

**From:** [John McGrail](#)  
**To:** [R Thomas Homan](#); [Carolyn Riggle](#); [Kent Shafer](#); [Catlin Frazier](#); [Stephen Tackett](#); [Adam Haynes](#); [Cory Hoffman](#); [Drew Farrell](#)  
**Cc:** [Elaine McCloskey](#); [Natalia Harris](#)  
**Subject:** Public comment Dr John W. McGrail 268 Sylvan Dr. 43015 "Crap" statement from councilman Cory Hoffman  
**Date:** Thursday, March 30, 2023 10:36:01 AM

---

Mayor Carolyn Riggle opened the March 27, 2023 public comment section advising that derogatory and foul language not be permitted in council chambers.

The final "crap" comment by councilman Hoffman referred to my recommendation that diversity and affordable housing regardless of social and economic status be incorporated in development proposals. Councilman Hoffman's statement was unchallenged and the meeting was adjourned.

Nonetheless, I applaud the stamina of the council and staff to accept polite public comment and provide for all of the residents of our fair city. Derogatory comments from a council member are shameful.

For the past two years adjacent infill neighbors and concerned citizens have questioned the validity and tenor of the Delaware Together comprehensive city plan as applied particularly to the Addison 271 acre infill design.

The final decision to approve the plan was based on a reasonable assessment of the council majority except for Mr Tackett that "it could be worse" and there is no legal precedence to say NO. I agree that under circumstance the decision is prudent.

The project could be better. The residential transition to Oakhurst subdivision is conflicted but not in a "not in my backyard" opposition. There is little evidence that the developer and Planning Commission ever broached the topic of Delaware Together. The conflict with the city plan versus the Addison plat still is the focus of public comment.

Ordinance 21-21 adopted by Delaware City on 5/10/2021 clearly states several goals:

Section C "Social Cohesion and Equity", ratifies my suggestion on subsidized affordable housing which can easily be included in apartment/residential modern diversity plans.

Section D "Advance of Economic Prosperity" ratifies my concern about a diverse Delaware City economy insulated from land development.

Multiple sections and particularly Section D, 4.2 state "discourage unsympathetic changes to successful existing neighborhoods and new construction that is vastly different in scale and/or character should be avoided when connecting neighborhoods".

These are Delaware City words that Mr Hoffman calls "crap".

Respectfully submitted.

John W. McGrail MD.

**From:** [Stacy B. Chaney](#)  
**To:** [Elaine McCloskey](#)  
**Subject:** public comment for the record (City Council 4/10/2023)  
**Date:** Monday, April 10, 2023 9:14:07 AM

---

April 10, 2023

Members of Delaware City Council:

Before passing the Addison TIF, please review the Northwest Arterial Corridor Analysis (NWACA).

Based on calculations using the City's NWACA study, the average time saved from adding Merrick Boulevard east of Troy Rd is 130 seconds or approximately 2 minutes (see data below\*). The most time saved for commuters occurs when Merrick is extended west of Troy Rd, opening routes to US23 via Hills Miller Rd and Pennsylvania Ave.

When you account for the cost of paying back the developer for Merrick Blvd plus the large price tag for the railroad bridge for tax-payers, is it worth it? Does it make sense? What is the true value to the community when millions are lost to the schools to save an average of 4-5 minutes of driving a day?

Please, return these tax-payer dollars to the schools. As a primarily residential community, you owe it to our City to keep our schools strong through good funding models into the future.

Thank you,  
Stacy Chaney-Blankenship,  
943 Executive Blvd, Delaware, Ohio 43015

\*Based on AM travel times from the study with 0 as the datum for instances where the new route presented no time savings, the time savings for Scenario C (Merrick) in seconds was: 586, 397, 127, 80, 0, 0, 0, 0, 0, 0, 0, 0, 0, 537, 469, 0, 0, 408, 409, 0, 0, 0, 0, 0, 0, 180, 264, 128, and 55 seconds. Note that most routes had no time savings, and even the average savings of 2 minutes is increased by a nominal number of routes/locations. This was the shortest average time-savings of all scenarios presented in NWACA.

Also, a side note that the cost of Byxbe is not included in NWACA, nor has land been dedicated for this significantly long road project on the east side of the city, making a true time-savings and cost analysis for this larger, undefined project impossible.

**From:** [Tony Bonofiglio](#)  
**To:** [Elaine McCloskey](#)  
**Cc:** [Lisa Bonofiglio](#)  
**Subject:** Re: Response to City Council Public Comment - TIF  
**Date:** Monday, April 10, 2023 8:35:33 AM

---

## Public Comment Submission

My name is Tony Bonofiglio and I reside at 321 Kensington Dr., Delaware, OH 43015

Elaine,

In addition to the prior questions I submitted back on 3/26/2023, email trail included below, I have a few other questions after reviewing the latest version of ordinance 23-09:

- On page 6 under letter (d), it appears as though the city is going to retain \$1,310,000 per year over the life of the TIF for the cost of the railroad overpass. Is this amount, which will equate to an additional \$13,100,000 over the ten year life of the TIF, additional funding that potentially will not be going to the Delaware City School District?
- The \$13,100,000 in addition to the NPV amount of \$27,724,754 the city previously reported brings the total amount of money potentially not going to the Delaware City School District to over \$40,800,000. Can the city please verify this to be a ballpark amount the schools will not be receiving?
- Can the city please provide more specific information in Exhibit E under the "School Millage Contribution" definition as to which specific sub areas under the preliminary development plans will generate the millage revenue for the Delaware City Schools? Also, please confirm that the city is going to retain an additional \$1,400,000 per year over the life of the NCA for the cost of the railroad overpass, which will equate to \$14,000,000 over the ten year life of the NCA?

As previously mentioned in my prior communications to the city, I am opposed to the Tax Increment Financing (TIF) being proposed in Ordinance 23-02, 23-03 & 23-09 for the Addison Development, as well as the previously mentioned TIFs for Rutherford Acres, Lucy Ridge, and Parkview. Typically, developers absorb the costs of the development and then the city picks up the cost of maintaining the infrastructure in the years to come.

TIFs rarely pay off for either the schools or the citizens of the community. Since property tax dollars are being diverted from the schools to reimburse the developers for their costs, this will have an impact on the overall community. These developments will bring additional students to our schools. Currently our city schools have little to no room for additional students and they are landlocked. There is a high probability that new schools may need to be built, this will involve added costs for land, building construction, ongoing operations, and staffing. This also means more school levy requests and added school district taxes for the overall community. There seems to be a lack of concern for the overall community and solely a concern with repaying the developer for the Merrick/Heritage Road construction and the overpass development.

An argument can be made that the prior TIFs the city has engaged in have not panned out and are contributing to the financial predicament we are currently experiencing today, as

we can see from the information pulled together by the “Financial Review Task Force Report and Recommendation”. The city’s overall finances are suspect and one of the task force’s recommendations is to increase the city’s income tax rate from 1.85% to 2.25%, with no change in the current 50% tax credit paid to other cities. This would amount to an income tax increase of 21.6%.

The citizens of our community will most likely have a higher overall property tax burden and hear from the city in the very near term that we need to have a 21.6% income tax increase, in spite of reported city income tax revenue increases of 24.6% from calendar year 2021 to calendar year 2022.

In closing I am opposed to these TIF ordinances and feel that it will harm the overall community, in particular the schools, and should not be considered. Liability for residential developments should lie with the developer and not be a community partnership.

Thank you for your time, consideration and I look forward to receiving responses to my current and prior questions.

On Sun, Mar 26, 2023 at 8:46 PM Tony Bonofiglio <[tony.bonofiglio@gmail.com](mailto:tony.bonofiglio@gmail.com)> wrote:  
Public Comment Submission

My name is Tony Bonofiglio and I reside at 321 Kensington Dr., Delaware, OH 43015

Elaine,

I would like to thank you and the city staff for the response to my prior questions from the City Council meeting on March 13, 2023. I have included that email string so other residents of the city can see the responses as well.

I do have a few follow-up questions in relation to the March 22, 2023, staff response:

- Based on the city’s response from January 26, 2023 to my public records request regarding the copies of information provided to the Delaware City School District relating to the TIF and NCA, why are the estimated TIF revenues net present values being calculated over a 30 year period when the TIF duration is supposed to be 10 years?
- What was the discount rate used to calculate the NPV?
- I know the response provided by the staff indicates that the City has not estimated the amount the schools would not receive. Essentially isn’t that the estimated NPV amount of \$27,724,754 the TIF will be collecting? If that is not the amount please provide an explanation of what the estimated amount may be?

As previously mentioned in my prior communications to the city, I am opposed to the Tax Increment Financing (TIF) being proposed in Ordinance 23-02, 23-03 & 23-09 for the Addison Development, as well as the previously mentioned TIFs for Rutherford Acres, Lucy Ridge, and Parkview. Typically, developers absorb the costs of the development

and then the city picks up the cost of maintaining the infrastructure in the years to come.

TIFs rarely pay off for either the schools or the citizens of the community. Since property tax dollars are being diverted from the schools to reimburse the developers for their costs, this will have an impact on the overall community. These developments will bring additional students to our schools. Currently our city schools have little to no room for additional students and they are landlocked. There is a high probability that new schools may need to be built, this will involve added costs for land, building construction, ongoing operations, and staffing. This also means more school levy requests and added school district taxes for the overall community. There seems to be a lack of concern for the overall community and solely a concern with repaying the developer for the Merrick/Heritage Road construction and the overpass development.

An argument can be made that the prior TIFs the city has engaged in have not panned out and are contributing to the financial predicament we are currently experiencing today, as we can see from the information pulled together by the "Financial Review Task Force Report and Recommendation". The city's overall finances are suspect and one of the task force's recommendations is to increase the city's income tax rate from 1.85% to 2.25%, with no change in the current 50% tax credit paid to other cities. This would amount to an income tax increase of 21.6%.

The citizens of our community will most likely have a higher overall property tax burden and hear from the city in the very near term that we need to have a 21.6% income tax increase, in spite of reported city income tax revenue increases of 24.6% from calendar year 2021 to calendar year 2022.

In closing I am opposed to these TIF ordinances and feel that it will harm the overall community, in particular the schools, and should not be considered. Liability for residential developments should lie with the developer and not be a community partnership.

Thank you for your time and consideration.

On Wed, Mar 22, 2023 at 3:21 PM Elaine McCloskey <[EMcCloskey@delawareohio.net](mailto:EMcCloskey@delawareohio.net)> wrote:

Mr. Bonofiglio,

Below is the response from staff referencing the questions you asked during the recent City Council meeting. If you have any additional questions, please feel free to reach out.

**How much will be collected from the TIFs?**

The estimated Net Present Value (NPV) for each area over the next 30 years in the models as of early February is below. It is important to note that TIF revenues are not guaranteed to occur as projected based on many factors including but not limited to construction schedule, future property valuations, and/or future laws which may change the way property is valued and/or taxed in Ohio.

- Parkview: \$6,756,098
- Lucy Ridge: \$7,918,732
- Addison: \$13,049,924
- **Total: \$27,724,754**

**How much will be collected over the life of the NCA?**

The NCA will have the authority to collect up to 7.50 mills against eligible property, however, the currently estimated NCA charge is 4.00 mills. The 4.00 mills includes an allocation to the schools, an allocation for debt repayment, and an allocation for maintenance costs associated with some of the infrastructure improvements. The NCA is proposed to go on indefinitely for the maintenance cost. The NPV calculated (across the same 3 developments as the previous question) over the next 30 years is \$6,051,316. This includes the amount earmarked for the schools.

**Is it fair to say, excluding the 1.5 mills earmarked for the schools, the remaining amount of TIF and NCA dollars will not be going to the schools?**

Based on current estimates, plans are to use the TIF and NCA dollars per the TIF reimbursement and NCA agreements, after payment to the schools, to support the repayment of the debt incurred to build the public infrastructure and its ongoing maintenance. At this time, no final decision has been made on the distribution of excess TIF revenue funds, however, early discussions support the use of excess TIF to be redistributed to the agencies or the TIF can be dissolved early.

The NCA millage will only be used to help offset school costs, for administrative and maintenance costs, and potentially, though highly unlikely, as a backstop for the railroad bridge debt. The NCA board may determine that a greater millage amount be allocated to the schools.

**Has the city estimated the amount not going to the schools?**

The City has not estimated the amount that the schools would *not* receive. Instead, the City has worked with the schools to identify how much the schools would like to receive related to these developments. The City's calculations took a rough average of these calculations on a cost per student basis. This gave a target amount for the NCA millage, which was determined to be approximately 1.5 mills.

The NPV of the total amount going to the schools (through 2034) from the TIFs and the NCA is estimated to be \$19,144,812.

As the NCA board is developed, the City will recommend a representative for the schools be required to have a seat on the board. This will ensure that any unforeseen costs to the school can be brought before the board when the millage is set on an annual basis.

Thank you,

Elaine McCloskey

City Council Clerk

City of Delaware

1 S. Sandusky St.

Delaware, Ohio 43015

740-203-1013 office

740-203-1024 fax

[www.delawareohio.net](http://www.delawareohio.net)

**From:** [Heather Rodenberg](#)  
**To:** [Elaine McCloskey](#)  
**Subject:** Message to city council and parks & rec  
**Date:** Monday, April 10, 2023 3:57:00 PM

---

Our family would like to submit to city council, Parks and Recreation, and all the volunteers our thanks for the Easter Egg hunt that the city put together on April 1st. Our family had a blast and our daughter Ridley, who is two, took part in the event for the first time this year at Mingo. She enjoyed picking up all the eggs that she could and shared eggs with late comers. Thank you to everyone who stuffed all the eggs and put them out for the egg hunt, we can't imagine how many hours of work that took. Thank you to the person who played the part of the Easter bunny for having patience with Ridley as she was a little scared and just needed extra time.

Reverend Heather, Amanda, and Ridley Rodenberg.

--

Rev. Heather Rodenberg  
740-833-6200