

Canal Winchester

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



Meeting Minutes - FINAL

April 15, 2019

6:30 PM

City Council

*Bruce Jarvis – President
Mike Walker – Vice President
Jill Amos
Will Bennett
Bob Clark
Mike Coolman
Patrick Lynch*

- A. **Call To Order** *Jarvis called the meeting to order @ 6:48 p.m.*
- B. **Roll Call** *Present 7 – Amos, Bennett, Clark, Coolman, Jarvis, Lynch, Walker*
- C. **Purpose of Public Hearing**

ORD-19-026
Development

An Ordinance To Amend Part 11 Of The Codified Ordinances And The Zoning Map Of The City Of Canal Winchester, Rezoning An Approximately 110.244 Acres Of Land From A Combination Of Exceptional Use (EU), Limited Manufacturing (LM), And General Commercial (GC) To Entirely Limited Manufacturing (LM), Owned By Willis M Alspach, Joan A Alspach, And David B Alspach, Trustees Of The Willis M Alspach Revocable Living Trust, Located On The Southeast Corner Of The Intersection Of Bixby Road And Rager Road (Parcel ID 181-000159, 181-000026, 184-000828, 184-000879, And 184-000954) ([Ordinance, Exhibit A, P&Z Recommendation](#))

D. Staff Report

Haire: Thank you Mr. Jarvis, that was a mouthful; there are a number of parcels involved here; this is the property that the city is in contract to purchase on Bixby Road; some of that parcel – two of the parcels actually – are in the city of Canal Winchester, 3 of them are being annexed, which will come up before council at their May 20th meeting, to finalize that annexation; what we're doing tonight is the public hearing, and the first reading, and the final reading will align with the same night that the annexation is accepted; the property owner currently is Willis Alspach, we are in contract to purchase that property, and are the applicant for this; what we are requesting is to rezone the parcel from exceptional use, from limited manufacturing, and general commercial – rural in Madison Township is the current zoning – to limited manufacturing; that's the proposal there, the area in purple is the area that we are proposing to be rezoned to limited manufacturing, to allow for manufacturing uses – limited manufacturing is our only manufacturing district in our code; there is a number of restrictions for development on this parcel; the grey area on the map is floodplain – that's the 100 year floodplain, the hashed area is the floodway; to the south, there is a 100-foot-wide overhead electric transmission line easement, and also a natural gas – an underground transmission line that was relocated last year, if you recall the construction that took place, where they did the crossing under 33 – that's the location, it effects the southeast corner of the parcel; here is a flood map of that parcel; when you look at this parcel, it's 110 acres; about 55 acres of that – just about half – is in the floodplain, in the 100-year floodplain, and half would be available for development; primarily the areas that would be available for development are all along Bixby Road; the property currently has access to Rager Road and Bixby Road; Rager Road is still open to 33 as a full access point; Bixby Road was improved 3 years ago by Franklin County, it is a Madison Township road, but Franklin County did a project to realign Bixby Road with the intersection at Brice Road, putting in a traffic signals associated with that; primarily in the future any manufacturing traffic would access this site by using the Gender Road interchange, then would access via Winchester Pike, and then Winchester Pike to the traffic signal at Brice Road and Bixby Road, and then they would access the site; there is still a stub of Bixby Road that ends in a cul-de-sac, that is the majority of the frontage to this site; any future development that takes place on the site, they would have to look at the traffic impacts, and any potential traffic impacts that they would have, they would need to account for – that would be done through the

Franklin County Engineer; what we are annexing does not take in any of the road right-of-way from either Rager Road or Bixby Road; when Franklin County did their project, they split off the right-of-way parcels, and acquired those parcels; the Franklin County Engineer would overview those improvements for Madison Township; any development that takes place would likely have to do some improvements to widen Bixby Road, and if they're planning to access Rager Road, they would have to do some improvements to Rager Road; Rager Road is not of a width that you can even pass 2 cars, so it's not in a condition to serve any type of industrial development; that would be looked at with any future development proposal; this site is pretty isolated from any residential properties, so impacts on residential properties are few; there are 4 parcels to the north that are residentially used; one of those that is currently in the city of Canal Winchester is zoned general commercial; the other 3 are zoned rural, which is in Madison Township zoning; we have just prepared annexation petitions for 2 of those parcels, who will be annexing into the city of Canal Winchester; the property owners have inquired about doing that, and they've also inquired about being part of any future industrial development that takes place there; those are the 2 center parcels – the parcel on the corner, which is at Rager Road and Bixby Road, is not interested in doing that at this point; the other parcel is zoned commercial, those are the 4 residential parcels there; this is pretty isolated with the creek being there, with 33, with the overhead transmission lines; there are 2 parcels across Rager Road from this – 3 parcels – 2 uses there; there is a church that's there at the corner of Rager Road and US-33, and there is one single-family home that is located directly across from the parcel on Rager Road; Planning Commission held a public hearing on this in February; they recommended to council that they approve the rezoning to limited manufacturing at that meeting; that was a unanimous vote to do that; I'd be happy to answer any questions you may have about this property – we are proposing to serve this with a 12-inch waterline, which would be extended from Home Depot; we would have a sanitary sewer lift station located somewhere around the intersection of Rager Road and US-33, with a pressure main that would connect back to sanitary sewer that is currently at Wyler Chevrolet; we would be running a 15-inch sewer line up Rager Road to serve this, and potentially future parcels that might annex into the city.

Jarvis: With regard to the water and sewer, the utilities on that parcel, is it anticipated that there will be any heavy users of either of those utilities? Haire: We don't know exactly who the users would be right now; the users that have expressed interest so far would be more logistics-type businesses; they wouldn't necessarily have a large load on our utility system; Jarvis: The adjacent property owners to this parcel, they have all been notified that this process is underway? Haire: Yes, they have been notified of the public hearing this evening; they were notified of the application, and the Planning & Zoning public hearing; we had one property owner – he is not a resident, but he is the owner of a parcel adjacent to that, that showed up for the Planning & Zoning meeting; he was in support, he is one of the owners that has actually asked us to annex his property.

Clark: I think Lucas that you can develop more than just the floodplain by raising the land up, right? Haire: Correct; Clark: There's more than just 50%; Haire: More could be filled, it's just the cost of doing so – whether it makes economic sense to do it; it would be a challenge to do it right now, but in the future with the changes that take place, it could be developable.

Lynch: Mr. Haire, it looks like the utilities – the overhead lines, as well as the gas lines, they all go through the floodplain area; Haire: That's correct, there is a small portion – that is the electric line easement; there's maybe 3-4 acres that's underneath that transmission line; primarily it's in the floodplain area; Lynch: Does the gas line go through there as well? Haire: The gas line is almost all in the floodplain area; Lynch: The neat thing about this is that no matter what gets built back there, it's far enough from 33, so it

won't be right off of 33; it will be nice for any kind of future development aesthetically; Haire: With this zoning district, there is also buffer requirements from residential properties; in our limited manufacturing district, we require a 50-foot buffer from any residential property; the parcel to the east of this – the single family home that is zoned commercial – we would require a 20 foot buffer from that parcel, because it is commercial zoning; they generally require that with annexation, if you have incompatible land uses, that you provide some type of buffer; we would do that in this case, and we would do that from a landscaping, and screening, and all of those things.

Bennett: Mr. Haire, what are our 4 criteria when we are considering rezoning? Haire: The compatibility of the proposed amendment to adjacent land use, adjacent zoning into appropriate plans for the area, including but not limited to the comprehensive plan; relationship of the proposed amendment to access traffic flow, utility services, including sanitary sewer, water, storm drainage outlined the transportation thoroughfare plan, comprehensive plan, or other adopted plans for the area; relationship of the proposed amendment to the public health safety convenience, comfort, prosperity, and general welfare, including impact on infrastructure and municipal services; relationship of the proposed use to the adequacy and availability of the services into the general expansion plans and planned capital improvements; Bennett: Thank you for running through that, I appreciate it; do we know of any other development plan for the rest of that area? Not just that parcel we are looking at, but how that works with the rest of the area; Haire: We talked to the city of Columbus – the city of Columbus has utility services that currently run down Bixby Road, so we inquired to them about the potential of servicing this parcel using their utilities, and they declined to service this property; we don't know exactly what's going to take place in the parcels around it, because in Madison Township they're zoned rural; both the parcels to the west, and the parcel to the north are Madison Township, and zoned rural; to the northwest is a proposed development called Cobbleton that was planned prior to the recession; it's still priced like it's pre-recession pricing; I'm not sure anything is going to happen – that was planned when there were plans for a Bixby Road interchange as well; plans have obviously changed for that with the state kicking that further and further down; hopefully with the gas tax that's recently passed, and the increase of ODOT having more available funds, we can work with any potential developer of this site, and do a plan for the entire area; hopefully we can get that interchange at Bixby Road back on track; with Gender Road, and the amount of traffic on Gender Road, the amount of people being forced to use Gender Road because the access at Rager and Bixby are not really safe, then it drives more people to Gender; if you can disperse that with another interchange, it would be safer for everyone involved.

Bennett: I guess my next question would be if those rural zoned properties were Canal Winchester properties, how would we – would we still consider this rezoning to limited manufacturing? Would that still apply – would we have any concerns butting up limited manufacturing up to a rural-zoned property? Haire: Do we have any concerns about limited manufacturing, and its impact on rural zoning? Bennett: Yes; Haire: I don't have any, that's what typically takes place as you get industrial development that takes place around farms, generally; they're normally taking place on the edge of cities rather than in cities, just because they require much more extensive amounts of land.

Walker: Mr. Haire, you mentioned a lift station – what is the depth of the sewer there? Haire: I don't have the number in front of me; what we are proposing is a 15-inch sanitary sewer line that would run down Rager Road; I'm not sure of the depth of that; a 15-inch line allows you to lower the slope, so using a 15-inch line will give us more capacity in the pipe obviously, but it allows us to go a lower slope to get to that; the lift station really sets the depth of what that sewer would be, and we have to look at how much area we want to serve, or think we can adequately serve from that; we are designing the lift station to be

scale-able, so if we have more property that would want to come into it, they can scale up and use that lift station; we may have a pinch-point at some point expanding with the sanitary sewer line that crosses under 33; that would be our primary challenge to serving a wider area; there may be a point in the future, if we expand beyond this property and draw in a number of parcels, that we would have to come back in and change the line under 33 to a larger diameter pipe, to accommodate that; Walker: That's why I was asking, thank you.

Jarvis: I want to remind council that we will have an opportunity to discuss this after the public comments section.

A motion was made by Clark to move ORD-19-026 to full council, seconded A mot. by Bennett. The motion carried with the following vote:

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

E. Public Comments - Five Minute Limit Per Person

F. Council Discussion and Recommendation

Amos: Mr. Haire, I know Bixby Road keeps getting pushed back; with this going forward, are you able to have a conversation with ODOT saying 'hey, listen, we are looking to build these manufacturing plants along here' in the hopes that we can speed that up? Haire: We are talking to ODOT already about that; their job is in commerce division about that; generally, the way ODOT looks at these things is they won't come to the table with any funding or improvements until there are jobs associated with the project; until there are users identified with those parcels, they're not going to participate in anything; it's kind of the chicken and the egg, right? If you had the improvements take place, you would have more users come there, but that's the way they look at those; they have funding available, if there are jobs associated with the project; we will stay in touch with them in terms of not only this development, but the proposed OPUS development as well, and the impacts that that would have on the Gender Road interchange; Amos: I think you and I are both on board with getting an alternative exit from Gender Road.

Bennett: Do we need to make a recommendation? Jackson: We just need a sponsor for the legislation; Boggs: The review procedure in this public hearing process gives council 45 days to make its decision; that does not have to be done tonight; Jarvis: However, it does appear on the agenda this evening, so there was some expectation that we were going to move forward; Jackson: It's just on for first reading; you still have the time to do what you choose with the legislation.

G. Adjournment @ 7:08 p.m.

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

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