

PLANNING COMMISSION MEETING MINUTES

Tuesday, July 8, 2025 6:00pm

The Newark City Planning Commission met in Council Chambers, City Hall located at 40 W. Main Street, Newark, Ohio.

Present:

Carol Floyd	Member
Bruce Ennen	Member
Jeff Hall	Mayor
Amy Vensel	Planning Commission Secretary
David Rhodes	Planning Director
George Carter	sitting in for Brian Morehead, City Engineer

Absent:

Joe Gebhart	Member
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1. **CALL TO ORDER-** Mayor Hall called the Tuesday, July 8, 2025 Newark City Planning Commission Meeting to order.
2. **APPROVAL OF MINUTES** for the June 10, 2025 PLANNING COMMISSION MEETING- **Motion by Ms. Floyd, second by Mr. Ennen, passed by acclamation**

PUBLIC HEARING

3. ZONING CHANGE FOR 2236 RIVER ROAD, NEWARK OHIO

Application Number: PC-25-08
Owner: Rocky Point Partners, LLC
Applicant: Christopher Ingram
Current Zoning: MFC – Multi-Family Condo
Proposed Zoning: MFR – Multi-Family Residence

Joseph Miller, Vorys Law Firm - Thank you, Mr. Mayor and members of the commission, we appreciate your time this evening. I think I'm going to have an assist from Ms.Vensel, which I appreciate. And as well, if I may approach Mr. Mayor, we have copies of the presentation for the members of the commission, as well as relevant excerpts from the code and our traffic study. If I may? This contains our presentation this evening, our application materials, as I mentioned, relevant code provisions, and our traffic study. Our presentation, if it's easier for you to follow and read that way, is at tab one of the binder before you. As I mentioned, I'm Joe Miller, on behalf of Rocky Point Partners LLC, I'm joined tonight by Rocky Point's principals, Alex Marsh and Tom O'Brien. We are here, you're correct, Mr. Mayor, to request a rezoning of the subject property from multifamily condominium, it already provides for multifamily, to multifamily residential district. I want to acknowledge at the outset, I understand we are not coming to you tonight on a blank slate. Obviously, we know well what happened last fall with a prior iteration of this application. I hope after hearing this presentation, you feel as though we've listened to your comments last fall, we've certainly tried to engage with the

neighbors, which I'm happy to describe. And frankly, even though I understand this is a public hearing, we'd love to hear from you tonight. We want to be responsive and we want to be flexible, not just to your questions, but thoughts or suggestions that you have. We think, Rocky Point thinks, I think this is a great project, and that it would be great for the city and meet a real need. But, if it can be refined and improved, certainly we are here to listen as well as present. So, if we look at the next slide, Ms. Vensel, I know you're all well familiar with the property. It's approximately 20 acres, 2236 River Road. It's less than one mile from State Route 16 and bordered by another multifamily residential property, the same zoning that we seek. And if we look at the next slide, we'll get a little more focused in. This is the property bordered by also the brand-new roundabout that was installed near Thornwood Crossing at the intersection of Thornwood Drive, River Road, and Reddington Road. The property is in a unique and convenient location for access, both into the development and to the highway, and lends itself well to the use we've proposed tonight. So, specifically, if we look at the next slide, the zoning amendment that we seek is from multifamily condominium to multifamily residence. The proposed zoning is, as I mentioned, just like the property to the west and will offer a better opportunity to construct a development that we think will meet the needs of the growing community and region. And as we'll discuss later in this presentation, the property provides a great opportunity to respond to the overwhelming demand for housing that is being felt all around Licking County and in Newark in particular. I'm aware, obviously, of this Planning Commission's favorable action on the Vista site very close by. We're proposing less units but hoping to meet the same need and demand for housing. Looking at the code in the next slide, under Newark City Code district changes and regulation amendments, rezoning such as this, there is a section on the requirements for this Planning Commission. What are appropriate considerations for this body in making a recommendation to Council? And if you'll indulge me, I'd like to address each of those tonight. You're supposed to consider municipal planning and land use such as the location of this property and the unique opportunity it provides for much-needed housing. But then also there are other considerations that I've listed here. Topography, utility availability and capacity, floodways, floodplains, traffic counts and flows which we'll address very explicitly, curb cuts and access which we want to talk about as well, the existing neighborhood land uses and future land use of nearby land. So, in the next slide let me tell you what you already know. Housing is in extreme demand. You've seen these same headlines that I've seen. We frankly are fortunate. This city is growing. This city is thriving and people want to live here. The Newark Advocate reported just last year that Newark's population is expected to increase by 8% this year versus 2021. And while I know Intel has been slowed and you're acutely aware of the jobs that that will provide, the suppliers that it will bring, it's going to happen and I would say the demand is not just because of Intel. Instead, the need exists because we're part of a growing and thriving region and frankly Newark needs to do its part as I know you've recognized on another application. So, if we take a look at the next slide, you all know about Framework Planning Initiative. So, Framework is an initiative that was created in 2022 to align communities in Licking County on desired future development and uses. Framework it was to create a collaborative vision addressing the land use, character, transportation and other topics of the region and Newark was one of the 15 jurisdictions within the Framework collaboration. If we look at the next slide, Framework was very clear when it released its report in September 2023. The report concluded that there is a serious housing demand and for Licking County that means that between 8,622 and 9,549 new housing units are needed, including a need for approximately 3,000 renter-occupied units. Framework also stressed the positive economic impact as well. As you can see here that four jobs could be created for every unit built.

So, two important needs, housing and economic development, could be served by this project. Then in the next slide we take on something that's been raised previously and I want to assure you that the studies and reality show the development as proposed will have no material impact upon the schools. People rightly ask that question, what about kids? What about the schools? And in fact, we submit to you they have a negligible impact on schools. I've highlighted a recent study here that analyzed situations such as this. The impact of a proposed multi-family development on the public school system. According to this study we've proposed 192 units which I'll talk about in a moment and we believe under this study's findings it would only result in a projected 36 children living in the development. But I can tell you having seen the study it's very focused on urban areas where apartment dwelling by families is much more common than we see here in Newark or in the rest of central Ohio. So, I think we're going to have well less children here as a result and its effect upon the schools as I mentioned will be negligible. Whereas under the current zoning as of right now a hundred and twenty three bedroom townhomes could be built and that would result in the projected 71 children. I'll also let you know while final decisions haven't been made but we want to work cooperatively with the city it could very well be that 60% of these units are one bedroom and I think your common sense tells you that's not going to be a family living there. And so, having dealt with that, let's talk about the next thing. This development will help address the unmet housing demand, but I want to assure you, we heard you. We came before you last year with an application for 234 units. We have reduced that number by almost 20%, down to 192. I know Mr. Ennen was troubled by the density at that time, and Ms. Floyd kindly recognized the need for housing, but agreed that perhaps it was just too dense. And so, we think bringing it back by almost 20%, by those units, and bringing it below actually the development, the phase of Vista's development nearby that was just approved, which has 200 units, we think we're in line with what this community both needs and what we were told it wants. And so, the proposed development will also have public as well as private benefits beyond just housing. We are proposing to dedicate a 10-acre community park that ties into the recreational trail. We obviously are going to provide substantial amenities to the residents, some of which are listed there. And so, if we look at the next slide, I want to get a little more specific about what the development would look like. You can see that with access to the public trail, we're proposing a future park in the back of the site, on the north side of the site, as well as we would provide, at the City's request, a potential outdoor workout space along the trail. We're glad to do that. And you can see some of the amenities, the garages. I'll show you the buildings in a moment, the clubhouse, and if we look at the next slide, please, Ms. Vensel, I appreciate your help. We would contemplate installing that outdoor gym I referenced a moment ago along Raccoon Creek. These are examples of what we could provide, and we'll certainly work with the city to make sure it's to its satisfaction. The City has suggested to us that such an amenity would be liked, and we're very responsive to that. And then, turning to the development itself, if we look at the next slide, these are photos of the amenities and the buildings that we would propose to be part of the development. Yes, it is much-needed workforce housing, meeting the needs and demands of the community, but it's upscale. It's first class. It's very becoming. This is not any kind of cheap or cut-rate development. And I would also encourage you that there is a proof of concept you can see for yourself. These same developers recently opened The Retreat at Canal, near Canal Winchester. It opened without issue, on time, with great response from the community. It was welcomed there, as I would hope it'll be welcomed here. You know, let's underscore the importance of young professionals being able to remain in Newark as they start their careers. They don't have to go to New Albany to find housing like this. And you can capture income tax for the city and for the school district from those working from home or using the co-working space that we would provide as part of the amenities here. Frankly, I think you probably hear from empty

nesters, they'd like to see other and different housing options. This would provide that. If we look at the next page, I can address a little bit the economic impact I talked about a moment ago, about job creation. We will give preferences to local subcontractors. Layton Services, for instance, already stands at the ready and we will work with them as well as seek out others in the community. This is but one example, but it is a commitment that we have. If I turn to the next slide, I want to address a few of those issues under the code that are appropriate for your consideration. The topography of where we intend to put the development is generally flat. Essential utilities are available. In fact, tab two is our application materials. The last page of tab two is the services letter from the City. There are no floodplain concerns whatsoever in the area in which we would attempt to or which we plan to build. If we look at the next slide, traffic. I want to talk about traffic because traffic came up a fair amount last fall. And so, I'd like to bring up with me, if I could, Gina Balsamo. She is a traffic engineer, an expert in traffic and circulation flow with the firm of Carpenter Marty and she has done a traffic study that is at tab six of the binder before you. A traffic study introduced to and accepted by the city. Ms. Balsamo, could you please describe where you work and your relevant work experience?

Gina Balsamo, Carpenter Marty Transportation - I work at Carpenter Marty Transportation. I've been there for ten years now. I have 13 years of experience total. I'm a professional engineer registered with the state of Ohio. I'm also a professional transportation operations engineer registered with the Institute of Transportation Engineers.

Mr. Miller - And is Exhibit 6 the traffic study that you prepared for the city of Newark?

Ms. Balsamo - Yes.

Mr. Miller - How many similar such traffic impact studies have you prepared over the course of your career?

Ms. Balsamo - I'd say well over 500.

Mr. Miller - Has the city of Newark approved your report?

Ms. Balsamo - Yes, they have.

Mr. Miller - Alright, let's talk about some of your findings. First, what is the purpose of a traffic impact study like Exhibit 6?

Ms. Balsamo - The purpose of a traffic impact study is to look at the impacts of the development on the nearby intersections and roadways near the intersection.

Mr. Miller - And how did you go about completing the traffic impact study?

Ms. Balsamo - We collect count data at nearby intersections for discussions with the city. We follow their standards. We project those volumes to a horizon year. We add the development traffic on top of it. We do turn lane warrant analysis, capacity analysis, and site distance analysis, and then give our recommendations based on the outcomes of those analyses.

Mr. Miller - So the City was actually part of developing the protocol of what counts you needed and how the study would be performed?

Ms. Balsamo - Yes.

Mr. Miller - Okay, so can you describe for the commission what are the traffic projections for this proposed development?

Ms. Balsamo - So the traffic projections are based on Institute of Transportation Engineers data, which is national data. They look at different apartments. It's really for any type of development. But they have apartments specifically, and we base that on the size of the apartment, how many units it would have, and that outputs a number of expected trips per unit. And that's for the a.m. peak, so your morning rush hour, and your p.m. peak, your evening rush hour.

Mr. Miller - And I'm sure the commission has heard about levels of service in prior traffic studies done. What kind of conclusions did you draw about the level of service here?

Ms. Balsamo - Yeah, so a typical level of service that's considered acceptable for a city is level of service D. And I know that sounds a little bit opposite of, you know, if you're in school, it's A, B, C, D, E, F. D would not be so great, but D is generally acceptable. You can sit at a signal for that amount of time and feel okay. So, the idea here is our study looked at the level of service at these intersections with and without that development traffic added onto it, and the level of service is B, C at the absolute worst. So, it's really okay.

Mr. Miller - Most intersections it was B?

Ms. Balsamo - Yes.

Mr. Miller - Okay. And what other traffic analysis did you conduct?

Ms. Balsamo - We conducted turn lane warrant analysis, so that's following ODOT standards, looking at the volume of traffic that's turning into the site drive compared to the traffic that's opposing it and going with it.

Mr. Miller - And what conclusions did you draw as it relates to the need or lack of need for a turn lane?

Ms. Balsamo - So using ODOT standards, no turn lanes are warranted, but based on city standards and requirements, a left turn lane into the site was deemed necessary. So that's included as a recommendation in the report.

Mr. Miller - And I can represent to this body, Rocky Point is fine with that. Our own engineer concluded it wasn't necessary, but the city regulations require it. Happy to have that. Let's look at the next slide if we could, Ms. Vensel. Thank you. Did you also look at access to the property?

Ms. Balsamo - Yes.

Mr. Miller - Okay. Can you describe what you looked at in terms of that and working with the City as it relates to their access management regulations?

Ms. Balsamo - We looked at the main access point is kind of the one further on the east, so all of our development traffic that we added on to the site was entered in going in and out through that access drive. There's another emergency entrance and exit just to the west there, obviously just for emergency purposes. That was not included in the analysis with trips going in and out of it.

Mr. Miller - So a good sight line, safe access from the access point?

Ms. Balsamo - Yes.

Mr. Miller - And the city has accepted that conclusion?

Ms. Balsamo - Yes.

Mr. Miller - Okay. So, based upon your years of experience, the hundreds of studies that you've done, and your work as a professional engineer and traffic operations engineer, do you have any concerns about traffic safety volumes or levels of service for this development?

Ms. Balsamo - No.

Mr. Miller - Thank you, I appreciate it. Turning back...

Mr. Ennen - Can I ask a question? What assumptions did you make about future use, beyond just current use plus your development?

Ms. Balsamo - Future use, so we do look at what we call background traffic, so like other growth that's going to happen in the area. We layer that on top of that as well, working with LCATS, the Licking County Transportation Study, the NPO in the area. So, we work with them to figure out how much other development is expected in the area to project that traffic out.

Mr. Ennen - And what were your assumptions specifically about that level of future traffic?

Ms. Balsamo - That's layered on and it showed level service B, C at the absolute worst.

Mr. Miller - And what kind of horizon do you look out for, for traffic volumes?

Ms. Balsamo - Generally cities look at 10 or 20 years after the design year.

Mr. Ennen - Okay, thank you.

Mr. Miller – Thank you. And so, you know, there is only one access point, but it has safe and good sight lines, as well as we're providing an emergency entrance and exit, so that there's two means of ingress and egress. And even the city has agreed that nothing further is recommended or needed. I'll also point out that what you see in your everyday life, traffic has changed post-COVID. Work from home just simply creates less peak hour traffic. And I commend the city for continually improving infrastructure. This roundabout will make traffic flow even more efficient, already has. And so, I hope in some way, I know this commission is not interested in just making decisions that are popular, but interested in making decisions that are right for the city of Newark. I hope that in some way, for you and for people in the room, it does help address any concerns as it relates to traffic. If we look at the next slide, while it is difficult to predict what all of the future surrounding uses will be in the area, obviously multifamily residential property, I would submit, fits in well given the neighboring property, giving Reddington Village just across the street. And the existence of Reddington Village may negate, in some ways, the need for another multifamily community here. Turning to the next slide. I think that prior slide shows you, we think this is appropriate for the area, for the infrastructure as provided, and certainly is consistent with, as I mentioned, the Vista site to the south and east. In case this horse is not quite dead, let me take a few more lashes at it. As the City has recognized, as the region has recognized, workforce housing is a critical need now and in the future. It remains the case throughout Licking County and in the city in particular. So, you would be supporting Framework's conclusions and recommendations with a positive recommendation to City Council. If we look at the final slide, I just want to reiterate again, the criteria set forth in the code for your consideration. These are just, if we could look at the next slide. These are just factors for your consideration. This is not a must have checklist. And yet, I submit to you that every single factor is satisfied. We think that this is an appropriate use, a needed use. We feel as though we've listened. I know we'll hear from nearby residents tonight, and I'm happy to talk about the engagement that we had with Reddington Village and why we still think this is a wise choice by this commission to recommend approval onto City Council. But we are asking for that recommendation next month. And again, I'll end where I began. We welcome your thoughts, your reactions, input on what we believe is a strong project and an appropriate use, but one that we're always willing to make better. Thank you.

Mayor Hall - We are still in a public hearing, so if anyone has comments, they'd like to make at the lectern, please.

Debbie Delozier, 2195 River Road - I am directly across the street where these gentlemen are wanting to put apartments. You see a lot smaller crowd than you normally see here because we're all very, we just know how it's going to go. We just know. The last time we were here, I don't know if that side of the room saw it, but this side of the room saw it when you came into the building, walked by all of us, had nothing to say to any of us, but stopped and shook hands with the builders. There was a collective sigh of we're done. And then the other thing is Mr. DeLawder being here. He lives nowhere near us. He was up here singing his praises for this, for all of it all of everything. He lives nowhere in that area. He would have never got a letter. So why was he here? Why was he here? It had nothing to do with him. So, all I'm going to ask, I'm not going to talk about traffic and how busy... you've heard it all. I know you have. I'm tired of saying it too. I'm going to look at me. I'm going to be very selfish There's two of us that live up on the hill on old River Road. Two of us on the hill, one at the bottom. We are going to look out my front window into an apartment and we are going to come down our driveways into an apartment. Anybody up here, anybody, Mr. DeLawder, anybody would not want this in their front yard and it's very easy to vote yes on something when it doesn't affect you. It has no effect on you guys whatsoever because you don't live there. I've been there 31 years. I have seen change. I understand

apartments. I know we need places to stay but you're wanting to put them on top of a roundabout. On an already congested, busy roundabout that doesn't even have all the traffic it's going to get. They did the traffic study. That's great. But you still have the 600 houses. You still have the semi business going in. You still have houses down the street. You still have all those apartments. Those cars, those semis have not hit that roundabout yet. That's not even an exaggeration. Something needs to be done about coming off the freeway on that far lane the yield sign They don't see it because we slam on our brakes almost daily because they just whip around and think they go. We sit up on that hill and we listen to horns honk and we've even heard wrecks down there. The yield sign is way too far up for people to notice it. But all I'm going to ask is if you don't know where this is, if you haven't seen where it is... I see it in pictures and I honestly couldn't tell where my house was in that picture. But I am right there in front of it. It'll be smack dab in my front yard and it's not an exaggeration. I know you said you've done things for people over in the condos. We were never talked to about anything. There was nothing ever done for the people that live up on that hill and at the bottom of that hill and that are going to have to deal with this daily. So, all I'm asking is if you take a ride out there if you haven't already look at where they want to put these and tell me you would want to live there. That you would want that in your front yard. That you would want to look out your window... I'm sure they'll be beautiful. No doubt whatsoever, but that is not an area for apartments on a busy roundabout. On the roundabout. If you want to put them off to the side, I don't want them at all, but if you want to put them off to the side over there on the far end, put them over there by all means. I don't want them across the street from us. My husband started cutting the grass over there because it was being ignored for a while and then the city finally started cutting the grass over there. That's how much we wanted it to stay nice. But we were going out and cutting... and that's a big lot to cut by ourselves. It's very easy, very easy to vote for something that has no effect on you whatsoever, but it does affect us up on that hill and at the bottom of the hill. So, I'm asking, what's going to be done for us? We're just going to have to deal with apartments in our front yard and there shouldn't be apartments on a roundabout period. Ever. Show me some in Newark that already have apartments on a roundabout. There is none because there's a reason. They're busy. I don't want to look out my window into apartments. I wish somebody would just listen and take a look and understand where we're coming from. Thanks.

Jonathan Velej - My office is at 2034 Cherry Valley Road. I know Mr. Miller. I'm familiar with the area. I'm familiar with the development. I'm painfully aware of the catastrophe that happened when they closed the old bridge over Cherry Valley Road and sent all that traffic up Reddington to that new roundabout. It's fine if you want to have a roundabout for the truck traffic coming down Thornwood. It did not make any sense to funnel all of the traffic from Cherry Valley over there and then on to Thornwood Crossing. I spoke my piece at the time, but I'll tell you what if you're going to put another 192 units right there on that roundabout together with the Thornwood traffic together with the stuff that's coming from Cherry Valley and the entire west end of Newark trying to get to Columbus or Johnstown, maybe you ought to reconsider reopening that bridge just to car traffic. The only problem that bridge ever had was the truckers couldn't seem to stay on it. I've talked with some of you guys individually. None of you understand why that bridge had to be closed. And now that Reddington Road is going to have to be repaired a second time, I don't know what they're going to do for the traffic because they've repaved it and now they're going to have to repay it again. It's collapsing the way it did the first time. I'm just planting a bug in your ear. I have no problems with anything that Joe's trying to do or that the developer is trying to do, but I really think you ought to revisit the idea of reopening that bridge. There's no reason it can't support car traffic. Thank you.

Connie Miller, 173 Reddington Village Dr. - I've been up here before and I feel like the other lady that was up here that it's useless but I'm going to say my piece. These guys, Mr. Miller, you did a wonderful

job. You make it sound so good but if you live there it's not so good. I have a picture here that you can't see but I live right here and one of the things that I would like to ask is that it just stays zoned condos. There's a couple of reasons for that. Multifamily condos are owned individually. They have HOAs that take care of the property. Multifamily residence one entity owns the property and they take care of all the maintenance. They take care of all the property repairs and tenant management. They do not have any HOAs so all the fees and all the responsibility for the aspects of that property fall on the management. Now there's no guarantee that these fine young men are going to keep that property. They could sell it to someone else and we're stuck with somebody who can't afford to maintain the property. There's no way for us to predict that. They can say they won't but they've already done that with the housing down the street from us when they said they were going to put condos in there and then they put houses in there and he said I lied to you. So how are we supposed to trust anybody? And then the other part is there's a part b. This is what he's been talking about. I don't know if he mentioned this part, this part b right here, and I know that you guys talked to us about that and you said if we went along with you and we didn't fight with you you would not put apartments there, but if we bucked you you would. You would put 80 apartments there. Is that correct or not correct?

Mr. Miller – No. I know we're not supposed to engage.

Mayor Hall - I know but I'll allow it if everybody stays civil.

Mr. Miller - Thank you. There's something I wanted to highlight and didn't do so in my presentation if I may.

Ms. Miller - Well I couldn't see your presentation very well.

Mr. Miller – Okay, well this remnant will remain undeveloped. Previously there was a suggestion, or no there was a proposed building for that area. Instead we're going to make a green space and it will be maintained. So, the triangle piece to the north is where we would propose to put the development and with all due respect to the neighbors and I do respect them greatly, I submit to you that a roundabout which carries traffic volumes far more efficiently is the perfect place to put multifamily and put a development like this because they can handle it as shown by our traffic study. That's going to be to the north. Then there's this other remnant made by the roundabout, and I did represent the family that was affected by the eminent domain taking. We're going to leave that as green space. We are not going to put a building there, and worse yet we're not going to come to this Commission trying to put a Sheets there or anything else. Instead, it would be excluded from the development with a maintenance agreement. And I do understand your concerns about how can you trust us. I have full faith and confidence in the City Council and the City's professional staff to write really good conditions and restrictions on any rezoning with which any owner is going to have to live. I hope that answers your question.

Ms. Miller - Thank you, that answered that particular question, and that makes me feel better. But I just really would ask that you keep it condos rather than multifamily dwellings. That's what it's zoned for. That's what would be better. They can still build condos there, but it would have permanent dwellers, or at least more permanent dwellers, and hopefully it would guarantee that it would be better kept up if in the future they sell it to somebody who doesn't have the money to really take care of it, and that happens a lot with rental properties. They're sold to somebody, they've made their money off of it, and then the ones that come in don't have the money to maintain them, don't have the money to keep them up the way that they should, and then that's right in our faces and right in our area. That's all I want to say. Thank you.

Beth Barker, 2075 Valentino Ln. - I am the treasurer of Reddington Village Condo Association, and I met with these gentlemen with two of our other board members. They came to us and wanted to know what they could do to help Reddington Village so that we would back what they wanted to do.

They came back with an offer to do some landscaping, some sound barrier landscaping, which we had been told originally that possibly the city was going to do. That's not going to happen as our understanding. We came back as a board and turned them down on all that. We did not feel that it was in our best interest to support what they were doing. We agreed that we would like for them to stay as condos. Our other issue is the traffic up there. Not only do we get all the traffic coming off the freeway to get to West Main Street, but anybody that's going home to New Albany, to Columbus, all the doctors just coming down here tonight, I could not turn left to go to the roundabout. I had to give in and turn right and come down West Main Street to get here because of all the traffic that was coming home from all the doctor's offices, the hospital. So, all of that comes in front of Reddington Village, and at certain times of the day, you sit there and you wait, and I think that is a big part of our concern is the traffic that we're going to be dealing with. And we agree with Connie of if we can keep it condos and keep it nice and not developing that middle section helps, too. But I want you all to take into consideration the amount of traffic that this is all going to cause right there. Thank you.

Beth Bline, 2nd Ward Councilmember - I did my best to take copious notes while you were speaking. Do you know what the cost would be per bedroom? It would be a one-bedroom apartment. Do you know what that would be?

Alex Marsh, Rocky Point Partners - Our one bedrooms rent for around \$1,200 a month and our two bedrooms around \$1,500 a month.

Ms. Bline - Okay now I'd like to speak to work from home. I don't know if you know, but that's being canceled in many, many industries through just some of the new processes and so people are going back to work. Now my other question would be have you explored other optical, auditory, and other traffic calming agents that might be used? One of the things I heard again and again that things were good and then maybe in some cases they might not be so good. I never heard good or best anything beyond, I'm going to speak to level C because that's what I understand, meaning things are okay, but in some opportunities maybe not so much. So that that was my concern.

Mr. Miller - I'm happy to speak to that. Ms. Balsamo was honest to a fault. She described the absolute worst-case scenario at one of the intersections may possibly be a C. The study concludes that the level of service will be B, which is actually quite good and a lot better than a lot of level of service and traffic impact studies I see from other developments.

Ms. Bline - I never heard her say quite good though, but I appreciate your comments. Okay, thank you very much.

Mr. Miller - If I may very briefly respond? I did not stress the open space in my primary presentation. Frankly, maybe I didn't even stress the public park. Obviously, this is the Newark Planning Commission. It's not the Reddington Village Planning Commission and I say that with a lot of respect for the people and owners nearby. You know, a chance for a public park and to keep a portion of the roundabout from being another intense use are real public goods that need to be considered. The renter versus owner distinction, I think your law director would caution you not to dwell on that. That raises real Fair Housing Act concerns and, in any event, I know this to be a very welcoming community. As it relates to the landscape and buffering from Reddington Village, we did go to them and ask for their support. And frankly, we're still willing to do that as a condition of approval. We will do that landscaping and buffering that was discussed with them. That can be a condition of approval. We'll accept that because my concern, I think this is a smart development. I think the studies dictated by the city, accepted by the city show that it will perform well as a development, the public park, the public amenities, everything else that goes along with it are such positives. I'm concerned when it comes to Reddington Village, by Miss Barker, who we respect very much and she was very transparent with Rocky Point after we met with the board, the board discussed what their position would be, and she sent us an email on June

19th, 2025. I have a copy here if the Board is interested. Reddington Village Condominium Board position at that time, as expressed by Miss Barker was, we do not support the proposed rezoning of your property, nor do we support the construction of condominium units on the site, the current zoning. And so, we've tried to accommodate. We've tried to make concessions and we still will. But I'm concerned that this property owner who has property rights, nothing will be met with their satisfaction based on their position last month. So, I would ask that you do the right thing, the smart thing, the best thing for the city and recommend approval.

Ms. Delozier - I've heard a lot and I agree 100% about Reddington. We are 100% with them. I don't hear anything about the people that live there that aren't Reddington. What about the residents that live all along that house, including me? I have a very nice house. I take very good care of my house. It's a beautiful house. Beautiful yard. I don't want apartments in my front yard. Nothing's been done for us. Nothing's been said. Oh, we'll do this or we'll do that. It's all for that side, which is great. And I'm glad for them and they deserve it. But what about the people that live there? We pay taxes. We don't want it. And nobody's talking to us about it. So, I don't understand. Why don't we matter? That's all. I don't get it.

Mr. Miller - I'm happy to stay afterwards and talk through your specific residents' concerns. There's certainly nothing wrong with engagement and talking. I welcome that.

Ms. Delozier - Okay, perfect. Thank you.

Molly Ingold, 50 Stone House Ct. - The park that you are suggesting. First of all, I assume that that whole triangle area includes that park. And so therefore, when it's rezoned, it will all be rezoned, correct?

Mr. Miller - Is it okay if I address? It's approximately 20 acres total. The one point something acre that that's the triangle that won't be developed, it will be maintained by us. Approximately, the remainder will be split evenly, public park would be dedicated to the city, so it can't be used for multifamily, it would become public property. It could be built upon, but we're not going to try to jam every unit in there we could. Instead, the front 10 acres would have 192 units, which I believe is less density than was previously approved for the nearby site.

Ms. Ingold - So I think what I just heard is, is as you talked about that being public property, it will no longer be your property and you're giving it to the City. Is that what you just said?

Mr. Miller - Yes.

Ms. Ingold - Okay, so we would have to take responsibility as a city, we would have to take responsibility for care and upkeep and all that kind of thing.

Mr. Miller - Typically, cities do want parkland and accept such dedication. If the City decides no we don't want to put a conservation easement on it, we can talk about those alternatives.

Ms. Ingold - But that's what that means. Okay, and I don't know, I'm just saying I want to understand what that means. Okay, so then all the traffic that goes in and out of the apartment area, who's going to maintain those roads that one, the traffic will increase with all those people coming and going from the park and two, your roads will take quite a bit of use and is the City responsible for changing any of those roads?

Mr. Miller - If I may, those are public roads maintained by the City.

Ms. Ingold - Okay, thank you.

Motion by Mr. Ennen to close the public hearing and refer to the Planning Director for his recommendation, Second by Ms. Floyd, Motion passed 4-0

Director Rhodes - You know, Mayor, I think one or two times I've previously given an opinion without waiting 30 days and this is not a new topic to this board or this community. It's a topic that, yes, we've

met with the developers, we've had conversations and yes, I've spoken to all the council members and I have spoken to a lot of residents. And originally, when this came out last fall, I put an opinion out that I was in favor of the rezoning. The board up here thought the density was a little too high and they did not support my recommendation. And when it went to city council, city council supported the majority of the board's recommendation. Since then, I have spoken with council members again, and I have spoken with a lot of residents again, and I struggle with giving the same opinion. So, I'm going to come out opposed, again, opposed to the rezoning. And that'll be my opinion for this board to consider. If somebody would make a motion, we can move it to Council.

Mr. Ennen - I'd rather have the process work myself.

Director Rhodes – Okay. Fair enough.

Mayor Hall - So this is July 8th. This decision will come back in front of this council or this committee on August 12th, which is the second Tuesday, normal planning commission meeting night. It'll be rendered in this room at the same time, seven o'clock, and then it will go on to Council for September 2nd. And September 2nd is a Tuesday because the first is a holiday. September 2nd, council will start at seven o'clock. There'll be a public hearing similar to this in front of Council. At that time, everyone can voice their opinions again. Following that, Council will make a vote.

OLD BUSINESS

4. RECOMMENDATION FOR ZONING CHANGE FOR 170 OBANNON AVE., NEWARK OHIO

Application Number: PC-25-21

Owner: Connie and Steve Westbrook

Applicant: Kyle Michalek

Current Zoning: LC – Limited Commercial

Proposed Zoning: LI – Limited Industrial

Kyle Michalek, 160 and now 170 O'Bannon Avenue – Good evening. Since our last meeting, I successfully purchased 170 O'Bannon Avenue from the Westbrook family. That occurred on June 23rd and still looking to move forward.

Mayor Hall - If you want to go ahead and read the director's recommendation.

Ms. Vensel - Upon consideration of the information presented, the following actions are recommended. The zoning classification for the parcels at 170 O'Bannon Avenue shall be changed to limited industrial zoning district with the combination of the lots. Ordinance 25-17 is recommended for passage and approval by Council.

Motion by Mr. Ennen to approve the recommendation of the Planning Director and forward it to Council, Second by Ms. Floyd, Motion passed 4-0

NEW BUSINESS

5. PC-25-27 Lot split at 1855 – 1857 Cherry Valley Road

Owner:

Robert L. Romine Trust
1855 Cherry Valley Road,
Newark, OH 43055
QualPac@windstream.net

Applicant:

Scott Romine
107 East Main Street
Newark OH 43055

Mr. Veley - I do think that bridge ought to be reopened.

Mayor Hall - Just a side comment on that, we did have a death from that bridge and we had two terrible wrecks.

Mr. Veley - My wife's friend died on that bridge in 1992.

Mayor Hall - So you understand that curve on the southeastern side of that bridge is still there and that's what caused that.

Mr. Veley - She was hit by a truck.

Mayor Hall - ODOT had an amazing amount of work into that to try to provide safer routes than that route. But we'll get on to this business. Very good, just give me your name and address for the record.

Jonathan Veley, 2034 Cherry Valley Rd. - Here representing, it's titled in the name of Robert L.

Romine, trustee. Of course, Mr. Romine passed away. We have the successor trustee here tonight. The reason that we are here is we have, in the awkward section of Old Center City, we have two houses, one behind the other, that have been there for, I don't know, since time immemorial. The idea is to split off the back house from the front house so that they can be sold separately. There already is an existing access easement that is recorded in the deed. I don't know if everybody's got the deed or not. But I did print off a copy if anybody's curious. It's not a perfect solution. However, it does put one building on one parcel, which is heavily favored under the zoning code. It also creates an additional opportunity for an owner-occupied or even permanent residence, which would contribute more towards adding housing to the community. Again, not a perfect solution, but I think it's better than what's there right now.

Mr. Carter - I recommended that the Planning Commission review this in lieu of in-house approval by the engineer. Just due to the unique situation of the property.

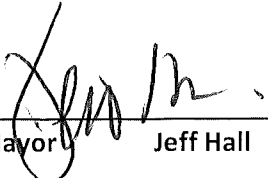
Motion to approve by Mr. Ennen, Second by Ms. Floyd, Motion passed 4-0

MISCELLANEOUS – ADMINISTRATIVE APPROVALS

There are none this meeting.

THE NEXT SCHEDULED PLANNING COMMISSION MEETING WILL BE HELD ON TUESDAY, AUGUST 12, 2025, 6:00 P.M. THE DEADLINE FOR AGENDA ITEM SUBMITTAL IS MONDAY, JULY 21, 2025 4:30 P.M.

Meeting stands adjourned


Mayor Jeff Hall


Planning Director David Rhodes