



VILLAGE OF OAKWOOD  
PLANNING COMMISSION MINUTES  
DATE: July 7, 2025

**ATTENDANCE**

**PRESENT:** Rand Broadstreet Chair--Peter Duffy--Malinda Harp-- John Latsko--Ross Cirincione Law-- John Cheatham, CBO Joel Hladky

**ABSENT:**

Meeting opened by Broadstreet @7:00  
Roll call taken

**NEW BUSINESS**

**PC#25-111**

**MR. GAYATRI ADYA (ASH)**  
**26004 PETTIBONE RD**  
**OAKWOOD VILLAGE OH**

**MR. GAYATRI ADYA (ASH) IS COMING BEFORE THE BOARD TO REQUEST APPROVAL FOR A DRIVE THRU SMOOTHIE BUILDING.**

**Broadstreet:** Call to order the Oakwood Planning Commission for July 7, 2025. First item on the agenda PC25-111. Did you have a traffic study done. **Ash:** I just got it from ODOT. I asked how much from the corner to the West bound traffic on Broadway. **Michelle Federico Realtor:** Was this done recently? **Ash:** Yes. **Broadstreet:** We don't have a copy of the traffic study. **Ash:** I sent the price. I forwarded it with pictures. **Harp:** Who did you send it to? **Federico:** It was just a very small picture with a traffic count. **Broadstreet:** We need a traffic study. **Ash:** I can brief you, the reason I did not get it done. It is going to cost \$15,000-20,000, if I go that route. I need to be sure whether this will be entertained. I have already spent a lot of money just to do the initial things. We have been looking at this for more than a year. If I knew for sure, then I would have no issue. I did the same thing in Bedford Hts. We developed that about 8 months ago. I will get a traffic study done but no other communities have asked for this. I have developed a lot of Dunkin Donuts in this area. I have been searching to find out who does the traffic count. They are the ones who said it would cost between \$15-20,000. That was too much just to figure out if I should be there. That is why I came before this board. I can give you the count of the traffic for the Bedford Hts., site. It has three times the traffic flow in Oakwood. We will have about 250 cars coming in and out. We are getting 250-290 cars through, just in 8 months. I think at this location it will be 260-275. **Federico:** It is called the Human Bean Coffee shop. **Ash:** It is not a coffee shop, although coffee will be part of the product. We will have fancy drinks, smoothies, energy drinks, bakery, and sandwiches. **Cirincione:** I would like to note our engineer sent out a memo on this dated July 3, in regard to this address, 26004 Pettibone. I am familiar with the Bedford Hts. location. I was the law director at that time in Bedford Hts. The problem is that shop is on the corner of Northfield and Libby, there is a whole lot more room at that intersection and lanes than there are available here. The property is on a corner lot, with the frontage on both Pettibone Rd and Broadway Ave. I am reading the July 3, 2025, memo. "The preliminary site

plan does not indicate any building dimensions or setbacks. Section 1169.03b in the Codified Ordinance includes a table of area, yard and height regulations for the general business districts. It is unknown at this point whether the proposed site plan will meet the regulations, or if any variances will be required. The site plan shows parking is proposed on the side of the building facing Pettibone. Section 1173.05 of the Codified Ordinances prohibit parking, loading, or similar activity of any sort in any area designated as the front setback. Dimensions and setbacks will need to be added to the site plan to determine if the front yard setback variance will be required. Section 10.12 of the Oakwood Village Charter indicates that the Village Council may permit drive-thru windows at any restaurant establishment located in the general business district on Broadway Ave., subject to compliance with standards and requirements to be established by ordinance of Council. Drive-thru coffee shops including Starbucks and Dunkin Donuts are notorious for their peak hour loading. I am requesting that the applicant retain the services of a traffic engineer to prepare a traffic impact study, which addresses internal traffic flow and a flow of traffic on the adjacent public roadway network. I have particular concerns with the driveway on Broadway Ave., which falls within the signalized intersection of Broadway and Pettibone. I would not be in favor of allowing traffic to exit this location due to potential confusion regarding the vehicular right of way. The site plan indicates the connection to the existing parking lot and the Oakwood Deli on separate property. Ingress and egress easements will need to be established on both the subject property and the adjacent property for this connection to be permitted. Plans submitted included only a mortgage location survey, and the preliminary site layout with no dimensions or property lines shown. Based on my review of the submitted documents it is my recommendation the commissioners table this item until additional information is supplied as noted above. Final engineering approval will be contingent upon the granting of any required variances and the submission and approval of the final construction plans for the development. The final construction plans will be required to include boundary, utility, grading and drainage plans, storm water management and pollution prevention plans and all pertinent calculations and details prior to the issuance of construction permits. The applicant should also be made aware that under the Village current operation and maintenance agreement with the Cuyahoga County Department of Public Works, all storm water and sanitary sewer must be reviewed and approved by the Department of Public works. The developer and Engineer will also be required to submit the storm water management and pollution prevention plans directly to the Northeast Ohio Regional Sewer District. I will commence my review of the final site construction plans once they have been submitted to my office". There are several things that need to be accomplished. Our Village Engineer is saying this should be tabled until the information is sent in.

**Federico:** It is understandable that he is missing information. The information that he is missing is the information that Ash said is going to cost \$20,000. **Ash:** That is in addition money, the traffic count price is \$18,000-20,000, the drawings are \$18-20,000 and then the other stuff is \$35,000. To do all that one has to be confident with the board. We will pass everything according to your system. The building, storm, and drainage was added into Bedford also, but at the end. When everything was done, the Building Commissioner said he forgot about drainage, that does not mean that we do not have to do it. We got it done. It cost \$8,000-9,000. The question is, are we going to be there or are we not. **Cirincione:** I understand what you are saying. The problem is, given the nature of where this property is and given the particular problems with that intersection. That intersection is a tough intersection. There is a lot of traffic in and out already. There is concern by the Village Engineer that there is not enough information before us to make a decision. Either by the Engineer or even for the Engineer to make a recommendation to these commissions and boards. I don't think the commissions and boards are in the position to make a decision absent the information that is requested by the Village Engineer. What you are proposing maybe a wonderful idea; however, we can't get there. What comes

first, the chicken or the egg. We need to have the plans, and these questions answered for the engineer. That is what is going to dictate this. If he is satisfied that this ok, you don't need any variances or you applied for the variances or you get the traffic impact study done. If that satisfies him, he will send another letter to us, saying that we have enough information now. It satisfies our criteria, and I am recommending it. But we don't have that right now. **Federico:** I wonder if the numbers that we are getting from the Bedford Hts., store would be sufficient. **Ash:** The actual traffic count is for this location. The flow of the traffic is from Bedford Hts., the amount of traffic that is in Bedford Hts. **Cirincione:** That study is not sufficient. **Ash:** That has nothing to do with this. **Cirincione:** Yes. I agree. **Ash:** I am giving you the traffic flow that is inside the lot. That has nothing to do with this. **Cirincione:** I agree with you because there is a difference between the Bedford Hts. site and this location. As far as how the roads are laid out, how much room there is to fit some of the things that are required for your operation. I am not familiar with traffic engineers. I don't know if someone can accomplish this for less than the \$25,000. **Ash:** Not \$25,000, it is \$18,000-20,000. **Federico:** I got an amount of \$10,000-15,000. We got two. But right now it is under construction, we can't get an accurate traffic count. That is why Ash pulled the ODOT numbers that were just done earlier this year. Those numbers were before construction. He took a picture, a clip, from ODOT that showed those numbers. If we could work with the Engineer to give those numbers, then work with the Engineer to enter in through the public driveway of the shopping plaza next door. There is a wide driveway that is away from the traffic lights, we were thinking of going in that way. **Cirincione:** You will need to show agreement with the Oakwood Deli. **Federico:** We do not have that. **Cirincione:** The ingress, egress. **Federico:** That is already being used. **Cirincione:** If you could get an agreement with them, maybe that can be submitted to the Engineer that may or may not suffice. At least you addressed the issue. The traffic study, of course everything has gone up in price for the last 4-5 years at least. I thought you could get a traffic study for \$6,000-10,000, that could be in the old days. At \$10,000 maybe that is something you need to take a look at, \$10,000 is a lot of smoothies. **Ash:** You can see how many drawings I have, different way the structure has been figured out. How to put the building. The building size is very small. To make a comfortable flow for the customers to drive in from Pettibone and Broadway, then exit from both the sites. I took at least 3-4 months just to figure out what would be the right drawing. In the meantime, we found some of the property has been taken by the Village for the décor of the property. That has been considered. The variance for the setback of the property. It will not be an issue. The size of the property is 600sf. **Federico:** The application says 700sf maximum. The flow will be for the cars that come in and out. **Federico:** It is almost  $\frac{3}{4}$  of an acre, it is a big property. **Ash:** It is deep. **Harp:** Did I understand you to say that it is already under construction? **Ash:** No. **Federico:** Currently, there is an old garage that has been sitting abandoned for years. A house sits on it. We are trying to improve it. **Cirincione:** John, I am seeking your input on this. Maybe the thing to do at least is to give Matt Jones a heads up that you will be contacting him. He may be able to give you some ideas of what can be done. That is not a guarantee that it is going to lead to approval, however, at least then you can see what the task is in front of you. **Ash:** I am ok with anything. The only thing is, I have been doing this for 18-20 months, we have been looking at this. In between it was paused because of the situation. If the architect will be engaged for this purpose. I want to be sure, otherwise, I am going to have to draw a line. This is how much expense I can take. I have already spent \$6,000 and gone nowhere. **Cirincione:** I know this is the second time unofficially. **Ash:** Last time we were here so we could understand if we should follow through with this. **Cirincione:** I know you have worked on this project for some time, however, given the fact that this is the first time you are here. You are hearing from some of the professionals, like the Engineer. It is not all that unusual to point out what we need to make a decision. Whether or not that makes business sense to you, to put in whatever money it takes to supply that

information, that is a decision you are going to have to make. **Ash:** I agree whatever we do has to be approved by the Village. We need to figure out if it will be a good flow for the customers to get in and out. That can be worked out. **Cirincione:** That is why I am recommending you talk with the one who will be making the decision. **Ash:** John Cheatham has been very good to work with. **Cirincione:** I respect John Cheatham's opinion. He tells it the way it is. So does Matt Jones. We are trying to check all the boxes. **Ash:** I just need to know the board is going the right direction, or is it a waste of time. **McDonald:** If it is approved, what is the timeline that it would take to construct the building and put the business in operation? **Ash:** It would be between 8-12 months. It would take 3-4 months to get things in order, then another 4 months to get everything else done. That would be the maximum. **Harp:** It would seem that you could not get an accurate traffic study until the construction is finished. **Ash:** An accurate traffic study was done earlier this year, at the end of last year. The construction had not started. **Broadstreet:** That was a traffic count, not a traffic study. **Harp:** It is expensive to do that, are you going to wait until the construction is finished? **Ash:** No. We will get it done if the board needs it. That will be part of the project. What we need to know is, if we get it done and get the information to the board will they make a decision. I just need to know if this is acceptable. Bedford Hts., traffic count is around 44-45,000 per day. Compared to this corner between 18-20,000 per day. If we look at Broadway, it is 12,000 maybe less. Keeping all these numbers in our mind and understanding the demographics, that is how I am doing my math. **Broadstreet:** You know what you have to do. **Duffy:** I move that we table PC25-111 until we receive more information.

**TABLE CASE** PC#25-111 **TOPIC** DRIVE THRU **FIRST** DUFFY; **SECOND:** HARP  
**VOTE:** BROADSTREET: Y; DUFFY: Y; MS. HARP: Y; LATSKO: Y  
**RESULTS** NEED TRAFFIC STUDY; Not enough information for boards to make decision.

**PC#25-112** **LASHAWN BOYD**  
**26431 MORNING GLORY LANE**  
**OAKWOOD VILLAGE OH**

**Mr. BOYD IS COMING BEFORE THE BOARD TO REQUEST APPROVAL OF A NEW ADDITION TO HOME**

**Broadstreet:** Next item is PC25-112. Are you in receipt of the letter dated July 3, 2025, from the Village Engineer. It is saying there is a problem due to wetland and stream in the back of the property. **Boyd:** Behind the house. I was told that as long as the construction is 10' above that, then it is ok. **Duffy:** Who told you that? **Harp:** Was that by the Village Engineer. **Boyd:** This was years ago. But that was just for a tool shed at the time. You are saying, there is a problem with the project because of the wetland. **Cirincione:** Yes, The July 3, 2025, letter from Matt Jones the Village Engineer, the first couple of paragraphs address the problems. He is saying based on his review submitted documents that the commissioners here tonight table the item until the additional information supplied is noted above. The key paragraph says: "The site plan indicating that the existing front and side yard setbacks will be maintained and there will be approximately 61' X 7' rear yard setback. Note that this parcel is subject to a 30' wide deed restriction across the rear of the property due to the presence of a preserved wetland and stream. Due to the existing steep slope in the rear yard, it will be necessary for the applicant to prepare an updated topographic survey and site improvement plan (lot topo) showing existing and proposed grading to determine whether the addition can be constructed without disturbance to the deed restricted area. Additionally, the updated plans shall indicate all the existing and

proposed building site setbacks to determine whether any variances will be required". His recommendation is in the later part of the final two paragraphs. He lays out what he will need before final engineering approval is given. Not sure who you are working with to get this addition completed but you need to get this to whoever you are dealing with. Your construction company or surveyor. The construction company would be the place to start. They can contact the Engineer if they have any questions. **Boyd**: I will give this to my contractor; he can contact the surveyor. **Cirincione**: The contractor can give Matt Jones and John Cheatham a call.

**Broadstreet**: We will table this in the meantime. **Cirincione**: Note that later on in this meeting we are going to have to continue the meeting which is set for August 4 for one week which will be August 11. The earliest you get the information from your people to our people, the better. **Boyd**: I should have it done by August 4. **Harp**: I make a motion that we table PC25-112 pending the contingencies listed in the July 3 letter from the Village Engineer.

**TABLE CASE #25-112 TOPIC** Addition to home FIRST HARP; SECOND: DUFFY

**VOTE**: BROADSTREET: Y; DUFFY: Y; MS. HARP: Y; LATSKO: Y

**RESULTS** Tabled for Updated TOPO; Site improvement Plan (Lot TOPO) See Engineers letter 7/3/2025

**PC#25-113**

**FEDERAL METAL**

**7250 DIVISION STREET**

**OAKWOOD VILLAGE, OH**

**RYAN HOAR (HOAR) CONSTRUCTION**

**MR. HOAR IS COMING BEFORE THE BOARD TO REQUEST APPROVAL TO BUILD A FOUNDRY ADDITION FOR AN ADDITIONAL FURNACE.**

**Broadstreet**: The next item is PC 25-113. **Hoar**: (Building Contractor for Federal Metals). **Cirincione**: Swore in Mr. Hoar. I believe that John Cheatham has information about this application. **Hoar**: This was thrown at me at the last minute. We have limited time to get as much information as I could get. **Cirincione**: John, would you address this matter. **Cheatham**: Why don't you tell the board what you told me. This is due to the tariffs set down in China and the UK. All the propellers for the Navy must be made here. They must expand. This is a two-phase project, this is the simple phase. Matt and I have talked, it does not require a topo. Matt has approved this phase to go forward as presented. The phase that they are presenting to you between October or December will have a large topo because they are putting in a retention basin. There will be a lot of changes with that. This first is not changing storm water at all. They are using a concrete area, and they are not adding to the storm water load. Matt is good with all of that. I have all that in an email at the office. **Latsko**: This part that we have from Chagrin Valley Engineering disregard this. The Village Engineer approved it after he received the additional information. **Hoar**: This building will go where the two hoop houses (that is what I call them), are fabric structures. We know the city does not like that. This is going to replace those. It is on the existing concrete slab. We are not changing any storm run-off. This project is just going to be one phase. It went to PC back in February, round two just happened last week for the plans, October is the budget approval. When this project originally started, we were supposed to have approval in July. With the election and budget spending it must go through three rounds of approval. Federal Metals is an ingot maker for cooper and brass. For 85 years that made this ingot 10,000lb, that is what they machine for military. They are shipped to Europe

to a bigger foundry to melt them down to 40,000lb ingots, that company, Rolls Royce owned it and sold it to China. They can't hold out any longer, they need to at least get phase one in. The equipment we can have by January to put in this structure. The equipment for phase two takes about 14 months to be made. We know for phase two storm water management is a need there. The facility was built in 1958; it has been added onto a couple of times. They have grown over the years. They have been in business for 118 years now. They moved out of Cleveland to Oakwood in 1958. We are not going to be able to get a surveyor there for about 5 weeks and the Engineer is backed up 6 weeks. We are taking down the hoop houses and replacing them with steel building. Architecturally, we are matching the existing facility. I came to you guys 5-6 years ago, we put an addition on the northside. Similar in size. The only way you can see this addition is from the old Route 8 overpass. The colors are matching I have them listed here, some for the siding a dark brown for the trim. This is 30' structure, the existing building is 40' tall. **Cirincione:** I would like to read a communication from Matt Jones to John Cheatham. Matt was not sure what was being proposed and could not give an opinion on it. However, John spoke to Matt Jones and said "they are building an addition on what is now all concrete and no what extra impermeable surface will be added. They will be sending downspouts to current drains. They will be adding a huge addition, probably going to the Planning Commission in October and starting in December. That will include a retention or detention basin and lots of SWP (storm water plan impact). They know that it has to be engineered to get your approval prior to the Planning Commission meeting that will be in October or November. **Hoar:** It will probably be in November. **Cirincione:** Matt's response to the information provided by John Cheatham. "Sounds good John, I have no objections to approving the current proposal based on the description below". **Hoar:** I did another addition for them 3-4 years ago. Federal Metals have bought 4 more buildings in the past 5 years on Division Street. I worked with Ed Hren on that. We put in a retention pond on that project. The access to this is a back road they worked with the city on before. I just worked that back access road they just get some roll offs and a few dump trucks once in a while to haul off the slag. They made road improvement back there just a few months ago, it was on their dime. Most of the traffic for construction will be coming in the back road but the traffic for the material going in will be going through the front. Phase 2 is shipping and receiving docks which will be relocated so the trucks are not out to the edge of the road, like it has been for the last 60 years. That is part of phase 2. **Hoar:** This is the production of parts for copper and brass for many companies all over the world. Phase 2 is a very large investment for them. It is also a large investment for the navy. It is a 10-year contract. It will bring about 20 more jobs to the facility. They are about 150 employees right now. They shut down a facility in Philadelphia. They brought those employees here. This will add about 20 additional employees. We just did a large renovation project for new updated OSHA approved locker rooms, restrooms, and fitness center. They made additional accommodations for parking. **Harp:** You said the large trucks carrying the slag and other stuff, is going to be on the back road? Is that a new road? **Hoar:** That has existed for some time. The only additional traffic is going to be for construction. It is not that big of a building compared to phase 2. This is going to be 5,000sf with a 900sf connector. Phase 2 is 42,000sf. **Harp:** Is the back entrance on North Lane? **Hoar:** Is that what that road is called? I don't even know if it has a name. **Harp:** That is residential. **Hoar:** No. That is further to the east. They bought a house over there and we demolished the house last year. It was a vacant house. They are on the west side of Division Street. That would be Wright Ave, to the east. There is nothing to the south, that was the old scrap yard. **Harp:** Where is the rear entrance? **Hoar:** It comes off the cul-de-sac on the side street by Kelly Steele. There is a gravel road that goes behind it. It is like a fire access road. It is a catch 22, if the Village owns it and maintains it. It has gone back and forth. **Cheatham:** There is some land over there that the power company owns and some by the railroad. It was confusing, Tom Haba and I have been out there. I am not sure who owns what. **Hoar:** There

is an electrical substation back there as well. **Cheatham:** What we thought was railroad, turned out to belong to the power company. It is a confusing area. **Cheatham:** They put a camera back there. Somebody is going to get busted. It is like a couple of hundred tires back there. They do their best to keep the area cleaned up. **Harp:** Your access road, does it lead to residential? **Hoar:** No division street is industrial. This is all businesses. Wright Ave is the residential street. Division is a dead-end street with a cul-de-sac. Part of Phase 2 is adding a fire road, we will need that around the building. This is another 10,000sf onto phase 1. **Harp:** You are building this for national security, I believe you said? **Hoar:** I don't think it is national security. **Cheatham:** I actually said that. **Hoar:** It is related to the US Navy. Federal Metals pays for the structure, the equipment inside in phase 2 is funded by the Navy. It is a big investment for both Federal Metals and the Navy. They have been a customer for several years. It started with Federal Metals and ended with Rolls Royce, now they sold that to China. It is now Federal Metals. All the materials must be made in the US now. **Latsko:** You are replacing those two fabric structures? Is this going to be one building or two? **Hoar:** One building right now. **Latsko:** You are going to use the gutters. **Hoar:** There are no gutters right now. The rainwater runs off onto the concrete slab. The water goes into a catch basin that is already in existence. The new structure will have actual downspouts on it. It is a single roof slope. It will get tied right into the catch basin. For the ABR, here are the colors. My Engineer does a good job on the drawings. He had 5 days to do this. On the other side there is a laboratory, with a little office. The doors are burnt slates, which is the color of the corners. (recording unrecognizable) It has brown colors. We will match everything. All the buildings are the same colors. **Latsko:** I make a motion to approve PC25-113.

**CASE # 25-113 FEDERAL METAL ADDITION** FIRST LATSKO; SECOND: DUFFY

**VOTE:** BROADSTREET: Y; DUFFY: Y; MS. HARP: Y; LATSKO: Y

**RESULTS** APPROVED

**Hoar:** For phase 2, is there anything out of the box that I will need to supply for you? I can let my engineer or surveyor know. **Cirincione:** The applicant is asking if there is anything they need to convey to his people before they start phase 2 that we might need. **Cheatham:** Matt and I have discussed this. A really good engineer topo will be needed of the entire site. **Hoar:** About 7 years ago I came before you for a small addition. We had to survey that area.

**Hladky:** Mr. Roz Patrick (Hickory Rd contractor) is here; he would like to ask a couple of questions. **Patrick:** I am trying to make Oakwood Village my home, I know you all have a lot of lots to build, however, the Ordinance states that you have to build homes on 90' lots. I was wondering if it is possible, would you opposed to building that same home on 60' lots or 55' lots as opposed to the 90' lot? I know there would have to be a variance. Most of the lots here in the Village are 40-50-60 size. I would have to buy two or three parcels to combine them to make one to build one house. I wanted to see if you would be opposed to me buying two lots to build a home. Fifty-five feet would be the minimum to build a house on. **Broadstreet:** That is not going to make it. **Cheatham:** Ordinance says it must be 90'. When he was talking with me, he was talking about putting two 40's together to get at least 80', but would he have to add a third lot which would be 120' just to get to the 90'. I told him that would be up to the boards. **Broadstreet:** If you could get to 80' you might make it. There is no way you could build on a 55-60' lot. Even with 80' you would have to get a variance. **Cheatham:** Does this Planning Commission grant the variance, or does he have to go the Zoning board? **Broadstreet & Cirincione:** He would have to go to the Zoning Board. **Duffy:** You can also come before this board and get a contingency. **Broadstreet:** You need to get as close to 90' as you can get. They do not like to give out variances. **Cheatham:** I just want to say for the record. The Wayne homes on Tryon, that was here last

time. You had done it contingent on the topo. They gave everything to Matt. His last approval was for the whole thing. It is approved. There are a couple contingencies, basically saying it has to be inspected. **Harp:** Was the Building Dept. instrumental in having the house on Free Ave demolished. **Cheatham:** If you want an update on demos. I put orders on four properties along with Ross. There were two houses on Free Ave. One was behind the other. They tore both of those down. Then I put an order on another one on 7270 Free Ave. that I have not received a response. I put one on Wright Ave., and they pulled a permit to demo that one. I did one Summerville, that one was a shame to tear down. It was enough that it was an unsafe building. I had to say tear it down or present plans to remodel. They hired a contractor today, they are going to clean the property, gut the house and rehab it. Three of the four are taken care of. **McDonald:** Who tears them down, the Village? **Cheatham:** I told them they had to do it; they had to hire a contractor to get it done. The one that is on Free, they have not replied and that is the case for Ross and Jim, in this case the Village would put out an RFP (request for proposal), to see who would do it. They would tear it down and then put a tax lien against it. **Harp:** Thank you, that took like 17 years. **Cheatham:** We are going to do them in groups of four. Get the four worst and then go from there. **Cirincione:** It has been a tremendous accomplishment. It is like night and day. **Cheatham:** Roland worked for me through July 4. The Village hired him full-time. He was working here 20 hours and 20 hours in University Heights. He was hired by Council and the Mayor full-time starting the 14<sup>th</sup>. His only job with the Village is to enforce code enforcement. Going after all the messes. We are in the process of getting Richmond and Broadway cleaned up on the corner. We have several that we are communicating with to get things cleaned up. We are going after the demos that are vacant. **McDonald:** Something is going to happen with the corner of Richmond and Broadway? **Cheatham:** Not a building, we are going to get rid of the abandoned equipment that is there. We put orders on it; they have to remove the equipment. They must clean up all the wood, there are logs and pallets. They must totally clean the lot. The owner's name is Mike Bugrcic. At the same time, the construction crew for the road came in and wanted to use that as a staging area? I told them it is totally up to Tom Haba, as well as the owner. The owner agreed, he tried to pull one and said if they are putting equipment there, why do I have to remove my equipment. I told him he had to get his stuff out and clean it up. If you want them to use it as a staging area that is ok. After the construction, he is going to get it all cleaned up. He is going to try and sell it, that is what he said. I have already had a potential buyer. They wanted to know if they could use the footers that were put in for the market that was approved. I told him they would have to get engineering to see if the integrity is still there. It has been exposed to the elements. I told him if it is the same footprint and if the Engineer says it is good then, yes. **McDonald:** I thought that was tied to Roseland. I also heard it was in court at one time. That is not the case? **Cirincione:** Wasn't there a problem with Roseland. **Broadstreet:** No., The fruit market discovered at the last minute that they did not have enough space for parking. They went out and tried to purchase land from Roseland, but because all Roseland's property is tied up with the bank, they could not sell off any of their land. The guy with the fruit stand went out and moved some pins on the property line and got caught doing it. The whole project came to a standstill. **Cheatham:** I told the prospective buyer to do all of your homework for parking and everything so we don't go down this road again. Look at the ordinances to see if parking is permitted so far from the street. He is a local person. He seems to be on top of it. My understanding is he wants some kind of landscaping business, a nursery or something.



**Duffy:** I move that we bring the Planning Commission to a close.

MINUTES OF June 2, 2025 **FIRST** MOTION DUFFY SECOND: LATSKO

**VOTE:** BROADSTREET: Y; DUFFY: Y; MS.HARP: Y; LATSKO Y

RESULTS APPROVED

**Duffy:** I move that we bring the Planning Commission to a close.

**MEETING - MOTION TO ADJOURN:** MADE BY DUFFY; SECOND: BROADSTREET

**VOTE:** BROADSTREET: Y; DUFFY: Y; MS. HARP: Y; LATSKO: Y

ADJOURNED @ 8:12 PM

Signed \_\_\_\_\_  
Rand Broadstreet, Chair

Signed \_\_\_\_\_  
Joel Hladky, Board Recording Clerk

Date approved: \_\_\_\_\_