

PLANNING COMMISSION MEETING MINUTES
Tuesday, December 10, 2024 6:00pm

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

Present:

Bruce Ennen	Member
Joe Gebhart	Member
Jeff Hall	Mayor
Amy Vensel	Planning Commission Secretary
David Rhodes	Planning Director
Brian Morehead	City Engineer

Absent:

Carol Floyd	Member
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1. **CALL TO ORDER-** Mayor Hall called the Tuesday, December 10, 2024 Newark City Planning Commission Meeting to order.
2. **APPROVAL OF MINUTES** for the November 12, 2024 PLANNING COMMISSION MEETING- **Motion by Mr. Gebhart, second by Mr. Ennen, passed by acclamation**

Mayor Hall - This evening on our agenda, we've got two items under a public hearing, including a thoroughfare plan presentation. We have nothing under old business, and then we've got one, two, three, four items under new business for site plan reviews. The public hearing is an opportunity, they'll be treated separately, the two different items obviously are two different addresses, not adjoining in the city. It's an opportunity for the citizens to come up and speak to us for, against, or neutral, or whatever opinions you might have on those potential zoning, proposed zoning changes. A property owner has a right to submit a change for a zoning change, and this is the process it goes through. So, the public hearing tonight, there'll be no decisions made. It's here to listen, and we don't necessarily give input, but we want good dialogue. Then this committee renders a suggestion for Council, and will be delivered at this meeting next month. So, it's the second Tuesday, again, in this room at 6 o'clock. That would be January 14th. At that point, there is no public hearing. It's a suggestion that we have for Council of how they should vote on these issues. Then, that will likely go to the February 3rd council meeting, that will be in this room at 7 o'clock. Council will, after opening, will have a public hearing again, which will be just like tonight. A different set of people, not these people, and they will listen. So, if someone speaks tonight, you surely are likely encouraged to come to that meeting also, if it goes through that way. And then, following that, Council makes that vote. So, zoning changes are probably one of the longer processes we go through, and there's reasons for that, obviously, as you're changing things. Item number three is zoning change for 2nd Street, from single-family residence to multi-family residence. It was on the agenda last month. It did get tabled for a month at the request of the submitter of the petition, but we did take input, and all that input was recorded and is in the minutes from last month on this issue, too. At this point, I will put us into public hearing.

PUBLIC HEARING

3. **ZONING CHANGE FOR 2ND ST., NEWARK, OHIO**
Application Number: PC-24-36

Owner: Daniel Hunt (Shiloh Missionary Baptist Church)
Applicant: Bill Morton
Current Zoning: Single-Family Residence, RL – Low Density
Proposed Zoning: MFR- Multi-Family Residence

Jack Gurio, 462 S. 2nd St. - Thank you, Mayor. I am the former Director of Development for the City of Reynoldsburg. I've lived on 2nd Street since 2003. The great little neighborhood, know most of the neighbors, very quiet. I love the area. There were a lot of concerns by not only me but most of the residents in the area about the proposed building that would be there, a three-story facility, and if my information is correct, it would house a hundred and sixty-three residents, 163. I feel, and I know several residents feel, that that would probably, if this goes through, affect our property value. This makes sense and not for the better. I wonder if the applicant or the new owner or whomever it may be is considering tax abatement. I don't know, I haven't seen anything that said they are. I don't know if it said a tax abated area, which has to be contiguous. So that's something that needs to be addressed because that means a lot of money and I'm sure people from the school are not in favor of tax abatement. Never have been and never will be because they're going to lose money. Eventually they'll make money but who knows what's going to happen in that 15-year period. With 163 people in that building, water pressure is going, not maybe, is going to be affected for all the residents in the area. I worry about that. Anyone who knows the property knows that it's got a lot of trees and vegetation, and trees and vegetation hold back water during the rain, and the rear end of that property declines down to the waterway down there. That could create a serious problem. Unless there are proposals that come before the City about constructing a retention, detention facility that could, if it's of the right size, protect the people downstream. If there's no retention or detention and we have a terrific rain, I really feel that it could devastate the people down further stream. Something to be considered. I think it would be prudent for the Corps of Engineers to determine the impact of that water, that water runoff downstream. Now I believe that's going to be affecting residents in Heath. Is that right? I think they have a few things to say about that too. Again, you know, heavy rain and not stopping some of that runoff is going to be, it could be serious, could be very serious. Everybody knows what S. 2nd Street bridge looks like in a serious rain. How many times has it closed? The bridge closed. A lot of water. Obviously, you know, that Ben Franklin School is, what, less than 100 yards away from this proposed area. I think that might be a concern. Is this facility going to be a senior living facility or is it going to be a section 8? Something to be considered, may be proposed as a senior living facility right now, but that could change. My property is adjacent to this property in question, and I envision emergency vehicles coming and going 24 hours a day possibly seven days a week 365. Not good. I'm not going to be happy at two o'clock in the morning hearing a siren going right next door. Thank you, I appreciate it. Thank you, Mayor.

Arnold J. Stasel, Jr., 151 Leonard Ave - Mr. Mayor, I appreciate your time and I wish you all happy holidays and the last time I was discussing an erosion problem, and to follow through what Jack was saying, I have had an issue with my field. I've got about a two-acre field and about a half an acre is gone. It's sort of just disappearing and I showed you pictures the last time and gave you an exhibit that I drew up from an old aerial that showed there used to be an old nursing home at the top of Second Street hill, and there was a dump where they dumped all their trash which was normal back in the old days, and they relocated the creek. I've got some information about water rights and to relocate a creek is a very, very sticky situation and you don't take out two 90-degree bends and put a straightaway in that points right towards my field. That's not good engineering sense but I've spent 40 years in civil engineering. I worked with John Watkins, Jerry Ray, Al Jobes, Bill Henderson and EMH&T. I worked with great comfort for almost 20 years and I've learned a lot. I started out on the survey crews, ended up doing highway design for a long time, but I've done a lot of design work. It's been a long time ago when they relocated that creek. In fact, I couldn't understand why these dozers were down there, so I walked down there to check it out and they were relocating the creek. Whether that was legal or illegal remains to be seen. The apartment complex that's there right now, they didn't build a detention

pond like Jack was saying, and six, seven years ago they tried this same thing and I brought that up. They said they detained the water in the storm system. Now how in the heck can you detain the water in a storm system unless you build a detention pond under the parking lot? They can do that but I'm sure that I don't want to waste my time looking at the old plans from the existing apartments, because I know what's happening to my property. They couldn't have done the things the right way or I wouldn't be having the problems that I'm having. I brought along some more pictures. There's a house on Summit Street that has about a five-foot clearance from the bank that drops down to the creek. There's a culvert down there. They're concerned that their house is going to be in trouble. I've got some pictures in addition to the pictures that I gave you the last time. The other pictures I gave you were close-ups. That's a picture of me standing up on top of my, in the woods, and the erosion, you can see where the existing creek came down through here. They straightened it out back in here. This is where the erosion is taking place. This is the creek at my house. It's a small little creek. When we get a lot of rain, it's a river. It is not the way it used to be. I've lived there, I grew up there. I've lived there since I was in the second grade. My dad grew up there. This is a picture of the house. Culvert on Summit Street. They've got about a five-foot bank, and it drops straight down. This is a picture of the little creek at that house. Like I say, it's a small creek, but if things were not done properly to begin with, you can't add fuel to the fire, is basically what you're doing. So, if somebody wants to buy that and build a house, fine, but not an apartment complex. With that, I close. Thank you.

Peg Dunlap, 418 S. 2nd St. - I was a teacher in Newark City Schools, principal in Newark City Schools, moved from 801 Howell Drive to 418 South 2nd Street. It's been in our family since 1901, my great-grandmother. My mother was born in that house. My mother passed away last year. That neighborhood is changing. People are definitely fixing up homes. It is a neighborhood, is a very quiet neighborhood. We love it there. The last thing we need is a nursing home across the street from an elementary school. The traffic, they're telling us 40 to 60 employees alone, putting that much traffic on South 2nd Street. Heath people go up there, Willow Ridge, Forest Hills. Heath is putting new houses in an addition on this side of Blackfoot Trail. It's just not a good idea. And we, my husband and I, have walked back there, and the house you're talking about scares me to death when we walk around that curve. I can't believe it's not gonna fall off that bank one of these days. And the last thing we need is a place sitting there with a parking lot that will house 163 people, 40 to 60 employees in a week. However, it's going to go. But I'm definitely not happy about this, upset about this. A lot of parents have been talking about it. So, I really hope whoever makes a decision thinks about this before something's approved for that very small lot. All you gotta do is walk up there and look at it. Very little of it's flat. It's gonna be right on South 2nd Street. It's just not a good idea. I appreciate you listening.

Amanda Fancelli, 497 S. 2nd St. - My property would be directly across from this. I bought the property a few years ago. It's a great neighborhood. I come from Whitehall, so it's quite a change. It's pretty quiet. My biggest concern is property value as well. I bought my property. It has an Indian mound on it. It's registered with the National Geological Society. It's a huge talking point of the neighborhood. I'm afraid that it's going to totally diminish my property value to have this monstrosity across the street. From my understanding, the entrance to the building is going to be adjacent to my driveway. It's already a big blind spot there with the big retaining wall that's up. Cars fly up and down 2nd Street at 50, 60 miles an hour. It's dangerous enough with all the kids, but to have the influx and traffic. And then the strain it's going to put on our emergency system. There's going to be constant calls, fire, paramedics, police. That's going to be coming from Newark, even though Heath is right at the end of the street. As well as all the wildlife, they're going to run out of there. It's wonderful to have just a piece of property that is still land and not developed, so just to have something that's still undeveloped is nice. That's really all I have.

Valerie Cannell, 550 S. 2nd St. - We are the property directly south of this proposed change. It's listed as a 13-acre property, but the only buildable area is 2 to 3 acres. I don't have, I don't know the exact measurements, but the rest is ravine and completely unbuildable. So, putting this big building on this very small piece of land feels really like an injustice to all of the neighbors around. We moved here 10 years ago away from a higher density area in Dublin, and we would have never bought the house if we

would have thought it would be rezoned from a low residential, which is as it is now. We wanted the peace and quiet and, you know, land. We have three and a half acres. We like the continuity of that next piece of land. We'd inquired to the church about purchasing that in the past. We never heard anything back. The other things I have concerns about is that a lot of it's already been touched on. So, if this gets rezoned and the developer pulls out of this property of this project, anything can go there. That's a big concern of mine. They did that in West Lake, Indiana. They went through with a plan and then they moved the location to a different property. I don't know what happened to that original piece of land that they had rezoned, but they've done that in the past. So, I have concerns about them doing that in the future and then allowing that to be any kind of piece of, you know, big apartment complex or whatever somebody wants to put on that land. I looked at all their builds that they have around. They have quite a few. They're all put on big pieces of property, you know, actual 13 acres or 20 acres of buildable land. They're not plopped down in the middle of an old neighborhood, you know, quiet, old, older neighborhood. Some of them are on like prior farmlands being developed. They're around other commercialized properties. This is very different from the rest of their properties. This piece of area. Most of them are, if there are single family homes around them, there are barriers between them and the single-family homes, whether it's a wooded lot. Some of them have independent cottages that look like small single-family homes that are like the independent living that surround them, and then the big assisted living facility in the middle, so that the neighbors around them just have small cottages in between them and the big property instead of just directly on their property line, a three-story building like we'll have. I mean, our bedroom windows will look out onto a three-story building in a parking lot, whereas now we have woods and deer and, you know, nature. So, there's a couple other areas where they have built near single family homes where there's not much of a barrier and they provided minimal screening. I mean, there's I have a couple pictures printed out where it's, you know, 10 trees spaced 20 feet apart. It's going to take 20 years for them to be any screening between them and me and the other neighbors. So, they're so visible. I know that the zoning in Newark requires a certain amount of screening, but this just kind of goes to show that they're going to do the minimal that they're required. Those are just the two that are more in a neighborhood type of area. Like I said, the rest of them are with other industrial industrialized or commercialized areas. We're concerned about the water runoff, of course, too. There's no ditch on that side of South Second and our yard already gets a ton of water runoff anytime there's a lot of rain. So that's a concern of ours, how they're going to handle that, where the dumpsters will be located. Will that be right outside, you know, the back of it, which is where our property would look out on? So those are my main concerns. I think everybody else kind of covered the rest of this stuff because we all kind of have the same kind of concerns. There's not a high turnover rate in this neighborhood from what I can tell so the people that live here have lived here for a long time sometimes some of them their parents lived there before they did and it just feels really unfair to have this put right in the middle of us. That's all. Thank you.

Rebecca Walker, 133 Leonard Ave. - I used to be a graphic designer for Schooley Caldwell and Associates. My concern is the incongruity of placing this architectural building within this older neighborhood. So, my home is 90 years old. I don't know how old most homes are here. I would gather probably anywhere from 50 to 100 years old. Most of them are one story. A few of them are two stories. We're talking a three-story, what would be almost a monstrosity in this community, building on a tiny piece of property. I guess my concern along with everybody else's is keeping the vernacular of the area and staying within that framework. Of course, I also have concerns with the noise and the traffic. So, thank you.

Loren McCauley, 550 S. 2nd St. - Our house is the one that you can see on the site plan right immediately to the south of what's been proposed and I don't understand why a three-story building would be built in what is an otherwise residential neighborhood. As you leave downtown and you go up the hill there's nothing else that's a commercial property. You know you've got plumbing which is set back and then you have the corner store and everything else is a home or the school. I don't understand why you would build a three-story building with a parking lot and all of those things in this

space when there's plenty of other empty land in Newark available. You'd still get the tax money, the income tax, all that stuff. You know we're concerned about erosion. The way that hill slopes in the back of that property it actually slopes towards us before it goes down to the creek. So, oil, gas, whatever's in that parking lot you know that runoff comes on to our land. You know our kids play down there. You know we're concerned about light pollution. We're concerned about hearing car doors all day, three shifts a day, 24 hours a day. And everybody else covered the other points that I have. And again, you know we both have contacted the church. My last correspondence was in February of 2023 because I saw it for sale sign which I think was a prank. But you know we didn't really get anywhere. We were concerned. We understood when we moved here that this was zoned single-family residential and that something would eventually go there. But like I said at the last meeting, there's a big difference between someone's swing set or yard on your property line and a parking lot with 60 employees and 160 residents. Thank you.

Beth Bline, 33 Summit St. - I'm speaking on behalf of a few who were unable to attend tonight. And again, on their behalf they mirror some of the same concerns. They are concerned about environmental disruptions. Some can be mediated I understand through building and through new light design. However, some cannot, in their words. They're also concerned about cost-effective remediations. Are the things that the residents have spoken to, is it going to be cost-effective for a builder to mediate and bring to an end some of the things that may be accelerated through this new build? Thank you for everyone coming tonight. Is the builder here? Is there a representative here? I was interested to see what they might have to say. Thank you.

Motion by Mr. Ennen to close the public hearing and refer the matter to the Planning Director for his recommendation at the next meeting, Second by Mr. Gebhart, Passed 4-0

4. ZONING CHANGE FOR 278 S. 24th ST., NEWARK, OHIO

Application Number: PC-24-50
Owner: Mathew Stimpert
Applicant: Mathew Stimpert
Current Zoning: Single-Family Residence, RH – High Density
Proposed Zoning: TFR- Two-Family Residence

Matt Stimpert, 278 S. 24th St. - I currently live there in the building in the back. It's just a 600 square foot little building they used to play music in. Previous owner had refinished it and made it livable. So, I bought it and I was planning on rezoning it so I could rent out the main house. That way I could help pay the mortgage, give someone a place to live. That's pretty much it. Both places are livable and safe to live in.

Motion by Mr. Ennen to close the public hearing and refer the matter to the Planning Director for his recommendation at the next meeting, Second by Mr. Gebhart, Passed 4-0

5. PC-24-60 Thoroughfare Plan for the City of Newark, 40 West Main Street
Introduction of the plan, which includes Access Management and Traffic Impact Study standards,
Public Hearing with recommendation to City Council to follow.

***** To view the document, see *****
<https://www.newarkohio.gov/infrastructure/>

Mr. Morehead - Eliza Pendexter of Burgess & Niple has been working with us for a year, I guess, to get to this point with the new thoroughfare plan, and with access management, and traffic impact study requirements for the city of Newark. She'll give us a little sneak peek of what's in the plan and

hopefully you've all got a chance to see it online and read through it. If there are no terribly negative comments or anything like that, if Planning Commission wishes to move this along, we'd ask for a recommendation to send it to Council and then we will have a piece of legislation passed through City Council to adopt this.

Eliza Pendexter, Burgess & Niple - I will try to be brief. I understand there are quite a few things on the agenda after this. So, I'm going to try to keep it to about 10 or 15 minutes. Again, my name is Eliza Pendexter. I was here for the last year or so, a portion of this project. It's been going on a little bit longer than that. So, it was done in conjunction with the Licking County Metropolitan Transportation Plan, which is a required document that's fiscally constrained for transportation planning in the county. We also did this in the context of creating a similar thoroughfare plan update for the county as well. For the City of Newark, we did also incorporate the traffic impact studies requirements. So, if a proposed development comes in, it's a way for the city to evaluate the impacts on the overall transportation system and how to place those accesses to make sure it's safe and compliant. Or if a potential development needs to install a signal to mitigate their impact on the transportation system things like that, but this thoroughfare plan is actually the vision document. So, about thoroughfare planning. What is it? It's a long-range planning tool. It's a visioning document. It guides projects, but it does not dictate how those projects will actually be designed specifically. It gives some recommendations about the functionality of the overall transportation network, but on a project by project basis there are decisions that will get made about the number of lanes, how wide those lanes are, and how they're specifically designed. So, what it's not, it does not apply to local roads. Only things designated as a minor collector and above. So, minor collector, major collector, minor arterial, major arterial. It does not determine specific intersection design. It does not dictate where signals may go. It does not specify even what's a bike route, and what's not a bike route? But we did take that into account as we were going through this process. This is the table of contents of the document. If you were to pull up the document, it just kind of walks you through what's included in that document. During this process we really wanted to consider there's growth happening. There's growth certainly happening on the suburban peripheral of the city, but there's also redevelopment happening in some cases within the city itself. We want to make sure that we have a planning tool that is not just keeps environmental sustainability in mind when we're talking about some of the mode shift and things for transit or cyclists, but also is keeping in mind financial responsibility and financial sustainability. So, giving flexibility for the city to do what they need to do, but not overstating what they should build. We also looked at safety, some crash data, and we looked at ways to be more inclusive of making sure we're addressing some of those sidewalk gaps and just places that might need more infrastructure for people walking and biking. So, for the planning process earlier on in the process there was stakeholder identification done, stakeholder interviews. This included folks within the community that would have input on this. We also did some data analysis and modeling looking at working with MORPC and LCATS on the transportation demand that we expect in the future. So, looking out to 2040 and beyond, and we also did include some elements of the Intel planning that was more related to the countywide portion of this project less so the city of Newark, but it did indicate there might be some travel paths going from Newark towards the Johnstown and New Albany area as well. From a policy standpoint, we've seen a shift at the federal and state levels and trickling down to the local levels to really prioritize safety. So, we've learned over the last few decades that widening a street endlessly does not necessarily fix your congestion problem and, in some cases, makes it less safe. So, there has been a shift in priorities in that regard. Old thoroughfare plans, historically, were really focused on widening and mitigating congestion. The city of Newark had a 1971 thoroughfare plan for example. Also, other cities have this as well where they actually call for the widening in historical downtowns, potentially, just to facilitate traffic. That's not something that we wanted to do with this project. We understand that we need to retain the history of the community and the neighborhood feel, so we did look at land use context quite a bit. Classification systems. Historically speaking, I touched on this a little bit, thoroughfare plans really were focused on how quickly, how much, and how fast can you get traffic through town. But in this case, we wanted to make sure we were responsive to the character of the

town center as well as the suburban development and not just thinking of everything as a highway or freeway with speed and volume in mind. So, we did look at land use development context where we want to maintain the look and feel of your downtown, but then also where it's appropriate or where we know or we're anticipating widenings that are already planned through the MTP or long-range planning projects for the city making sure that this plan reflects those plans as well. So, this is the general land use context breakdown that we had to define what's considered town center. That's your more historical neighborhoods. They're a little bit more dense, a little bit more walkable versus your suburban development where you might have your big box retail or a little bit more spread out types of development. This will really come into play as we look at the next slide. So functional class married with the land use context is how we were thinking of this plan overall as a framework. We want to make sure that the typical roadway sections we're recommending for your town center are reflective of the character of the town center versus the suburban typical sections that we've proposed. This is really just a documentation of what each of those functional classes mean. It's a fairly standard definition that you'll find at the state level, federal level, et cetera. This is the functional class system. Again, had not been updated to my knowledge since around the early 1970s. So, this is an opportunity to make sure that those classifications still made sense based on data, but then also based on the land use context and functionality today of those streets. This is that same functional class map overlaid with the land use development context map. It'll make more sense here in just a minute. So, implementation, what does this all mean? So, for each of the functional classes and for each of the land use contexts, we have a maximum up to right-of-way width that is proposed. This is reflective of the number of lanes present today and also for known widenings. For example, I think you had Thornwood Drive and there were a couple other areas in town where there are widenings planned inclusive of those future planning efforts as well. So, for minor collectors, you're going to see a more narrow right-of-way. In some cases, this actually reduced the proposed right-of-way from what it had been in the 70s. Then as you go up in functional class towards major arterial, you'll see the roadway recommendation widths get a little bit wider. This really comes into play when you have a proposed development. It does not retroactively affect property owners or their right-of-way line. It's a visioning tool. This is something that the images on the left, you'll see a town center, a typical section versus a more suburban typical section where you don't have to have a cycle track, you don't have to have a bike lane. That could easily be allocated to a center turn lane, but that's one option that we'll get into in the design details here in a little bit. But we did also take into account the active transportation plan that was going on last year in this case as well. The map on the right is the active transportation plan that was happening parallel or a little bit ahead of this project. This is a transit map for Licking County Transit. We wanted to at least understand where they had their operations as it would come into play with roadway design as an input to this plan. So, with this, we also developed some standard context sensitive design characteristics that are a guideline, not a rule. The city engineer can deviate from these and use their engineering judgment. But this is a condensed table that is based on other design guidance and industry best practices where we now understand that the wider the lane, it does not necessarily mean the safer or the better the lane. In some cases, on an urban street, you might actually want a 10- or 11-foot lane where it's possible to reduce speed, like the potential for drivers to speed and to decrease that crossing distance for pedestrians. So that type of guidance is built into this table. The other two documents that are a part of the study were again, the traffic impact studies document. This establishes qualifications for who's preparing the study on the development side. And then it outlines expectations and requirements of what would be included in that traffic impact study that the city engineer would then, or his designee would then review alongside that development proposal. This aligns with some of the safety objectives and overall long-range planning objectives of the thoroughfare plan. A thoroughfare plan is really meant to preserve the use of the roadway for everybody to not let a disproportionate impact from a few developments negatively impact it for everybody. So that's again, why we would have a traffic impact studies requirements document. Or if you go on to the next slide, access management standards are similar. That's how many curb cuts can a developer have? Where does that curb cut preferably get placed? Every site is different, but this is

meant to make sure you don't have so many curb cuts along one particular street that it's unsafe to walk on the sidewalk or that the traffic is really disruptive with people trying to turn right or left in or out of those developments. So, reducing conflict points and again setting expectations for what needs to be included as part of the site plan review. I think that's it. If you have any questions, I'm happy to answer them. This was a fairly long process where we did also engage with LCATS, the county engineer, and city of Newark folks.

Mr. Morehead - Nick and Eliza have churned through this thing and really took some of the concepts that Licking County have been using over time, and Nick has been instituting a lot of these concepts in our plan reviews over the years. This will sort of legislate some of that and make it official and we would ask that you pass this on to get council approval of it.

Motion by Mr. Ennen to approve and recommend to Council, Second by Mr. Gebhart, Passed 4-0

OLD BUSINESS

There is none this meeting.

NEW BUSINESS

6. Site Plan Review for PC-24-62 – Site Plan Review for new storage building for Weekley Electric, 1990 Mt. Vernon Road

Owner: Weekley Investments, Ltd.
480 Welcome Road
Newark, OH 43055
Sean Weekley – sean.weekley@weekleyelectric.com

Architect: Northpoint
19 North 4th Street
Newark, OH 43055
Phil Claggett – phil@northpointohio.com

Mr. Morehead - I'll speak to this. I talked to Sean Weekley, the owner. He wasn't able to be here tonight. But kind of went through some of the review comments with him and he seemed to be okay with everything. So, there are a couple items that we need to clear up. There is an issue with the distance between the existing building and the proposed building. It sounded like the new building could be moved back a little bit. I haven't gotten any comments from the fire division yet, so I still need to hear from them. Usually their comments involve just access in and around the parcel where the building is. So other than that, really, we don't have many issues. Kind of need to know where the drainage is going on the building. I assume it's going to be on their same lot and they'll be dealing with that. But there was really no grading or anything like that. Fire department comments resolving the setback and the distance between the building issue and then stormwater are the three items that still need to be resolved but we recommend conditional approval of those and we can follow up with those in the coming days.

Motion by Mr. Ennen to approve subject to the conditions, Second by Mr. Gebhart, Passed 4-0

7. Site Plan Review for PC-24-63 – Site Plan Review for Licking Memorial Hospital Education and Event Center, 1320-1360 West Main Street

Owner: Licking Memorial Health Systems
1640 West Main Street

Newark, OH 43055
Chris Keck – ckeck@lmhealth.org

Applicant: Northpoint Ohio Architecture
19 North 4th Street
Newark, OH 43055
Phil Claggett – phil@northpointohio.com

Scott Sands, Sands-Decker engineers, 1495 Old Henderson Rd., Columbus - The project is a new education and event center for the hospital. It's going to be located on the parcel that many of you might know as the driving range for the country club. The building is proposed to be over 33,000 square feet, one-story facility. It'll sit near the west end of that parcel. Parking will be added for approximately 300 cars. We have had at least, I believe, at least one meeting with the City to kind of review the general scope of the project and give the City an opportunity to give us their initial feedback and that was very helpful. I think we've got most of the issues ironed out at this point. Still we'll need to work through things like the final drainage calculations and site utilities, but all those are things that we can resolve I'm sure as we work through that with Brian's office. So again, it's an exciting project, I think, for the hospital and for the City and we're here to answer any questions if there are any questions tonight.

Mr. Morehead – Again, I didn't receive any comments from the fire division, so I want to try to leverage that from them, and I think Aaron has been working with you guys on that, so I really don't expect anything on that. The building is shown across two parcels and the one parcel was owned by the county the other parcel was owned by Licking Memorial Health Systems. I understand that transfers occurred or occurring and there will be a lot combination and split forthcoming as time goes along here. I also met with Jeff from the hospital and we discussed that, so I don't see that's an issue it's just kind of one of the checkoff list things for the future. On the zoning side, George would require a landscaping plan just to check for zoning compliance. Then as Scott said, we'll review the construction plans for sanitary water and storm sewer design so all those things would be part of our conditional approval, but we recommend that conditional approval to keep the project moving.

Motion by Mr. Ennen to approve subject to the contingencies, Second by Mr. Gebhart, Passed 4-0

8. Site Plan Review for PC-24-61 – Site Plan Review for Hopewell Square Apartment Development, 365-385 West Main Street

Owner: Windsor International Realty
71 Seldom Seen Road
Powell, OH 43065
Joseph Circle - joe.circle@thewindsorcompanies.com
Brayden Quincel – brayden.quincel@thewindsorcompanies.com

Engineer: Korda
1650 Watermark Drive
Columbus, OH 43215
Kevin Wirfel - Kevin.Wirfel@korda.com

Kevin Wirfel with Korda Engineering, 1650 Watermark Dr., Columbus - Hopewell Square, formerly The Landing at Newark Station project that began construction and ceased was recently acquired by Windsor Companies. As part of this acquisition they had new building footprint layout and we've been working with them as well as the city to get those new footprints incorporated into the existing site plan.

Mr. Morehead - We've done a site plan review. It's been a couple of years since you saw that last development plan and I just thought to move the process along since we had the opportunity here in

December and keep things moving from that standpoint. Really, kind of the same issues. Fire Department waiting on some additional comments from them. Typically, as I said, access to their trucks and that sort of thing is something that they comment on. I've not received that from them. This is in the, this project is in the downtown commercial district now, so when you go through the review you see a lot of zeros as far as parking spaces and setbacks and things like that. That's not a typo. That's how the zoning code is written. The one thing that we do need to resolve and that we were considering with the prior project was improvements to South 11th Street and improvements to the traffic signal there to accommodate the traffic, so still recommending some sort of development agreement between the City and the developer to work those items out. Other than that, we're reviewing the stormwater and the other water and sanitary plans and that's going through our office at this point. Kevin's been working with us on upgrades and changes to those plans, so again, as with the other projects, we'll recommend conditional approval to keep things moving on this project as well.

Motion by Mr. Ennen to approve subject to the contingencies, Second by Mr. Gebhart, Passed 4-0

9. Site Plan Review for PC-24-57 – Site Plan Review for new manufacturing facility for Packaging Corporation of America (PCA), 595 Thornwood Drive

Owner: Packaging Corporation of America
1 Field Ct.
Lake Forest, IL 60045

Developer: Fisher Construction Group
625 Fisher Lane
Burlington, WA 98233
Juan Ozuna – jmo@fishercgi.com

Engineer: Verdantas
1555 West Main Street
Newark, OH 43055
Amanda Spencer - aspencer@verdantas.com

Preston McComber, Fisher Construction Group - We are here to represent the PCA, Package Corporation of America job on Thornwood Drive. It's about a 550,000 square foot facility. We had actually planned to do this job actually about five years ago before COVID. It's been brought back. It's grown quite a bit, but this is supposed to be kind of a flagship facility for PCA. They have another location already in town, but this is to grow their already growing business. Right now, we are going through design. We've worked with Brian Morehead. We've also talked with the City quite a bit on the expansion of Thornwood Drive. It's been a pleasure working with Brian and stuff on that. It's a good project. We've been moving forward and it's going to have two entrances, including an entrance for employees and a trucking entrance to move all their product.

Mr. Morehead - As Preston said, we've been working together on this project in coordination with the City, is planning on regular work on Thornwood Drive in that area, which would include a new roundabout on Thornwood at Faye Drive and also widening of Thornwood in that area. We're coordinating the site plan with our roadway project at the same time. Again, still need some comments back from the fire department. The one thing that George needed on the zoning side were building elevation drawings to consider for zoning compliance, which I don't think that will be an issue. Landscaping plan will also be needed at some point. And then, as I said, we're coordinating with Preston's folks and Verdantas folks in the design of pretty much everything, the roadway, the storm, the sanitary, the water lines, and everything out in there. Trying to move the project along. I think Preston's plan is still to be getting under construction in early 2025?

Mr. McComber - Yes, early 2025. That is the goal.

Mr. Morehead - So, we recommend conditional approval and we will move forward working through these items with them.

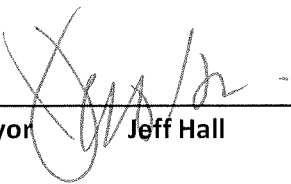
Motion by Mr. Ennen to approve subject to the contingencies, Second by Mr. Gebhart, Passed 4-0

MISCELLANEOUS – ADMINISTRATIVE APPROVALS

There are none this meeting.

THE NEXT SCHEDULED PLANNING COMMISSION MEETING WILL BE HELD ON TUESDAY, JANUARY 14, 2025, 6:00 P.M. THE DEADLINE FOR AGENDA ITEM SUBMITTAL IS MONDAY, DECEMBER 16, 2024 4:30 P.M.

Meeting stands adjourned



Mayor Jeff Hall



Planning Director David Rhodes