

# Canal Winchester

*City Hall  
Council Chambers  
45 East Waterloo Street  
Canal Winchester, OH 43110*



## Meeting Minutes – FINAL

April 6, 2026

7:00 PM

### City Council

*Laurie Amick - President  
Richard Moore - Vice President  
Will Bennett  
Hanna Detwiler  
Alec McLaughlin  
David Payne  
Patrick Shea*

City YouTube Channel – [CityofCW YouTube Page](#)

City Council will also continue to accept written public comments prior to a council meeting. To be included on the Council agenda, comments must be received by noon on Monday before the meeting. Comments received after the deadline will be included on the next agenda. To submit a comment to City Council, click on the link below.

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- A. **Call To Order** *Amick called the meeting to order at 7:22 p.m.*
- B. **Pledge of Allegiance** Payne
- C. **Roll Call** *Present 7 – Amick, Bennett, Detwiler, McLaughlin, Moore, Payne, Shea*
- D. **Approval of Minutes**

**MIN-26-011**

March 16, 2026 Work Session Minutes

*A motion was made by Moore, seconded by Bennett to approve MIN-26-011. The motion carried with the following vote:*

*Yes 7 – Moore, Bennett, Detwiler, McLaughlin, Payne, Shea, Amick*

**MIN-26-012**

March 16, 2026 City Council Meeting Minutes

*A motion was made by Moore, seconded by Bennett to approve MIN-26-012. The motion carried with the following vote:*

*Yes 7 – Moore, Bennett, Detwiler, McLaughlin, Payne, Shea, Amick*

- E. **Communications & Petitions**
- F. **Public Comments-** Three Minute Limit Per Person

**Discussion started at 1:56:32 on YouTube Channel**

*Michael Talbot, Resident – Hopefully I can keep within the three minutes—it’s going to be close—but thank you everybody for the opportunity to address the council. My name is Mike Talbot. I live at 121 West Columbus Street. I’ve been here about 40 years. Love this town—absolutely love it. As you’re aware, the high school is planning an expansion that includes new performing arts, which is great. I love the performing arts. But the plans also call for the relocation of the commercial gas station, inclusion of a new parking lot on the north side of the school, and an access road from Dietz all the way through to Franklin Street. The inevitable result of this expansion is going to be a significant increase in traffic on the residential streets—and again, they’re residential streets. If you’ve ever been up in that area, it’s straight, left, right—it’s tight. The gas station along Franklin also has planned ingress and egress onto Franklin. The new parking lot appears to have primary ingress and egress onto Franklin as well. And I’m going to take that link between Dietz and Franklin when I go to work, because I don’t want to deal with all the traffic over on Washington during rush hour and school hours. We were told that the traffic was only going to be increased by about 65 vehicles per week. We believe that number is greatly underestimated. Using the new access road will be school buses heading to the gas station, city vehicles, fuel delivery trucks, and anyone who currently uses—or in the future will be allowed to use—the commercial gas station. But what wasn’t factored into that is with this new parking lot, anybody going to and from the school—students, for example—may choose to avoid the traffic jam on Washington and come in the back way through our streets. Parents dropping their kids off—same thing, coming through the back way. Take a football game—they’ve already been parking in that field. Now they’re going to have a new parking lot. Are they going to fight to get out on Dietz and walk? No, they’re coming north. In fact, anyone who wants to access the school from the north, northeast, or northwest is going to be coming through these streets. So, 65 vehicles a week—that’s just not realistic. We’re going to have general traffic trying to avoid Washington. I think I already said that. Currently, the existing performing arts facility is right by my house. I love it when they’re there—we talk to people going in—but it’s a madhouse for parking before, during, and after events. Residents of the Dye Addition sometimes can’t even get through conveniently because of the traffic. And now we’re going to massively increase that amount of traffic. I know there are going to be people who disagree with us, but the bottom line is we don’t know what the future is. The possibilities are*

there. I believe there are alternatives that need to be examined, and we're asking for the city council to help us work with the board, because we're just citizens. We don't have the expertise to go through some of these things and have them explained to us. Our biggest concern is safety. Today, as we were standing outside talking about this meeting in front of my house, a horn honked—down on Columbus Street, someone was trying to cross the road, and a car came around the corner exceedingly fast. They had to honk at them. That's common. Kids from the school pass by my house all the time. The track team runs by. School buses are dropping kids off for the Boy Scouts. There's a heavy volume of people walking—parents with strollers—coming through there. We talked earlier about mopeds and things like that—they're all over the place. And those kids don't always look around, they just go. Now that spring is here, it's time for the golf carts. They're out there running around, and as much as we love them, they pay less attention than anyone else because they don't feel like they're a vehicle. This is a safety issue. We're going to be putting a lot more traffic onto streets that weren't designed for it, and sooner or later, our luck is going to run out. You know, we have incidents daily of cars that have to stop. Today, a bus was coming around the corner after dropping off at one of my neighbors, and the entire inbound Columbus had to stop because there's not enough room to get through. But it wasn't back where they're parking—it was up front because the bus had to take such a wide turn to get through. In fact, that curb right there had to be repaired because of the number of vehicles that cut across and exit the street trying to get around the corner from other vehicles coming in. So yes, there are issues that we need to discuss with the school system about—alternate locations and things like that. I just can't get it through my mind that there isn't some place better to have a win-win. Because I think the last thing we want, aesthetically, is people coming to the museums, the historical society, using that parking lot to come downtown for all the functions that this beautiful city has—and what are they going to see first? They're going to see a gas station in the middle of a residential area. That shouldn't be happening. That whole area is zoned R3—that's residential. There are no variances on the books. I took the time, talked to Andrew, and looked it up through the Canal Winchester website. There's no allowance for fuel depots, commercial—and this is a commercial gas station—to be there. I don't know if there are any variances. I have no idea about that—I'm a rookie at this stuff. But as it looks on paper, they are not permitted to have this gas station in that area. I appreciate the time. I appreciate the opportunity. And hopefully we can get this worked out for the betterment of everybody.

Michael Delgrosso, Resident – Good evening, council, mayor, Mr. Peoples. My name is Michael Delgrosso. I have been a resident of Canal Winchester since 1990. So, I've seen the growth of this city, sitting in the position of 132 West Columbus Street, which is not the Dye Addition—it's the beginning of the junction of Franklin Street, Clinton Street, and all that surrounding area. My concern with this placement of the energy station is that I know nothing about it. Where is it? What is it? What does the containment look like? Where is it placed latitudinally and longitudinally on the property? Now, let's talk about some of the downfalls of placing this here. You've heard about public safety concerns from my neighbors. My public safety concern is that traffic and pedestrian management in that area is really lacking. Yes, we have seen a traffic study, and as Mike pointed out, I do not see that traffic study as being accurate. The traffic that we get in this area is ad hoc—it's event-based, it's athletic-based, and it's seasonal. So, the static count that we got with cars, in my opinion, is very inaccurate. And I think it's a simple way of disproving that the infrastructure to support that amount of vehicle entrance and egress is non-existent. If you look down Franklin Street, we don't have sidewalks. There's mass confusion as to where the buses pull in or the sheriff's patrol pulls in to fuel up and then goes back out. There's literally no right-of-way, no walkability, no speed bumps, no pedestrian infrastructure, no lighting—nothing in that area. So, it becomes a safety issue, in my opinion, when you have additional traffic and you have pedestrian travel. So that's the first

issue that I have with it. The second issue is a little bit more serious and something that I think we need to consider as a community. I started in this community as a member of the Board of Public Affairs, back when we were a village. My job was to work with good people like Mr. Peoples in identifying, at that time, our mixed system—identifying where we were putting data points, where our pipes were in the ground, where all of our infrastructure for this community lies, because it's not available anywhere. So, it's been developed over time. Now my concern—conventional spillage is not an issue. Accidental spillage—any incident that's over 25 gallons—is an automatic EPA alert. It's a public alert, and it's also an alert that triggers years of monitoring for the abatement of that particular hydrocarbon, distillate, or chemical within our water system. The area that we're talking about is bound by Groveport Road, Clinton Street, Franklin Street, Woodsvie Drive, and the drainage basin of that area drains into the lift station, which is on the corner. It's designated wetlands, and it's on the corner of Groveport and Clinton Road in the alley. It's approximately an acre and a half, maybe two acres. The high point where they're proposing to put this energy refueling station happens to be the highest point, which drains into that drainage basin. And that drainage basin can either go down Franklin Street, it could come down Clinton Street, or it could drain back into the condominiums. When the condominiums were dug, they breached tile. And that's tile that abuts the backyards of the condominiums—of Franklin Street residents and the condominiums that were put in place. There's a drainage issue. If we have an accident and that sludge or that diesel or that hydrocarbon drains, it's going to go right into a couple of parcels' front yards, and it's going to remain there because the tiles are breached and it has nowhere to go. If it's terrestrial, it's going to flow down. And, oh, by the way, in that area we have seven active wellheads that are uncapped. Two of the wellheads are located at what is Sweet Harmony, and those are observation wells because of some other aquifer infrastructure. I would be happy to leave that data with council. I would be happy, as I stated, to walk with any of our leadership here—we can dig a hole, we can see where the surface water comes up to, and we can determine if this is indeed a good idea.

Deb Carpenter, Resident – I'm Deb Carpenter. Good evening, everybody. My husband, Don, and I live at 130 West Columbus Street, at the dead end. We've lived at this location for 50 years. We've seen the changes from a village to a city. Traffic used to be quiet. The intersection of Columbus and Clinton was not busy. School traffic was not an issue, nor was the Dye Addition. The growth of the school, the new high school complex, and the changes in family demographics—from retirees to working families in the Dye Addition—have brought significant changes to the volume of traffic at the Columbus and Clinton intersection in our neighborhood. Clinton Street dead-ends at Columbus Street. Cars fly around from Clinton onto—and many times into the middle of—Columbus Street. I cannot tell you the number of times I've had to be a defensive driver. The lack of a stop sign at the Clinton–Columbus intersection, and the fact that drivers have an obstructed line of sight onto Columbus Street from Clinton Street, makes this a dangerous intersection. The fact that I have not been involved in a head-on collision is nothing short of luck. Traffic has increased. It is no longer a quiet neighborhood intersection. Pedestrians, cars, bicycles, golf carts, kids on electric scooters—it has all increased. The school allows vehicles to drive from the main campus to the Franklin Street lot and then exit at Clinton–Columbus toward Washington Street. Buses enter from Columbus–Clinton to the lot and then drive down to the main campus. The intersection has become a shortcut for school events. The library was never a traffic issue. The traffic studies that have been done were pointless. As Mr. Delgrosso mentioned, the studies never reflected the danger at the intersection to both pedestrians and drivers. This neighborhood intersection has been ignored. I have previously asked for a stop sign to be placed where Clinton dead-ends onto Columbus Street. It was always turned down with no regard to our neighborhood concerns regarding traffic and pedestrian safety. I would ask that the City of Canal Winchester officials please review the concerns I have presented this

evening. The fact that the Canal Winchester School Board is moving the gas fueling station to the parking lot along Franklin Street is concerning. Traffic will be a nightmare, and this is a residential neighborhood. Please keep this a residential neighborhood and increase our safety by placing a stop sign at Clinton Street where it dead-ends at Columbus Street.

## G. Reports of City Officials and Staff

Mayor's Report

Discussion started at 2:14:28 on YouTube Channel

Steager – I have nothing to add tonight.

City Administrator

Discussion started at 2:14:37 on YouTube Channel

Peoples – Just a couple updates from my written report. The Ashbrook Village drainage issues—we do have a final design on that. We've reached out to a contractor who also farms that property, knows it well, and is putting a proposal together. His suggestion was that we not do any work out there until the summer months, just due to the amount of water that comes off that hill. So, we're crossing our fingers that the rains aren't significant enough to cause any issues until we're able to move forward. That's something we're looking forward to. Speaking of drainage, we did have—was it this past weekend or the weekend before—on Winchester Lithopolis Road, a major pipe failure out there. We had to do an emergency repair. It was a previous, what they called a boiler pipe underneath the road, which is literally an old boiler they took out of service and used as a storm drainage pipe. That completely rusted out, and the contractor was able to fix it. And then one last thing—Payton Young down at our wastewater treatment plant obtained his Class I license here last week. Now all of our operators at the wastewater treatment plant are certified.

Amick – With all the rain we've had in the last couple weeks, I haven't heard anything about the Saylor Street area. Was it wet down there at all?

Peoples – Yeah, I mean it stays wet. It's really when we get those very heavy rains coming off that hill that it's just not able to keep up with it. Even though it's a 30-inch storm sewer, that drainage area—for some reason, even the farmers have noted it—when the gas line was replaced through that property and all the way through the southern and eastern parts of Canal Winchester, the drainage patterns completely changed. That was right around 2017 when we had our first big rain—it was about five inches—and that was the first time we had any drainage issue on Saylor Court. But we had drainage issues everywhere that weekend as well. As far as a targeted remedy date, you're probably looking at July or August. It shouldn't be a very large project. It's mainly grading work—we're essentially creating an overflow ditch. So, the existing infrastructure, the pipe in the ground, will continue to work as intended, but once it reaches a certain capacity, it will overflow into a bypass channel.

Bennett – We heard tonight a resident mention that maybe even a stop sign at Franklin and Columbus Street might help address some of their concerns. When would the city consider evaluating whether or not that's needed? I assume it might be too early to say it's needed now, and the residents may feel differently.

Peoples – Right. Mrs. Carpenter and I—when she said it was denied, that was me who denied that multiple times over the years. We do look at the warrant from the Ohio Manual of Uniform Traffic Control Devices. There are specific stipulations there about when you can and can't install a stop sign. We've

*reviewed those provisions and determined that it was not warranted. We want to make sure a stop sign is warranted before we install one. Similar to what we've done at Washington Street and Waterloo, and out at King's Crossing and Hill Road—those were all warranted.*

*Shea – So as a home rule city, do we have to follow that?*

*Peoples – The guidance is that it's proper to follow those guidelines.*

*Detwiler – Has a yield sign or something like a mirror been considered there? Are those things we could look at?*

*Peoples – We did look at a yield sign on the Columbus Street side. Where Columbus dead-ends, the flow of traffic—you don't want to stop the direction that has the most traffic, which would be the left and right turns from Columbus onto Clinton. So, the dead-end portion of Columbus Street is not where the majority of traffic is coming from, and you don't want to stop that flow.*

*Detwiler – Is Clinton a one-way street?*

*Peoples – No, not that portion. Clinton Street between Columbus and Franklin is two-way. Clinton Alley is the one-way that runs from Columbus over to Groveport Road.*

*Payne – The pedestrian crosswalk—with the flashing beacon. Are we going to duplicate those across the city in other high-traffic areas?*

*Peoples – We typically install those at bike path crossings where there's a higher volume of pedestrian traffic. Any intersection is generally assumed to have a crosswalk as well. We don't want to install those beacons in too many places, otherwise they start to lose their effectiveness.*

*Bennett – I'm not a very educated man on all of the policies regarding stop signs, so help me understand—what's the negative impact of putting a stop sign in a place where it might not be justified?*

*Peoples – Just following the guidance—I don't know that I have a specific answer beyond that. It's about following the established guidelines. As I'm sure Mr. Carpenter remembers, and Mr. Delgrosso as well, when the school was active there, there were buses in and out of that area. Columbus Street had buses along it, and there was no parking on the south side of Columbus Street west of Washington. I didn't live there like they have, but I don't recall there being those same issues during the time the school was in operation. I could go back and look at emails to pinpoint when the concerns really started, but it wasn't during that earlier period.*

*Boggs – One benefit I would add of following the guidance from the Uniform Manual is that if there were a situation where a local government puts in a sign or removes a sign contrary to what the manual recommends, and there's an accident there, it becomes much more difficult to defend that decision. Versus being able to say we relied on the Manual of Uniform Traffic Control Devices. When you start departing from that manual, it becomes a question of where you stop—what locations you apply that to and which ones you don't. So, I think it's not just a prudent policy here, but everywhere I work, that public*

services and traffic engineering follow that guidance. And I'm not even sure you could get an engineer to stamp or approve plans that don't follow that guidance—then you're in real trouble.

Fairfield County Sheriff

Discussion started at 2:25:00 on YouTube Channel

Sgt. Strawn – I don't have anything further beyond my March statistical report, but I'd be happy to take any questions.

Law Director

Discussion started at 2:25:20 on YouTube Channel

Boggs – Nothing to add to the lengthy presentation I gave you earlier, but I'm happy to answer any questions.

Bennett – Earlier you mentioned that not following the code could put us in some jeopardy when we choose not to follow it. I understand the concern when removing a sign—that could create issues since you're taking away a safety measure. But if you go in the other direction and add something that isn't technically warranted, how does that create liability? Can you help me understand that?

Boggs – Right. I'm a little hesitant to come up with a hypothetical example on the spot. I would say, as a general rule, once you start departing from that manual, it becomes a question of where you stop. When these decisions are made, Matt and the public services team don't just go put something in the ground—plans are drawn up, and there's justification behind it.

Bennett – I understand that. I was just curious from a legal standpoint.

Boggs – There may also be additional engineering considerations that are outside my day-to-day.

Finance Director

Discussion started at 2:27:36 on YouTube Channel

Jackson – I've actually been out of the office the last week and a half, so I don't have a whole lot to report as I'm just getting back today and playing catch-up. However, today was the deadline for the Dr. Bender scholarship application. We only received three applications, one of which does not live within city limits. So, I don't know what council's desire is at this point—if you'd like to extend the due date or just go with what we've got. Think about it and let me know. And then before you leave this evening, I have name tags, so come see me.

Amick – And we normally select two within city limits, correct?

Jackson – Yes.

Amick – I would say for those who got it in on time—kudos to you—let's move forward.

Jackson – Okay, well then since there were only two eligible, I will verify that they meet all the requirements and then I will reach out to them. Typically, we ask them to come into a meeting, so I'll work on scheduling that. I'll probably aim for the beginning of May.

Development Director

Discussion started at 2:29:04 on YouTube Channel

*Haire – A couple updates on some property acquisitions and exchanges we’re pursuing. Manifold & Phalor—we are proceeding with that. Hopefully within the next week or so we’ll be able to close on that exchange of property, where they’re obtaining 60 feet from us and we’re obtaining the road right-of-way and some easements on their parcels. So that is progressing, and they are moving forward with a building addition and some building upgrades that will take place later this year and into next year. On the Chuck Smith parcel that we’ll have a reading on later this evening; we’ve completed the survey on that parcel to split that two-and-a-half-acre tract off. So, we should get that done in the next few weeks and get ready for a lot split. If approved, we’ll be able to proceed with that closing. And then in regard to the school property, a question came up about public notice. We do not require public notice for site development plans, so there was no specific notice for that. However, the schools did seek a variance for building height on the performing arts center, and we did provide public notice to 57 property owners adjacent to the school site who were notified of the meeting. We did have one resident show up at the meeting and speak, so at least one out of those 57 residents received the notice and attended. The variance was specifically for the building height—to exceed the allowable height for the new performing arts center. That’s what the public notice covered.*

*Moore – Can you speak to—I think it was Mr. Delgrosso that brought it up, or maybe Mike—about a variance or maybe a past variance for fuel? Obviously, fuel’s been on that site for a long time. I think it was originally close to where they’re moving it to, then it was moved, and now it’s back. Was there a variance required at some point for that?*

*Haire – I don’t believe that a variance would be required. That’s considered an accessory use to the primary use, which is the school. So, we would permit it like we do any accessory structure, such as their maintenance garage. It’s not an automotive repair shop—it’s for maintenance of the school’s vehicles and for their use on that property. The only people using the fuel center are the school and city vehicles, which we use under contract with them. So, it’s public use only for that purpose. We would consider that an accessory use, just like the multiple other accessory uses on the site—the stadiums, the dugouts, the band stand they use to direct, and similar structures. Those are all permitted as accessory uses to primary school use.*

## H. Resolutions

### [RES-26-018](#)

*City Administrator*

*Sponsor: Shea*

A RESOLUTION AUTHORIZING THE MAYOR AND/OR CITY ADMINISTRATOR TO ENTER INTO A CONTRACT FOR THE PARTICIPATION IN THE ODOT ROAD SALT CONTRACTS AWARDED IN 2026

*- Adoption*

*A motion was made by Shea, seconded by Moore to adopt RES-26-018. The motion carried with the following vote:*

*Yes 7 – Shea, Moore, Payne, Amick, Bennett, Detwiler, McLaughlin*

## I. Ordinances

### *Third Reading*

AN ORDINANCE TO AUTHORIZE THE MAYOR TO ENTER INTO A REAL ESTATE PURCHASE AGREEMENT FOR THE PURCHASE OF 650 BOWEN ROAD, CANAL

[ORD-26-005](#)

Development

Sponsor: Moore

WINCHESTER, OHIO OWNED BY CHARLES R. SMITH AND DEBORAH S. BICKNELL

- Adoption

*A motion was made by Moore, seconded by Amick to adopt ORD-26-005. The motion carried with the following vote:*

*Yes 7 – Moore, Amick, Bennett, Detwiler, McLaughlin, Payne, Shea*

**Second Reading**[ORD-26-007](#)

Finance

Sponsor: Moore

AN ORDINANCE TO AMEND ORDINANCE #24-010 UPDATING THE SWIMMING POOL RATES

- Second Reading Only

[ORD-26-008](#)

Finance

Sponsor: McLaughlin

AN ORDINANCE TO AMEND THE 2026 APPROPRIATION ORDINANCE #25-029, AMENDMENT #1

- Second Reading Only

**First Reading**[ORD-26-009](#)

Development

Sponsor: Bennett

AN ORDINANCE TO AMEND PART 11 OF THE CODIFIED ORDINANCES AND THE ZONING MAP OF THE CITY OF CANAL WINCHESTER, REZONING 9.27 ACRES FROM GENERAL COMMERCIAL (GC) TO LIMITED MANUFACTURING (LM), OWNED BY PMR LLC, AND LOCATED AT 6270 BOWEN ROAD (PID 184-000882 AND 184-000932)

- First Reading Only

*A motion was made by Bennett, seconded by Shea to suspend the rules and waive the second and third reading of ORD-26-009. The motion carried with the following vote:*

*Yes 5 – Bennett, Shea, McLaughlin, Moore, Payne*

*No 2 – Amick, Detwiler*

*A motion was made by Bennett, seconded by Shea to adopt ORD-26-009. The motion carried with the following vote:*

*Yes 7 – Bennett, Shea, Amick, Detwiler, McLaughlin, Moore, Payne*

**Discussion started at 2:35:29 on YouTube Channel**

*Bennett – I believe we had some limited discussion about whether or not we wanted to waive the second and third readings this evening. I didn't know if we wanted to do a quick straw poll of council, or just get a sense—what is the desire of council? Do we want to waive the second and third reading and move to adopt this evening?*

*Amick – I would say—this is just me, one of seven—I would like to give them an opportunity. They heard us loud and clear. They understand that we want a clean environment as people come into our city. We want it organized, we want the grounds to be within code, and yes, the zoning is the key to all of those next steps. They also heard us ask that, in the interim, they come back with at least some tentative plans on how they would handle site development. If we waive the second and third reading, one of two things happens—they don't get that opportunity, or we move forward without that additional input. If we keep*

*all three readings, it allows them to come back and have a follow-up conversation with us based on what they heard tonight. That's my thought.*

*Moore – I'll play devil's advocate here. I think we may be prolonging the inevitable. From what I heard; it sounds like everyone agrees the rezoning makes sense. If we skip the second and third reading, that could accelerate the process and allow the applicant to get the area cleaned up more quickly. If we go through the second and third readings, we're essentially delaying that process another 30 days before any action is taken, because they're not going to move forward until they know it's been passed. Either way, I'm fine—I'm not going to lose any sleep over it. I think it gets rezoned one way or the other, but I would just like to see it cleaned up because it's an eyesore.*

*Amick – Right, agreed. I just feel like they're a business that wants to operate here, and we should give them the due process of the three readings. But again, that's just me.*

*Shea – I'm all for waiving the second and third readings and getting that place cleaned up.*

*Detwiler – I do agree with Mrs. Amick that I want to make sure there's an actual plan in place and that they don't just rush to clean things up without direction. So, I understand the concern about waiving the second and third reading.*

*Moore – And keep in mind, regardless, they don't have to bring anything back to us specifically. Planning and zoning will be the body that approves the site plan, and it still has to comply with all of those rules. Correct, Mr. Haire? So, like the Conex boxes or whatever they're called—they've got to remove them. It doesn't matter ifs or buts unless they go ask for a variance, and planning and zoning would have to approve or deny that. So, I don't know how much leverage we really have by delaying the process. But again, I guess it's not necessarily delaying the process. It's following the procedure.*

## **J. Council Reports**

*Mayor's Retreat - Friday, April 17, 2026 at 9:00 a.m. - 3:00 p.m.*

*Work Session/Council - Monday, April 20, 2026 at 6:00 p.m.*

*Work Session/Council - Monday, May 4, 2026 at 6:00 p.m.*

### **2026 Council Connect Meeting Dates**

*April 18, 9-10 AM*

*May 20, 6:30-7:30 PM*

*June 20, 9-10 AM*

*July 15, 6:30-7:30 PM*

*August 15, 9-10 AM*

*September 16, 6:30-7:30 PM*

*October 17, 9-10 AM*

*November 18, 6:30-7:30 PM*

*CW Human Services - Shea*

### **Discussion started at 2:41:31 on YouTube Channel**

*Shea – In March, the community food pantry served 417 individuals and provided 5,895 meals. The transportation program completed 383 one-way trips, covering a total of 3,178 miles. Human services would like to thank everyone who helped with the community Easter egg hunt. They had a wonderful time*

and appreciated city employees stopping in to help fill eggs. It's a great tradition in the community, and human services appreciates the partnership with the city. Althea would like to add a personal note that it's been an honor working alongside city staff on so many meaningful projects. She will truly miss everyone as she begins her new journey with our neighbors to the west. Thank you again for your continued support.

Amick – For those of you who may not have received the invitation yet, there is an open house this Thursday night, April 9th, from 5:30 to 7:30. Stop in, have a cupcake and a glass of punch, and wish her well.

CWICC - Amick

**Discussion started at 2:42:44 on YouTube Channel**

Amick – The next meeting will be held here in council chambers on April 29th at 11:30 a.m.

CWJRD - Bennett/Moore

**Discussion started at 2:42:58 on YouTube Channel**

Moore – Our next meeting is scheduled for April 14th at 6:00 p.m. And just on a selfish note, I'm very excited—our first annual or developmental golf league kicks off tomorrow. So, excited for all the kids who signed up and that they'll get some coaching from people much better than me at golf. Rummage sale is cancelled.

Destination: Canal Winchester - Payne

**Discussion started at 2:43:32 on YouTube Channel**

Payne – Destination Canal Winchester is working really hard on the Art Stroll, which will be held Saturday, May 16th. Destination could use volunteers, so if you're interested, please don't hesitate to reach out. And as always, don't forget to download the free Canal Winchester app so you always know what's happening around town.

CW Chamber of Commerce - McLaughlin

**Discussion started at 2:43:57 on YouTube Channel**

McLaughlin – Applications are now open for the Chamber's new Leadership Canal Winchester program, a nine-month small group experience that begins in September. A free info session is being hosted on Wednesday at 9:00 a.m. on Zoom. The nine-month Leadership Canal Winchester program covers personal growth, civic engagement, and networking while offering tools for transformation. It was developed in collaboration with local executive coaches and business leaders and is geared toward both experienced and emerging leaders. A full schedule of monthly sessions is available on the Chamber's website. This opportunity is open to all. You can receive a \$100 early bird discount by paying in full by April 30th, and monthly payment plans are also available. Additionally, the State of the Community is coming up on Wednesday, April 22nd from 11:30 to 1:00 p.m. at the Canal Winchester Community Center. This includes a combined update from the city and the school district. There were only eight spots available as of noon today, so please sign up as soon as possible if you'd like to attend. Registration includes a box lunch catered by Coffee on High. Lastly, we want to welcome two new members to the Chamber: Roetzel and Andress, and the Homeschool Bookstore LLC.

Sustainability Commission - Detwiler

**Discussion started at 2:45:26 on YouTube Channel**

Detwiler – Our next meeting will be Wednesday, May 6th. And just a reminder that on April 18th, we have the community cleanup day. You can sign up on the Canal Winchester website—if you scroll down, the flyer is next to the calendar. It will be from 9:00 a.m. to noon. It'll be a lot of fun—not just picking up trash

*but repainting things and doing a little spring cleanup around the community. So, I encourage people to sign up.*

*Shea – I'm scheduled to be at Council Connect that day, and I would rather be out helping clean up our community. Is there any way we could look at canceling that so we can participate in the cleanup day?*

*Amick – I would ask that you check in with your peers—Mr. Bennett and Mr. Payne are scheduled for Council Connect from 9 to 10. What time is the community cleanup?*

*Detwiler – I believe registration starts at 9 and it goes until 12:30. For your consideration, we could also have the organizers reach out so you can jump in after Council Connect if you want a task ready when you arrive.*

*Shea – I was just suggesting canceling Council Connect altogether.*

*Detwiler – I was just trying to provide an option.*

*Amick – Mr. Bennett, Mr. Payne—what's your preference?*

*Bennett – I'm definitely supposed to be at the cleanup event as well.*

*Payne – I was actually planning to do both. I was going to attend Council Connect and then go help with the cleanup.*

*Bennett – I'm kind of committed organizationally to helping with the cleanup—wrangling volunteers and handing out assignments. So, if there's any council member not planning to participate in the cleanup who would like to swap dates, let me know.*

*Payne – They mayor and I can do Council Connect.*

*Shea – Well, I'll be there. I was just thinking we could all be out cleaning up the community.*

*Amick – Okay, so Council Connect on the 18th at 9:00 a.m. will be David Payne and Mayor Steager. Thank you for doing that. And then the following Council Connect will be May 20th at 6:30 p.m. That meeting will be hosted by myself and Mrs. Detwiler. I updated the calendar today.*

**K. Old/New Business**

**L. Adjourn to Executive Session (if necessary)**

**M. Adjournment @ 8:16 p.m.**

*A motion was made by Moore, seconded by Shea to adjourn. The motion carried with the following vote:  
Yes 7 – Moore, Shea, Amick, Bennett, Detwiler, McLaughlin, Payne*