

**MINUTES OF THE WORK SESSION OF THE COUNCIL OF THE
CITY OF AVON, OHIO HELD MONDAY, JUNE 15, 2026
IN THE COUNCIL CHAMBERS OF THE MUNICIPAL BUILDING
36080 CHESTER ROAD, AVON, OHIO 44011
AT 7:30 P.M.**

PRESENT:

Council Members: Council-at-Large – Mary Berges; 1st Ward – Jennifer Demaline; 2nd Ward – Anne Marie Etienne; 3rd Ward – Anthony Moore; Council-at-Large – Michelle Patton; Council-at-Large and Council President – Brian Fischer; City Engineer – Ryan Cummins; Planning/Economic Development Coordinator – Pam Fechter; Law Director – John Gasior; Finance Director – Steve Presley; Safety/Public Service Director – Duane Streator; Clerk of Council – Barbara Brooks.

ABSENT:

4th Ward – Scott Radcliffe; Mayor – Bryan Jensen.

Council President Brian Fischer called the meeting to order.

Mr. Fischer mentioned that Ordinance No. 72-26 was being added as item no. 7a. Council was provided with copies of the legislation and Mr. Gasior would address it when they reached that item on the agenda.

1. [ORDINANCE NO. 65-26 – TO AMEND ORDINANCE NO. 413-68, PASSED JANUARY 15, 1969 COMMONLY KNOWN AS THE ZONING ORDINANCE OF THE CITY OF AVON, OHIO, AS AMENDED, REZONING A PARCEL OF LAND CONSISTING OF APPROXIMATELY FIVE \(5\) ACRES LOCATED AT 34550 CHESTER ROAD, PERMANENT PARCEL NO.: 04-00-021-000-092 FROM C-4/O-2 GENERAL BUSINESS/PLANNED RESEARCH OFFICE PARK OVERLAY TO C-4/M-1/O-2 GENERAL BUSINESS/GENERAL INDUSTRIAL/PLANNED RESEARCH OFFICE PARK OVERLAY](#)

Planning Referral

The second of three readings of Ordinance No. 65-26 will be held on Monday, June 22, 2026
A Public Hearing for Ordinance No. 65-26 will be held on Monday, July 13, 2026, at 7:25 p.m.

Ms. Fechter stated that she had nothing new to add to what had previously been presented but offered to provide additional information if needed or answer any questions.

No questions were raised by Council.

2. [ORDINANCE NO. 66-26 – EXTENDING THE TEMPORARY MORATORIUM ON THE ISSUANCE AND PROCESSING OF ANY SPECIAL USE PERMITS FOR ASSISTED LIVING FACILITIES, NURSING HOMES AND INDEPENDENT LIVING ESTABLISHMENTS FOR SENIORS AS ADDRESSED IN PART 12 OF THE CITY OF AVON CODIFIED ORDINANCES](#)

Mr. Gasior

Mr. Gasior acknowledged that the moratorium was originally driven in significant part by concerns raised by the Avon Fire Chief regarding the burden these facilities place on the Fire Department. He explained that while the City Administration's intention has been to develop restrictive legislation, progress had been delayed by competing priorities—specifically, the ongoing process of relocating City Hall and the consideration of constructing a second Fire Station. Mr. Gasior expressed optimism that legislation could be brought before Council within the next six months, if not sooner.

No questions were raised by Council.

3. [ORDINANCE NO. 67-26 – EXTENDING THE TEMPORARY MORATORIUM ON THE FUTURE DEVELOPMENT AND/OR CONSTRUCTION OF ANY SHORT-TERM RENTALS, BOARDING HOUSES, EXTENDED STAYS, AND THE LIKE ANYWHERE WITHIN THE CITY OF AVON](#)

Mr. Gasior

Mr. Gasior provided a comprehensive overview of the history and complexity of the issue. He noted that he is waiting on the Ohio State Legislature to act on a pending House Bill that would address short-term rental restrictions at the State level. He referenced a well-known incident in Bay Village involving an Airbnb where significant property damage and criminal activity occurred, and noted that a similar incident in Avon, which he recalled as having occurred around New Year's Day approximately three to four years prior, was the primary catalyst for the City's original moratorium.

Mr. Gasior observed that despite the moratorium, properties in Avon continue to be listed on platforms such as Airbnb and VRBO. He stated that from the Planning Coordinator's perspective, those listings could be cited, explaining that short-term rentals are not permitted in the City's Code and that anything not explicitly permitted is prohibited. He acknowledged that Bed and Breakfasts are allowed, creating some ambiguity, and noted that the line between operating a Bed and Breakfast versus simply leasing a property is not always clear. He also recalled that in 2016, during the Presidential Convention, several Avon families leased their homes to convention Delegates, illustrating the long-running nature of the issue.

Looking ahead, Mr. Gasior stated that if the City ultimately chooses to permit short-term rentals, a licensing framework would be necessary, and he underscored the direct impact on municipal income tax revenue if the practice goes unregulated. He also noted that homeowner associations in subdivisions are attempting to address the issue through their own bylaws and majority-vote processes. He pointed out that the greater concern is less about subdivisions and more about freestanding properties along Detroit Road, some of which are historic in nature. He observed, thoughtfully, that the short-term rental model may in some cases provide a viable path to preserving those historic buildings—structures that might otherwise fall into disrepair if not rehabbed and put to productive use. Mr. Gasior concluded that there is much to consider and that additional time is necessary.

No questions were raised by Council.

4. [ORDINANCE NO. 68-26 – EXTENDING THE TEMPORARY MORATORIUM ON THE ACCEPTANCE AND PROCESSING OF APPLICATIONS FOR ZONING OCCUPANCY, SPECIAL USE AND/OR BUILDING PERMIT APPROVALS FOR THE ESTABLISHMENT, DEVELOPMENT AND CONSTRUCTION OF CAR WASHES AND SELF-STORAGE FACILITIES WITHIN THE CITY OF AVON](#)

Mr. Gasior

Mr. Gasior noted that the City Administration, with the assistance of City Engineer Ryan Cummins and Chagrin Valley Engineering, prepared a map identifying all existing car wash and self-storage locations in the City. He also reported that the cities of Parma and Brook Park passed legislation restricting the number of such establishments in their respective communities, potentially tied to population ratios, and that Avon needs additional time to determine the appropriate formula.

Ms. Patton expressed support for the direction being taken, noting that car washes and self-storage facilities do not significantly contribute to the City's tax base and generate very few employees. She outlined three distinct approaches that could be used to limit such uses: first, a proximity-based restriction preventing a new facility from being built within a certain distance—such as one mile—of an existing one; second, an absolute cap on the number of such facilities permitted within the City; and third, a percentage-based restriction tied to C-4 zoning, limiting the share of C-4-zoned land that could be devoted to self-storage or car wash uses. She asked Mr. Gasior which of the three approaches the Administration was leaning toward.

Mr. Gasior responded that the Administration had been examining all three, and that the proximity question—how close new facilities can be to existing ones—was the initial focus. He also noted that the Administration was exploring a relationship between the number of units and the City's population, as well as proximity to residential areas. He acknowledged the particular complexity with car washes, noting the example of a Sheetz location and a nearby car wash on Nagel Road as illustrating the clustering concern. He indicated that how many car washes are appropriate within a C-4 district is part of the analysis and reiterated that the Administration is reviewing what Parma and Brook Park did, though he acknowledged he had not reviewed that legislation in several months.

Ms. Patton thanked Mr. Gasior for the response.

No further questions were raised.

5. ORDINANCE NO. 69-26 – AUTHORIZING AND DIRECTING THE MAYOR TO CONVEY STONE RIVER DRIVE TO THE BOARD OF PARK COMMISSIONERS, LORAIN COUNTY METROPOLITAN PARK DISTRICT Mr. Gasior

Mr. Gasior advised this Ordinance would authorize the Mayor to convey Stone River Drive to the Lorain County Metropolitan Park District. He provided background, reminding Council that earlier in the year the City had conveyed five parcels of land to the Metro Parks in connection with the Mills Creek/French Creek restoration area off Mills Road. Those parcels included the former Vo property on the west side of French Creek, which was acquired by the City using grant funds, as well as a small unbuildable parcel on the east side acquired by the City at a sheriff's sale. Mr. Gasior noted that ownership of those parcels had given the City significant leverage in discussions with North Ridgeville over the size of the bridge replacement on Mills Road, ultimately resulting in North Ridgeville maintaining the existing bridge footprint.

Mr. Gasior explained that the Metro Parks' existing holdings near Bob-O-Link Golf Course, visible from Jaycox Road, now connects through the back of the adjacent golf course to the City's Mills Creek/French Creek restoration area. Stone River Drive, he explained, is a stub street installed in the 1980s by the developer who built homes along the north side of Mills Road; it was never extended northward, due to wetlands, the golf course, or other constraints. By conveying Stone River Drive to the Metro Parks, the City would give the Metro Parks control of that access corridor, enabling them to gate it in the evening as they do at other parks and to use the adjacent property (formerly the Resar property) for a small parking area. Mr. Gasior characterized the conveyance as giving up nothing of consequence, as the road was never going to be extended, and noted that the Metro Parks would maintain it in perpetuity.

Mrs. Demaline asked whether a map exhibit was included with the Ordinance, observing that there was none attached. An aerial map view was shared on screen. Mr. Gasior explained the stub street and the surrounding area, clarifying that the concrete portion begins where the label "Drive" appears on the map, and that the portion north of that is gravel and dirt. He identified the former Resar property as the location of the planned parking area.

James Ziemnik, Director of the Lorain County Metropolitan Park District, described the Metro Parks' plans for the area. Mr. Ziemnik explained that the former Resar parcel would accommodate approximately 11 parking spaces, with ingress and egress directly onto Stone River Drive rather than onto Mills Road. He stated that this arrangement would minimize conflicts between vehicles and pedestrians using the Mills Road sidewalk. He described the broader trail vision: users would park on the former Resar lot, access Stone River Drive, and from there connect to trails being constructed through the donated wetlands, then through the HOA area along the golf course boundary, crossing a tributary to French Creek via a bridge, and ultimately connecting to the existing trail network around the former Bob-O-Link parcel acquired from the Fitch family.

Mr. Ziemnik confirmed that the area is currently accessible to residents—people already walk down Mills Road and access the property, and some residents have even informally cut through from their own backyards. He noted that someone had been using the stub street as an informal private parking area for construction vehicles, which had created conflicts with pedestrians. The primary goal of this arrangement, he emphasized, is to improve site control and safety.

Ms. Patton raised the topic of e-bikes and whether the Metro Parks have policies governing their use on trails. Mr. Ziemnik provided a thorough response, explaining that all Metropolitan Park Districts in Ohio are governed by Ohio Revised Code Chapter 1545, and that the State legislature—influenced by the e-bike lobby—has preempted the Metro Parks from banning e-bikes outright. He noted the class 1, class 2, and class 3 e-bike distinctions and acknowledged widespread frustration among Metro Park Directors statewide, as no park district wants to serve as "e-bike police." He relayed a recent incident in a nearby county where two cyclists came to a heated disagreement over speed, illustrating how pervasive the issue has become. He also acknowledged the other side of the issue: many e-bike users are individuals with mobility limitations, bad knees, bad backs—for whom the technology enables access to active transportation, and he expressed reluctance to see those individuals disadvantaged.

Ms. Patton clarified that her question was prompted by her personal interest in purchasing a rickshaw-style e-bike for her son, who has disabilities, and wanting to know where such a device would be permitted. Mr. Ziemnik warmly welcomed that use, stating that the Metro Parks actively encourages people of all abilities to enjoy their trails and that such a use would not be an issue, provided it conforms to class 1 or class 2 requirements.

Mr. Gasior noted that he had transmitted Exhibit A for Ordinance No. 69-26 to the Clerk electronically during the meeting.

Mr. Fischer thanked Mr. Ziemnik for attending.

6. ORDINANCE NO. 70-26 – TO APPROVE A CONSTRUCTION CONTRACT CHANGE ORDER FOR THE 2026 PAVEMENT RESURFACING PROGRAM FOR THE PERFORMANCE OF ASPHALT RESURFACING ON TRINITY COURT Mr. Cummins

Mr. Cummins advised this Ordinance would approve a construction contract change order to add Trinity Court to the recently awarded 2026 Pavement Resurfacing Program contract covering Riegelsberger Road and a portion of Nagel Road. Mr. Cummins noted that the pre-construction meeting for the Riegelsberger/Nagel Roads project had not yet been held but would occur shortly. He explained that Trinity Court was identified as an area in need of attention, including both resurfacing existing asphalt and the improvement of a small gravel section to an asphalt surface. Because the City had received favorable pricing on the underlying contract, the contractor agreed to incorporate Trinity Court as a change order if Council concurred.

Mr. Moore asked for a rough timeline for the Riegelsberger Road work. Mr. Cummins indicated he anticipated the project would begin after the Fourth of July holiday and would take approximately two months to complete in total.

7. ORDINANCE NO. 71-26 – ESTABLISHING A TAX BUDGET FOR THE CURRENT EXPENDITURES OF THE CITY OF AVON, LORAIN COUNTY, OHIO, FOR THE FISCAL YEAR ENDING DECEMBER 31, 2027 Mr. Presley

Mr. Presley described the Ordinance as the first step in establishing the City's operations for fiscal year 2027. He explained that the Ordinance requests the County to collect 6.95 mills for City purposes, which includes 2 mills for the Library for which the City serves as a pass-through only. He clarified that the Ordinance does not include any of the operating levies the City had foregone in exchange for the change in the income tax rate. The funds encompassed are the General Fund, the Police Pension Fund, Parks and Recreation Operating Levy, the Street Improvement Levy and the Library. He noted that the Police Pension is part of the inside millage and confirmed that no operating levies would be collected in 2027, consistent with the City's approach in 2026.

No questions were raised by Council.

7a. ORDINANCE NO. 72-26 – AUTHORIZING THE MAYOR TO ENTER INTO A PIPELINE RELOCATION AGREEMENT WITH COLUMBIA GAS OF OHIO, INC. IN CONNECTION WITH THE CHESTER ROAD WIDENING PROJECT AND TO APPROPRIATE THE FUNDS NECESSARY TO COMPLETE THE PROJECT Mr. Gasior

Mr. Gasior described the Ordinance as the next critical step in advancing the Chester Road widening project between Jaycox Road and Nagel Road. He reminded Council that R7 Motors (the Rafih Group), the developer proposing to build a Porsche and Mercedes dealership on the former Connolly/West Pines Golf Course property, had previously granted the City additional right-of-way along Chester Road to facilitate the future widening, and had also provided a 30-foot Columbia Gas line easement on the south side of Chester Road to accommodate the relocation of an existing gas main.

Mr. Gasior noted that additional steps remain before the full widening can proceed, including the replacement of a culvert on Heider Ditch and the acquisition of a small piece of right-of-way from the Petitti Garden Center property. However, he stressed that the Columbia Gas pipeline relocation must be initiated immediately because of the lead time required for Columbia Gas to mobilize, procure materials, and assemble crews. The developer

has expressed a desire to open both dealerships by January 1, 2028. Mr. Gasior stated that if Council acts on the Ordinance the following Monday, they would be able to make the required down payment, and Columbia Gas could begin mobilization and potentially commence physical work on the pipeline within four months.

Mr. Cummins confirmed that Mr. Gasior's summary was accurate. Mr. Presley confirmed that \$1,950,000 has been set aside and is available in the fund for the gas line relocation.

Mr. Fischer asked whether the approximately \$1.7 to \$1.95 million cost of the pipeline relocation is a separate matter from the developer assessment. Mr. Cummins confirmed that the two are separate. He explained that the developer, R7 Motors, agreed under the framework of Ordinance No. 34-26 to participate in assessments for the eventual Chester Road widening project, and that the methodology for calculating those assessments—based on front footage, proportional to the total project cost—was established in that earlier agreement. Mr. Cummins drew a parallel to the prior Chester Road widening from Walmart to Jaycox Road, which also involved an assessment project with ground rules established in advance. He clarified that when the full roadway widening project is undertaken, property owners on both sides of Chester Road would be subject to assessment under that methodology, and that R7 Motors has already agreed to its share—meaning there would be no need for a contested assessment equalization board proceeding with the developer. Mr. Gasior noted he could provide Council with the one-page formula from the agreement showing how the assessment calculation would work.

Mr. Fischer also asked about the geographic scope of the pipeline relocation. Mr. Cummins indicated it was approximately 2,100 lineal feet. He clarified that the relocation begins slightly east of Jaycox Road, where the existing line is currently on the north side of Chester Road. At approximately the point of the former Connolly landscape barns, the line shifts to the south side, which is where the relocation work begins. The new line will traverse along what was once the driving range property, cross beneath Heider Ditch, and continue along the Petitti Garden Center frontage, tying back into the existing gas main at the eastern property line of the Petitti Garden Center parcel.

Mr. Fischer asked whether further gas line work would be needed between the Petitti Garden Center property and Nagel Road. Mr. Cummins indicated that the gas line in that area does not appear to conflict with the anticipated widening, noting that much of the utility work in that corridor was addressed during the I-90 interchange project, where utilities were placed in positions intended to be permanent. He did not anticipate gas line work near the Jenne, Inc. property at the corner of Nagel Road. Mr. Gasior corroborated this, explaining the general legal principle that gas lines in private easements must be relocated at the City's expense when public improvement projects require it, while lines in the public right-of-way must be moved by the utility company at their own cost—a principle that had applied in the I-90 interchange project and in the earlier Bendix-area Chester Road widening as well.

8. REPORTS AND COMMENTS

MAYOR JENSEN was absent

COUNCIL MEMBERS:

MS. BERGES, AT LARGE, had no comments.

MRS. DEMALINE, WARD 1, had no comments.

MS. ETIENNE, WARD 2, had no comments.

MR. MOORE, WARD 3, notified Council that he would be absent from the following Monday's Regular Council meeting, as he would be out of town for college visits with his son. He indicated he would return for the July meetings.

MS. PATTON, AT LARGE, had no comments.

MR. RADCLIFFE, WARD 4, was absent.

MR. FISCHER, AT LARGE, had no comments.

DIRECTORS/ADMINISTRATION:

MR. CUMMINS, CITY ENGINEER, reported that Mayor Jensen met with North Ridgeville's Mayor Corcoran the prior week, and that the two Mayors reached an agreement to proceed with a resurfacing of Mills Road along its complete length, both the Avon section and the North Ridgeville section—totaling approximately 20,000 lineal feet. It was agreed that the City of Avon be designated as the lead agency for the project. Chagrin Valley Engineering was identified to prepare the plans. Mr. Cummins indicated that in the coming weeks, likely in July, Council would see an Ordinance establishing a cooperation agreement between the two cities, as well as an eventual authorization to bid. He emphasized that the project is a straightforward mill-and-fill: no widening, no drainage work, just milling the existing surface, repairing the subbase where necessary, and repaving. He acknowledged that the corridor would need more comprehensive attention at some future point, but that this approach represents what the two cities have agreed to undertake at this time. He expressed the intention to bid the project in July, potentially award it at the August Regular Meeting of Council, and begin construction in September or October, though he acknowledged pricing and contractor availability late in the season are unknown.

MS. FECHTER, PLANNING/ECONOMIC DEVELOPMENT COORDINATOR, had no comments.

MR. GASIOR, LAW DIRECTOR, followed up to Mr. Cummins' comments regarding North Ridgeville, noting that North Ridgeville typically requires three readings on its legislation. He expressed hope that North Ridgeville would recognize the urgency of completing the work in the current construction season and pass the cooperation agreement by emergency. He noted that the target is to bring the agreement before Avon City Council by July 13, go out to bid shortly thereafter, and potentially award a bid at the August Regular Meeting of Council. He acknowledged the scheduling would be tight.

Mr. Fischer indicated that he would reach out to North Ridgeville's Council President to assess their timeline before bending over backwards on Avon's side.

MR. PRESLEY, FINANCE DIRECTOR, had no comments.

MR. STREATOR, SAFETY DIRECTOR/PUBLIC SERVICE DIRECTOR, had no comments.

AUDIENCE:

There were no comments from the audience.

9. ADJOURN: 8:17 P.M.

There being no further business, the Work Session of Council was adjourned.

PASSED: _____

SIGNED BY: _____
Brian Fischer, Council President

ATTEST: _____
Barbara Brooks, Clerk of Council