Yes, thank you Mr. Boggs.

G. Adjournment @ 7:38 p.m.

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

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