

**NORTH RIDGEVILLE CITY COUNCIL
COMMITTEE OF THE WHOLE MEETING MINUTES
CITY HALL COUNCIL CHAMBERS –7:00 P.M.
MARCH 5, 2026**

To Order:

President Holly A. Swenk called the Committee of the Whole meeting to order on Monday, March 5, 2026, at 7:00 p.m.

Pledge of Allegiance:

Led by President Swenk

Roll Call:

Present were Council members President/Chair Holly A. Swenk, Kathryn Rogerson, Robert Holub, Bruce F. Abens, Clifford Winkel, Paul Wolanski, and Cali Zingale.

Others Present: Mayor Kevin Corcoran, Planning and Development Director Kim Lieber, Franklyn Development Company, Russell Berzin, Clerk of Council Nicholas Ciofani, and Assistant Clerk of Council Fijabi Gallam.

New Business:

1. Chestnut Ridge Road Development – Project Concept Presentation

Mayor Corcoran and Director Lieber stated that the project offered significant opportunities for roadway connectivity within the city. The PowerPoint is attached to the minutes. The following was discussed.

- Waterbury Boulevard currently runs from Sugar Ridge Road and ends south of Shady Drive.
- The proposed project would connect Waterbury Boulevard to the roundabout at Alternate State Route 83, creating a continuous route from Sugar Ridge Road to Route 10.
- When combined with the Race Road overpass, the city would gain an additional north-south connection between Center Ridge Road and Route 10.
- The Police and Fire Chiefs agreed with the project because they believed that improved connectivity would reduce emergency response times, particularly for neighborhoods east of Waterbury Boulevard.

Mayor Corcoran explained that improved safety and emergency accessibility were major drivers for the City's interest.

Mr. Berzin provided an overview of the proposed Ridgeville Crossings development:

- The project is intended to connect the northern and southern portions of the community.
- It includes an active adult residential neighborhood with single-story, owner-occupied units restricted to residents aged 55 and older.
- Market research indicated a local need for this style of housing.
- The project would not add students to the school system and would generate additional tax revenue for the City.
- Mr. Berzin introduced members of the development team: Nicholas Sommer, Emilie Katcher of Ryan Homes, and Chris Joseph.

Mr. Joseph presented an overview:

- The development includes roadway improvements, age-restricted single-story homes, green space, and amenities.
- Infrastructure improvements include extending sanitary sewer to the property line adjacent to neighborhoods with aging septic systems.
- A proposed land swap with the City would result in approximately 26 acres of land being returned to the City for permanent open space, walking trails, and relocation of the community garden. As of now, the City-owned property within the project area is approximately 19 acres.
- The project concept includes the creation of a residential TIF district, which would preserve school funding while directing new tax increment toward public infrastructure such as roadway connections and improvements to the Shady Drive area. Schools would remain financially whole under a non-school TIF structure.

Mr. Sommer outlined additional project benefits:

- Improved north-south roadway connectivity.
- Proactive extension of public sewer for future connections to nearby neighborhoods with failing septic systems.
- Relocation and expansion of the community garden, including possible improvements such as permanent water access and upgraded storage facilities.
- Confirmation that TIF funds would apply only to public infrastructure and not to private development.

Director Lieber summarized the legislative steps required if the project were to proceed:

- Consideration and approval of any land-swap agreement.
- Establishment of an incentive district and any necessary amendments.
- Potential approval of a TIF agreement related to infrastructure use.
- Submission and review of a development plan through Planning Commission under the Senior Citizen Planned Residential Development provisions of the zoning code.

Committee members discussed:

- Wetlands within the City-designated acreage.
 - Wetlands exist throughout the area designated as City lands.
 - The alternate road alignment was proposed specifically to avoid routing a road through wetlands to the north, which would require extensive permitting and mitigation.
- Responsibility for sanitary connection fees (homeowners).
 - The project includes extending the sanitary sewer to the property line near neighborhoods with failing septic systems.
 - Homeowners would be responsible for their own connection fees, consistent with standard practice.
 - The sewer would stop at the property line, not be extended inside existing neighborhoods.
- Flooding concerns near the Shaw Drive area.
 - The developer acknowledged flooding concerns in the Shaw Road area.
 - Stormwater from the development would be retained and managed onsite rather than allowed to flow offsite.
 - Final engineering, retention requirements, and drainage planning would be addressed during development plan review.
- HOA fees and maintenance-free living.
 - Estimated HOA fees were projected at approximately \$200–\$250 per month, potentially up to \$285 by the time of build-out.
 - The development would offer maintenance-free living, including lawn care and snow removal.
 - Homeowners may add personal landscaping or gardens in designated areas.
- Clubhouse programming and possible community benefits for seniors.
 - The City continually seeks to expand programming for seniors and is already working to increase available space at the City's Senior Community Center.
 - The clubhouse within the active adult community would host its own lifestyle programming (like gardening, cooking, fitness), potentially supplementing City offerings.
- Emergency response times and the importance of improved north-south connectivity.
 - Explained that the new roadway connection would significantly reduce response times for areas east of Waterbury Boulevard by eliminating long travel routes through Victoria and Terrell.

- The improved diagonal route from Lorain Road would allow Station 2 to reach those neighborhoods more quickly.
- Potential speed limits on the connector road and whether the road could function as a truck route.
 - The anticipation is that the roadway within the development would be posted at 25 mph, consistent with residential standards.
 - After leaving the residential area, the speed would likely increase to 35 mph, similar to the existing Waterbury Boulevard.
 - Several committee members expressed that a north-south connector could function effectively as a truck route, helping divert heavy truck traffic away from Sugar Ridge Road and Center Ridge Road.

Mayor Corcoran noted that Waterbury Boulevard has already been constructed to withstand truck traffic.


Rudy Ringwal at 31966 Center Ridge Road asked questions regarding connectivity, school funding concerns, roadway impacts, amenities, and long-term effects on city services.

President Swenk closed the public comment period after all questions were heard. No further discussion.

Adjournment:

Chairwoman Swenk adjourned the meeting at 7:50 p.m.

Approved on March 16, 2026.



Holly A. Swenk
PRESIDENT OF COUNCIL



Nicholas Giofani
CLERK OF COUNCIL

The slide features a white background on the left and a dark blue background on the right. On the white background, there are three logos: the City of North Ridgeville logo (CITY OF NORTH Ridgeville EST 1810), the Franklyn Development Company logo (Franklyn Development Company with a yellow wavy line), and the Ryan Homes logo (Ryan Homes in blue). On the dark blue background, the title 'Chestnut Ridge Road Property Proposal' is written in white, with the subtitle 'ACTIVE ADULT RESIDENTIAL COMMUNITY' in light blue below it.

CITY OF NORTH
Ridgeville
EST 1810

Franklyn
Development Company

Ryan
Homes

Chestnut Ridge Road Property Proposal

ACTIVE ADULT RESIDENTIAL COMMUNITY

The slide has a dark blue background on the left and a white background on the right. On the dark blue background, the text 'Presentation Agenda' is written in white. On the white background, there are four blue rounded rectangular buttons stacked vertically, each containing white text: 'Project Overview', 'Community Concept', 'Benefits to North Ridgeville', and 'Path Forward'.

Presentation Agenda

- Project Overview
- Community Concept
- Benefits to North Ridgeville
- Path Forward

Project Overview

Active Adult Neighborhood

- ▶ Owner-occupied single-family homes
- ▶ Age restricted 55+ community
- ▶ No school impact

Infrastructure Improvements

- ▶ Critical roadway connection
 - ▶ Traffic efficiency
 - ▶ Improved emergency response
- ▶ Extension of sewer to neighborhood with aging septic systems

City-Developer Partnership

- ▶ Land Swap
 - ▶ Road alignment
 - ▶ Open space preservation
 - ▶ Community garden
- ▶ Tax Increment Finance – Incentive District

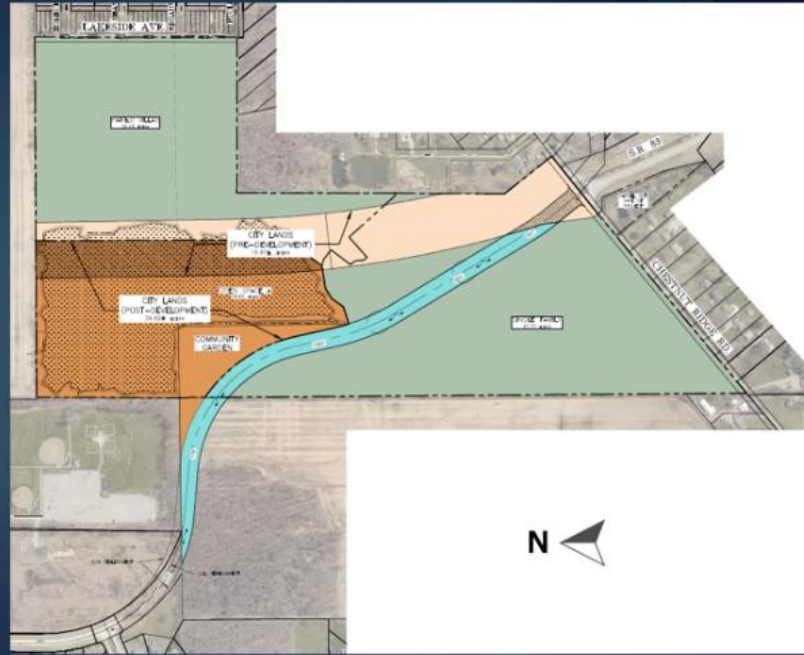
Location

- ▶ Located to the north of the State Route 83 and Chestnut Ridge Road roundabout
 - ▶ Green outline is land proposed for develop
 - ▶ Blue outline is land owned by city for future road



Community Layout

- ▶ Connection from Chestnut Ridge roundabout to Waterbury Blvd.
- ▶ Single Family Ranch homes to the southwest
- ▶ Paired Villa Ranch homes to the northeast



Community Concept

Active Adult Neighborhood

- ▶ Single family homes for 55+ residents
 - ▶ Not a nursing home, assisted living or institutional care facility
 - ▶ Age restricted = minimal impact to schools
- ▶ Amenities: clubhouse, green spaces and trails, new community garden and access to Shady Drive Complex



Living Options

Two Product Lines

▶ Single-Family Ranch Homes

- ▶ Starting in low \$400s
- ▶ 1,421 to 2,626 sq ft
- ▶ EST. 90 homes

▶ Paired Villa Homes

- ▶ Starting in mid \$300s
- ▶ 1,781 sq ft
- ▶ EST. 164 homes



Benefits to North Ridgeville

▶ Public Infrastructure Improvements

- ▶ Connector road will improve safety, emergency access and mobility
- ▶ Public sewer extension brings utility to project boundary, enabling future connections
- ▶ Relocation and expansion of community garden
- ▶ Potential funding source for improvements to Shady Drive Complex

▶ Tax Increment Finance – Incentive District

- ▶ Non-school TIF = schools receive all property taxes due
- ▶ New development supports public infrastructure improvements and long-term maintenance



Land Swap – Strategic Realignment

- ▶ City property increases from ~19.97 acres to ~26.62 acres at project completion (net gain of 6.65 acres)
- ▶ Secures properly aligned future north-south connector ROW
- ▶ Corrects misalignment between original Alt SR 83 concept and Waterbury Blvd connection
- ▶ Adds permanent open space under city control
- ▶ Results in improved traffic flow and reduced emergency response times



Path Forward

Approval of land swap with development partner

Establishment of TIF Incentive District

Review/approve development plan

Summary

This project will strengthen North Ridgeville's infrastructure, secure a critical roadway connection, improve traffic circulation and emergency response, and leverage TIF resources to enhance community assets

Questions?

