



CITY OF AVON

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REGULAR MEETING MINUTES AVON PLANNING COMMISSION OCTOBER 15, 2025, 7:00 P.M. CITY HALL COUNCIL CHAMBERS

The regular meeting was called to order by Chair Witherspoon at 7:00 p.m. in Council Chambers.

PUBLIC HEARINGS

1. **Westside Pancake Company, 37500 Colorado Avenue, Special Use Permit**

Bramhall Engineering on behalf of the Westside Pancake Company is requesting a positive recommendation to City Council for the addition of a 360 sq. ft. outdoor seating area.

The Chair opened the public hearing at 7:00 p.m.

There were no comments from the audience.

The Chair closed the public hearing at 7:00 p.m.

2. **Referral to City Council: Approval of Stormwater Management Requirements**

Per Article, VII, Planning Commission (D) Mandatory Referral of the Charter, Avon Planning Commission is recommending City Council approval for the updates to the Stormwater Management Requirements for the City of Avon pursuant to Chapter 1050, 1052 and 1053 of the Codified Ordinances.

The Chair opened the public hearing at 7:00 p.m.

There were no comments from the audience.

The Chair closed the public hearing at 7:01 p.m.

3. **Referral to City Council: Amend Planning and Zoning Code**

Per Article, VII, Planning Commission (D) Mandatory Referral of the Charter, Avon Planning Commission is requesting approval from City Council to correct the Planning and Zoning Code, Chapter 1280.05(II) – Minimum Lot and Yard Regulations for Special Uses in Nonresidential Districts- Raising of animals for medical experimentation; raising of furbearing animals for commercial purposes; commercial dog kennels; animal boarding to include zoning districts C-3, C-4 and M-2, in addition to the stated M-1.

The Chair opened the public hearing at 7:01 p.m.

There were no comments from the audience.

The Chair closed the public hearing at 7:02 p.m.

ROLL CALL

Present: Bryan Jensen, Mayor, Corey Barnes, Scott Radcliffe, Carolyn Witherspoon, Chair.
Staff: Jill Clements, Zoning Enforcement Officer, Ryan Cummins, City Engineer, Pam Fechter, Econ. Dev./Planning Coordinator, John Gasior, Law Director, Duane Streater, Safety Director, Susan Pintz, Planning Commission and Zoning Secretary.

Absent: Bill Fitch

REVIEW & CORRECTION OF MINUTES

Mr. Radcliffe moved, seconded by Mayor Jensen, to approve the minutes of the regular meeting held on September 17, 2025, and approve the minutes as published. The vote was "AYES" all. The Chair declared the motion passed.

REPORTS & CORRESPONDENCE

None

ADDITIONS & DELETIONS

Ms. Fechter, Planning Coordinator, requested Item number 2 (Nick Rak, Detroit Road, Lot Split) and Item 3 (Nick Rack, Detroit Road, Flag Lot, Special Use Permit) be deleted from the agenda at the Applicant's request.

Item 14 (Referral to City Council: Amend Planning and Zoning Code) be deleted from the agenda at the Planning Coordinator's request.

Chair Witherspoon called for a motion to delete Item 2 and Item 3 at the Applicant's request and Item 14 to be deleted at the Planning Coordinator's request.

Mr. Radcliffe moved, seconded by Mayor Jensen, to delete Items 2 and 3 at the Applicant's request and Item 14 to be deleted at the Planning Coordinator's request. The vote was "AYES" all. The Chair declared the motion passed.

Mr. Radcliffe moved, seconded by Mayor Jensen, to accept the agenda as amended. The vote was "AYES" all. The Chair declared the motion passed.

1. Paul and Jaclyn Marvin, 3276 Nagel Road, Special Use Permit, PL20250048

Paul and Jaclyn Marvin on behalf of Ruth Keller are requesting a positive recommendation to City Council for approval to create a Special Use Permit for the purposes of housing livestock. First Presentation held on September 17, 2025.

Mayor Jensen reported the situation with the Marvins has been resolved. He explained that the Marvins had moved the area where the goats were stored, and the surrounding residents were now pleased with the arrangements. All the parties met and have agreed to an acceptable resolution. Mayor Jensen noted that sometimes a Special Use Permit allows the public to see what will happen in an area and have input, though the city cannot restrict or stop something from happening if it meets all requirements (Exhibit 1-Marvin drawing).

Mayor Jensen elaborated that this instance demonstrated the importance of ensuring that all requirements are met to maintain accord within the community. Mayor Jensen confirmed that the application does fit all requirements and adjustments have been made to address any concerns from the residents and ensure all parties are satisfied. He commended the Marvins for their cooperation

and the positive resolution of the situation. Mayor Jensen suggested that a vote take place to recommend this project proceed to City Council.

There were no other comments.

Mr. Raccliffe moved, seconded by Mayor Jensen, to suspend the rules. The vote was: "AYES" all. The Chair declared the motion passed.

Mr. Radcliffe moved, seconded by Mayor Jensen, to approve a positive recommendation to City Council for approval to create a Special Use Permit for the purposes of housing livestock. The vote was: "AYES" all. The Chair declared the motion passed.

2. Nick Rak, Detroit Road, Lot Split, PL20250049

Nick Rak is requesting approval of a Lot Split of 17.6834 acres to create a Flag Lot of 5.00 acres and a remainder parcel of 12.638 at PPN 04-00-002-102-243. First Presentation held on September 17, 2025.

Item deleted at the Applicant's request.

3. Nick Rak, Detroit Road, Flag Lot, Special Use Permit, PL20250050

Nick Rak is requesting a positive recommendation to City Council for approval to create a Special Use Permit for a Flag Lot (5.00 acres) from the Lot Split of PPN 04-00-002-102-243 on Detroit Road west of Long Road. First Presentation held on September 17, 2025

Item deleted at the Applicant's request.

4. R7 Motors, Chester Road and Jaycox Road, General Development Plan, PL20250051 First Presentation

Vocon, Inc., on behalf of R7 Motors, Inc., is requesting approval of the General Development Plan for a new Mercedes Benz and Porsche automotive dealership to be located at the southwest corner of Chester Road and Jaycox Road. First Presentation held on September 17, 2025.

Denver Brooker, Architect and Principal of Vocon, Inc. 3142 Prospect Avenue E, Cleveland, Ohio 44115.

Mr. Brooker is representing R7 Motors and stated that they had presented the project last month regarding the intention to build a new Mercedes Benz dealership and a new Porsche dealership on the southwest corner of Chester Road and Jaycox Road. He advised that plans were moving forward with no changes since the last presentation, and they were seeking General Development Plan approval.

Ms. Fechter, Planning Coordinator, stated all staff comments have been addressed and would recommend approval.

Mr. Cummins, City Engineer, made no comments.

Mr. Barnes asked about the size of the development, noting it appeared to have a formidable number of parking stalls. He asked how this compared to other dealerships.

Mr. Brooker explained that their existing dealerships are located on Lorain Road in North Olmsted. The Mercedes Benz operation is currently split across two buildings and utilizes just under 800 spaces on a constrained site. He noted that based on current volume, Mercedes Benz requires just under 800 cars,

and the plan includes around 900 spaces to allow for continued growth. Similarly, Porsche requires just under 200 stalls, and the plan provides more than that to accommodate anticipated growth at the more visible new location.

There were no other comments.

Mr. Radcliffe moved, seconded by Mayor Jensen, to suspend the rules. The vote was: "AYES" all. The Chair declared the motion passed.

Mr. Radcliffe moved, seconded by Mayor Jensen, to approve the General Development Plan for a new Mercedes Benz and Porsche automotive dealership to be located at the southwest corner of Chester Road and Jaycox Road. The vote was: "AYES" all. The Chair declared the motion passed.

5. Avon MOB Self Storage LLC, Rose Parkway/Avon Commerce Parkway, Extension of General Development Plan, PL20240054

Marc Strauss of Chamberlin-Avon Real Estate, LLC, on behalf of Avon MOB Self Storage LLC, is requesting a six (6) month extension of the General Development Plan approval originally granted on November 6, 2024. Plan includes the future construction of a 47,750 sq. ft. Medical Office Building, along with the future development of a 4.7-acre roadway extension of Rose Parkway and a portion of Avon Commerce Parkway, located off Health Campus Boulevard (PPN: 04-00-028-101-114).

Ms. Fechter, Planning Coordinator, stated although Mr. Strauss was absent because of traffic delays, she elaborated on the project's potential impact and strategic significance, particularly in light of the Cleveland Clinic's planned expansion, which has sparked growing interest and development inquiries in the vicinity. This interest underscores the area's anticipated growth and the extension's role in facilitating forthcoming developments. Therefore Mr. Strauss is requesting a 1-year approval extension. Ms. Fechter inquired if a vote should take place in Mr. Strauss's absence or wait for Mr. Strauss's arrival.

Mayor Jensen expressed no need to wait for Mr. Strauss's arrival, as extensions are typical unless they overlap significantly.

Ms. Fechter mentioned the time extension aligns with city codes permitted for general development plans.

Mr. Barnes raised a concern, expressing curiosity about the initial expiration date of the plan's approval.

Ms. Fechter noted the applicant's timely request and confirmed that the extension would be granted just before the initial plan approval expiration date of November 6, 2024. The extension approval would be valid 1 year from today's date.

Mr. Radcliffe moved, seconded by Mayor Jensen, to suspend the rules. The vote was: "AYES" all. The Chair declared the motion passed.

Mr. Radcliffe moved, seconded by Mayor Jensen, to approve a one (1) year extension of the General Development Plan originally granted on November 6, 2024. Plan includes the future construction of a 47,750 sq. ft. Medical Office Building, along with the future development of a 4.7-acre roadway extension of Rose Parkway and a portion of Avon Commerce Parkway, located off Health Campus Boulevard (PPN: 04-00-028-101-114). The vote was: "AYES" all. The Chair declared the motion passed.

6. Emerald Event Center, 33040 Just Imagine Drive, General Development Plan, PL20250059

AP Hospitality LLC is requesting approval of the General Development Plan for a 6,500 sq. ft. expansion of the Emerald Event Center at 33040 Just Imagine Drive.

Jim Garish, AP Hotel Hospitality, 2001 Crocker Road, Westlake, Ohio 44145

Steven Barry, Architect, 374 Boardman Poland Road, Youngstown, Ohio, 44512

Mr. Garish and Mr. Barry presented the plan. Mr. Garish explained they developed and opened the current Emerald Event Center in 2017 on the northeast corner of Just Imagine Drive and Nagel Road, in conjunction with the 116-room Residence Inn. He noted the venue has been very successful, turning away approximately 40 events already this year due to size limitations (Exhibit 1-Emerald Event Center drawing).

Mr. Garish described their plan to expand the event center by approximately 6,500 square feet to the west of the current facility. He also mentioned plans to develop a 119-room hotel to the west of that, which would be presented at a future meeting.

Ms. Fechter asked for confirmation that the new facility would be connected to the current one.

Mr. Garish explained that with the expansion, the venue could accommodate 400-450 people for banquets. The expansion would also include corporate breakout spaces and a bridal party room on the second floor with a grand staircase and balcony for photographs and adding that there would be connections on both the first and second floors to the proposed hotel. He noted the event center has been rated one of the top event centers in the area.

Mr. Radcliffe sought clarification on the consistency of the design with the existing building.

Mr. Garish referred to the rendering on the screen, stating that the expansion would match exactly the current events center. He added that the design consistency was a priority to ensure a seamless integration with the existing structure, maintaining the aesthetic appeal that has been well received. This comprehensive strategy aims to match the successful reputation of the existing center while addressing the constraints of space that have previously led to turning away business.

Mayor Jensen asked about the estimated cost of the expansion.

Mr. Garish replied that it would be between \$1.7 million and \$2 million investment.

Ms. Fechter noted that all staff comments had been addressed, and they were looking forward to receiving the full engineering drawings.

Mr. Cummins, City Engineer, made no comments.

There were no other comments.

Mr. Radcliffe moved, seconded by Mayor Jensen, to suspend the rules. The vote was: "AYES" all. The Chair declared the motion passed.

Mr. Radcliffe moved, seconded by Mayor Jensen, to approve the General Development Plan for a 6,500 sq. ft. expansion of the Emerald Event Center at 33040 Just Imagine Drive. The vote was: "AYES" all. The Chair declared the motion passed.

7. Dollar Tree, 1328 Center Road, Final Development Plan, PL20250052

Bramhall Engineering on behalf of Elcan and Associates is requesting approval of the Final Development Plan for the construction of a 9,991 sq. ft. building at 1328 Center Road.

Aaron Appell, Bramhall Engineering, 801 Moore Road, Avon, Ohio, 44011

Richard Ogburn, Elkin and Associates, 2862 Dolphin Street, Mobile, Alabama, 36606

Mr. Appell and Mr. Ogburn presented the plan. Mr. Appell described the site will be on the west side of State Route 83, just north of Discount Tire and south of O'Reilly Auto Parts. He noted that no drive access is proposed off State Route 83; the only access would be from the private access road to the west. The plan included a proposed 41 parking stalls (Exhibit 1-).

Mr. Radcliffe inquired about the architectural compatibility with neighboring buildings.

Mr. Ogburn highlighted that this prototype of a Dollar Tree is unique compared to the typical franchises that were seen in the past, featuring wood panels which are the darker areas in the design. Additionally, it sports a cream or tan color on the rest of the structure, distinctively enhancing its visual consistency with other nearby buildings, yet standing out as an updated prototype for the brand.

Mr. Radcliffe asked how the building's design integrates with surrounding structures, specifically noting the separate storage area at the rear designed for warehousing operations, with semis accessing it from the private road.

Mr. Appell added that the design for the building was intended to complement the architectural style of surrounding buildings, ensuring cohesion with the adjoining structures. He elaborated that the building's style is notably similar to the neighboring Discount Tire building, though it introduces a newer model look. Large vehicles such as trucks will have access to the rear of the building.

Ms. Fechter mentioned the city had asked for cross-access with O'Reilly Auto Parts, allowing for enhanced connectivity between the properties. This was particularly crucial since there is no direct access from State Route 83 to the Dollar Tree site. Achieving cross-access with O'Reilly Auto Parts facilitates ease of movement for both vehicles and future patrons, which aligns with the city's goals of ensuring smooth traffic flow and increased accessibility within the commercial area. The cross-access agreement should contribute to minimizing congestion and optimizing the logistics of both businesses, thus benefiting the entire community.

Ms. Fechter noted that all staff comments had been addressed. She requested contingent approval while they continued to work through some agreements that were established when the subdivision was originally created. She emphasized that these agreements needed revisiting to ensure compliance with current standards and requirements. She reassured the commission that these procedural matters would not alter the building concept in any way, asserting that the architectural design and site layout would remain as planned without any changes affecting the overall aesthetic or functional use of the proposed structure.

Mr. Cummins, City Engineer, also recommended contingent approval subject to final engineering, noting a couple of minor engineering comments remained after the latest submission.

There were no other comments.

Mr. Radcliffe moved, seconded by Mayor Jensen, to suspend the rules. The vote was: "AYES" all. The Chair declared the motion passed.

Mr. Radcliffe moved, seconded by Mayor Jensen, to approve the Final Development Plan for the construction of a 9,991 sq. ft. building at 1328 Center Road contingent upon final engineering and legal approval. The vote was: "AYES" all. The Chair declared the motion passed.

8. JFL Enterprises and MTA Inc. 35510 and 35520 Schneider Court, General Development Plan, PL20250055

Bramhall Engineering on behalf of JFL Enterprises, Inc. (Just for Laughs) and MTA Inc. (Midwest Transatlantic Lines) are requesting approval of the General Development Plan for construction of 2 buildings at 35510 and 35520 Schneider Court.

Aaron Appell, Bramhall Engineering, 801 Moore Road, Avon, Ohio, 44011

Joe Meno, JFL Enterprises, 4900 Train Avenue, Cleveland, Ohio 44102

Tom Lazzaro, Midwest Transatlantic Lines, Inc., 1230 West Bagley Road, Berea, Ohio 44017

Robert Nair, Midwest Transatlantic Lines, Inc., 1230 West Bagley Road, Berea, Ohio 44017

Mike Bosetti, Soltis Design, Delaware, Ohio

Mr. Meno, representing JFL Enterprises, along with Mr. Lazzaro and Mr. Nair of MTA, Inc., and Mr. Bosetti, Soltis Design and Mr. Appell of Bramhall Engineering, presented their joint development plan for Schneider Court.

Ms. Fechter noted that coordinating two projects on one site with multiple participants was both challenging and exciting, indicating positive growth and development in the area of Schneider Court.

Mr. Appell explained that the project involved joint development, initially presented to the commission in May for a Lot Split. At that time, the project was contingent on providing access easements, which now with the site plans, have been finalized. According to the plan, JFL would occupy the front of the site near Schneider Court, while MTA would be at the rear of the site. Each building would have its own parking facilities, truck docks, and primarily separate utilities, although some storm water management would be shared and addressed through an agreement (Exhibit 1 JFL-MTA drawing).

Ms. Fechter inquired about the specific nature of the businesses.

Mr. Meno explained that JFL Enterprises, also known as Just For Laughs, is a general merchandise company that holds between five to seven patents related to innovative candles and toys for events. A recent development for the company was the acquisition of national exclusive distribution rights for a Dip and Dots candy line, which would be packaged in their new facility. JFL plans to consolidate three existing warehouses from different parts of the country into their new permanent location in Avon. He highlighted that JFL is a family business founded in 2001 and operated by him and his brother, who initially started the company with their parents. He noted that this expansion is another step in the company's growth.

Mr. Lazzaro detailed that MTA, or Midwest Transatlantic Lines, serves as an international freight forwarder, a U.S. customs broker, and a 3PL logistics service provider. The new property in Avon represents a significant expansion of their business operations, which includes the establishment of a foreign trade zone to support local manufacturing processes which are currently located in Berea, but the plan is to expand into Avon. MTA began its operations in 1980, and in 2021, it transitioned into a 100% employee-owned company (ESOP), a move that aligns with their strategic expansion and growth.

Ms. Fechter clarified that JFL's building is projected to cover 60,000 square feet, with provisions for future expansion, and would employ approximately 20 people. In contrast, MTA's building would span 150,000 square feet, also with room for future expansion, and would house about 25 employees.

Mr. Ratcliffe sought confirmation that both buildings would function as warehousing and office spaces rather than production facilities, with JFL slated to conduct some packaging operations.

Mr. Meno indicated his business has about 90 percent of warehousing with no production but will be doing some packaging.

Mr. Radcliffe was satisfied with Mr. Meno's response.

Ms. Fechter reported that all comments regarding the General Development Plan had been addressed and that she recommended its approval.

Mr. Cummins, City Engineer, confirmed that he had no further comments, indicating that the proposed plans aligned well with requirements and expectations set forth by the planning commission.

There were no other comments.

Mr. Radcliffe moved, seconded by Mayor Jensen, to suspend the rules. The vote was: "AYES" all. The Chair declared the motion passed.

Mr. Radcliffe moved, seconded by Mayor Jensen, to approve the General Development Plan for construction of 2 buildings at 35510 and 35520 Schneider Court. The vote was: "AYES" all. The Chair declared the motion passed.

9. JFL Enterprises and MTA Inc. 35510 and 35520 Schneider Court, Final Development Plan, PL20250056

Bramhall Engineering on behalf of JFL Enterprises, Inc. (Just for Laughs) and MTA Inc. (Midwest Transatlantic Lines) are requesting approval of the Final Development Plan for construction of a 60,000 square foot building and a 150,000 sq. ft. building, associated parking lots, stormwater management facilities and utilities.

Aaron Appell, Bramhall Engineering, 801 Moore Road, Avon, Ohio, 44011

Joe Meno, JFL Enterprises, 4900 Train Avenue, Cleveland, Ohio 44102

Tom Lazzaro, Midwest Transatlantic Lines, Inc., 1230 West Bagley Road, Berea, Ohio 44017

Robert Nair, Midwest Transatlantic Lines, Inc, 1230 West Bagley Road, Berea, Ohio 44017

Mike Bosetti, Soltis Design, Delaware, Ohio

Ms. Fechter requested contingent approval, highlighting that they had only recently received some easement agreements earlier that day, which required thorough review. Additionally, she noted that a few staff comments remained outstanding and needed to be addressed before final approval could proceed (Exhibit 1 JFL-MTA-Drawing-Rendering).

Mr. Cummins, City Engineer, echoed the need for contingent approval, emphasizing that several engineering comments were still under review. He pointed out that these included examining the easement agreements to ensure they met the necessary requirements.

Both Ms. Fechter and Mr. Cummins wanted to ensure that all details were thoroughly evaluated to guarantee compliance and indicating a collaborative approach to resolving any pending issues.

The aim was to ensure a smooth process moving forward once all contingencies and conditions have been satisfactorily resolved.

There were no other comments.

Mr. Radcliffe moved, seconded by Mayor Jensen, to suspend the rules. The vote was: "AYES" all. The Chair declared the motion passed.

Mr. Radcliffe moved, seconded by Mayor Jensen, to approve the Final Development Plan for construction of a 60,000 square foot building and a 150,000 sq. ft. building, associated parking lots, stormwater management facilities and utilities contingent on final engineering approval and final easement agreement submission. The vote was: "AYES" all. The Chair declared the motion passed.

10. Westside Pancake Company, 37500 Colorado Avenue, Final Development Plan, PL20250053

Bramhall Engineering on behalf of the Westside Pancake Company is requesting approval of the Final Development Plan for a 7,222 sq. ft. building addition, including interior renovations, parking lot and landscaping improvements.

**Aaron Appell, Bramhall Engineering, 801 Moore Road, Avon, Ohio, 44011
Steven Schuster, 37500 Colorado Avenue, Avon, Ohio 44011**

Mr. Shuster and Mr. Appell presented the project for the former Smith Catering building located on the east side of State Route 611 between Carlisle and Harvest Drive. Mr. Appell explained that the existing building would be retrofitted, totally remodeled, and expanded with a brand-new entrance. The site would have a significant parking lot expansion, a new stormwater management basin system, and storm sewer upgrades as required (Exhibit 1 Westside Pancake Drawing-Rendering).

Mr. Appell stated the project was presented to the BZA on October 1, 2025, requesting permission for the variances of the existing building setback and proposed parking setbacks. The project includes an outdoor patio, as they had applied for a Special Use Permit for this feature, along with a covered outdoor area resembling a sunroom porch seating area. Mr. Appell explained the covered patio area would have windows that open like garage doors but would be screened. The rendering displayed showed the planned retrofit, which would make it hard to distinguish between the existing and new building once completed.

Mr. Radcliffe inquired if there was an existing silo on the property.

Ms. Fechter replied the silo is further down the road. Stack Heating is next door to the proposed Westside Pancake House site. She stated the renovation of the building will be an enormous change to the building and the area. Ms. Fechter noted that the building was using some of the setbacks from old Colorado Avenue. She requested contingent approval to implement a revocable use permit to prepare for any unforeseen changes 20-30 years down the road, even though there were no current plans to widen Colorado Avenue. Ms. Fechter added that the applicant's engineer had consulted with the fire department, who appreciated having the drive in the front for better building access.

Mr. Cummins, City Engineer, echoed this concern, emphasizing that if the roadway was ever widened, the existing right-of-way area currently being used for an access driveway could be severely impacted or have to be removed without compensation.

Mayor Jensen expressed appreciation for Mr. Schuster's investment in Avon and noted the transformation of the old building into a new establishment. He cited ongoing improvements along Colorado Avenue, such as a doggie daycare and a furniture store, as indicative of positive developments in the area creating an inviting community atmosphere. He expressed looking forward to eventually enjoying breakfast at the new establishment and jokingly encouraged them to expedite construction.

Ms. Fechter added that this would be Mr. Schuster's second location, with his first being the successful Sandusky Pancake House on the main roadway in Sandusky.

Mr. Barnes asked about the covered patio area and if it would be open air in the summer.

Mr. Schuster explained it would be enclosed with screens on the windows that open.

Mayor Jensen asked how many employees he would have.

Mr. Schuster mentioned that on his busiest shifts of the week, he has 45 employees working at one time, with a total staff of about 90.

Mr. Barnes inquired about the large amount of parking on the site relating to the size of the building and asked if there were any future expansion plans.

Mr. Schuster confirmed that the large parking lot is necessary due to high customer volume, similar to what they experience in Sandusky where they have Meijer for overflow parking. At the new Avon location, they would provide their own overflow parking.

There were no other comments

Mr. Radcliffe moved, seconded by Mayor Jensen, to suspend the rules. The vote was: "AYES" all. The Chair declared the motion passed.

Mr. Radcliffe moved, seconded by Mayor Jensen, to approve the Final Development Plan for a 7,222 sq. ft. building addition, including interior renovations, parking lot and landscaping improvements contingent upon final engineering approval, legal approval and submission of permits. The vote was: "AYES" all. The Chair declared the motion passed.

11. Westside Pancake Company, 37500 Colorado Avenue, Special Use Permit, PL20250054

Bramhall Engineering on behalf of the Westside Pancake Company is requesting a positive recommendation to City Council for the addition of a 360 sq. ft. outdoor seating area.

There were no comments.

Mr. Radcliffe moved, seconded by Mayor Jensen, to suspend the rules. The vote was: "AYES" all. The Chair declared the motion passed.

Mr. Radcliffe moved, seconded by Mayor Jensen, to approve a positive recommendation to City Council for the addition of a 360 sq. ft. outdoor seating area. The vote was: "AYES" all. The Chair declared the motion passed.

12. Preserve at Riegelsberger, Riegelsberger Road and Center Road, Preliminary Plat, PL20230054

Polaris Engineering on behalf of Drees Homes is requesting approval of the Preliminary Plat for a residential subdivision consisting of 69 single family homes at the northeast corner of Riegelsberger Road and Center Road (PPN 04-00-014-107-023, 024 and 268). First Presentation held on August 20, 2025.

Tony Moore, Avon City Council Ward 3, 36536 Kensington Drive, Avon, Ohio 44011

Mr. Moore expressed strong concern about the proposed development by Drees Homes during the meeting. He appreciated the City's efforts to encourage thoughtful growth but emphasized specific key issues and challenges associated with the site, particularly regarding drainage, terrain, and environmental sensitivity. Mr. Moore underscored the importance of a thorough review before final approval to ensure that the development does not adversely affect the existing community and environment.

Mr. Moore highlighted the geographical challenges noting that the proposed site is positioned within a low-lying area that naturally channels runoff toward French Creek and Veterans Park. He warned that transforming this open land with roads and rooftops could escalate runoff volumes, exacerbating downstream flooding risks, an issue that residents have already faced following recent heavy rain events. Mr. Moore stressed that the site, historically serving as a natural stormwater buffer, is perceived as increasing these flooding risks for adjacent properties if converted to built-up areas, a concern amplified by ongoing adverse weather patterns.

Mr. Moore also highlighted the presence of wetlands and hydric soils in the area, emphasizing their critical role in natural flood management and filtration. He cautioned that engineered systems might not fully replicate these natural functions, raising concerns about long-term maintenance issues related to soil stability and drainage if development proceeds on such saturated soils.

Additionally, Mr. Moore extended his concern to the already strained traffic conditions at the intersections of State Route 83 and Riegelsberger Road, as well as Jaycox Road and Riegelsberger Road, expressing that the addition of 69 homes could exacerbate traffic congestion and increase safety risks for nearby residents.

Mr. Moore advocated for a proactive approach that assesses how multiple developments collectively impact infrastructure. He urged the city and planners to conduct independent hydrologic and environmental assessments, prioritizing the protection of residents and the land that already safeguards them. Mr. Moore stated that while he supports growth and progress within the city, it must be executed with consideration for the existing community's stability and safety. He called for precise and comprehensive study-backed arguments to support or challenge the plan, thereby ensuring that Avon's future is not compromised for immediate developmental interests. He emphasized that he does not support this project. He expressed the vital need for traffic studies, particularly at strained intersections, to ensure safety for existing neighborhoods, citing the risks posed by potential increases in traffic volumes. Recommending a cautious yet thorough analysis, Mr. Moore's appeal reiterated the precedence of residents' safety over unchecked development, advocating for developments that harmonize with Avon's sustainable growth objectives.

Jeff Schultz, 35910 Hanamar Drive, Avon, Ohio 44011

Mr. Schultz noted significant concerns related to water accumulation in retention ponds located south of Riegelsberger Road following rainfall. He emphasized the potential risk of basement flooding in existing homes, drawing attention to the ongoing issues which residents face due to recent heavy rain events. Mr. Schultz pointed out that the land historically served as a natural stormwater buffer and converting it into developed land may exacerbate these flooding risks. By emphasizing the vital role of

such natural flood management, he aligned his concerns with others who fear the engineered solutions may not replicate these functions adequately.

Mr. Schultz elaborated on the growing concern regarding traffic safety on Hanamar Drive, a single-entry residential street, which has remained unchanged for over two decades. He noted with various children playing outside, the development would likely alter the residential dynamics, as the new layout could provide a short-cut for drivers aiming to bypass the heavily congested State Route 83 and Riegelsberger Road intersection. This prospect of increased traffic threatens to disrupt the longstanding sense of community safety and tranquility that has defined Hanamar Drive, intensifying resident concerns over adequate safety measures and preventive actions that need to be considered in the planning stages to mitigate these potential risks.

Chad Makar, 35909 Hanamar Drive, Avon, Ohio 44011

Mr. Makar also voiced apprehension about the potential influx of traffic, particularly emphasizing the problematic nature of making left turns onto Hanamar Drive from southbound State Route 83. This situation, he argued, could be further exacerbated by the new design, which might lead drivers to use Hanamar Drive as a shortcut to avoid the congested intersection of State Route 83 and Riegelsberger Road. He mentioned that with more than two cars attempting to turn left into Hanamar Drive, traffic could back up onto State Route 83, making it increasingly dangerous due to the tight space and oncoming traffic. Additionally, he pointed out the pre-existing challenges of narrow lanes that might not accommodate increased vehicular flow safely, especially considering the high pedestrian activity due to numerous children playing in the area. Mr. Makar's concerns highlighted that the increased traffic volume could compromise children's safety and disrupt the quiet nature of their residential area. Furthermore, the community's worries extended to the impact of potential overflows from the ponds. As concerns about safety grew, residents suggested that the city should consider strategic planning solutions, such as possibly redesigning intersections or implementing measures to slow down the traffic, ensuring safe conditions for both vehicles and pedestrians.

Noel Templeton, 35929 Hanamar Drive, Avon, Ohio 44011

Mr. Templeton observed that the plat drawing did not illustrate existing ponds on Hanamar Drive and questioned mitigation strategies should these ponds become overwhelmed. He noted the presence of a ditch separating properties that could backflow into those ponds, further threatening their storm sewer infrastructure and resulting in potential basement flooding.

Mr. Cummins, City Engineering, addressed concerns by clarifying that although the specific page did not show the ponds, they were included on other plan pages. He acknowledged that the applicant and engineer were actively collecting additional survey data to validate elevation concerns. The focus was on ensuring that no issues would arise with the flow into the common ditch. He elaborated that the analysis needed to include the flow from both the applicant's ponds and the existing ponds into the common ditch, ensuring there was no detrimental backflow impact on the adjacent properties. Mr. Cummins emphasized the applicant's responsibility to produce survey information and calculations to demonstrate that the development would not negatively affect the neighboring areas, thus justifying the need for thorough survey data collection and careful evaluation before proceeding.

Mr. Templeton pressed for confirmation about the readiness to approve the project without complete data, pointing out his hesitation in endorsing approval that evening.

Mr. Cummins agreed, stating his disfavor for proceeding with the approval without complete data, emphasizing that it was the applicant's responsibility to demonstrate that their plans wouldn't adversely impact neighboring properties. He underscored the need for the developer to provide sufficient evidence, as they have yet to meet this requirement. Mr. Cummins highlighted the importance of collecting additional survey data to validate concerns about elevation changes and flow

impacts on the common ditch. He acknowledged that while enough survey information hadn't been presented yet, efforts to gather this data were ongoing to ensure a thorough review and guarantee that the development plan adequately addresses potential drainage and flooding issues affecting neighboring areas.

Mr. Templeton asked if the property is located in a floodplain.

Mr. Cummins responded that the floodplain is associated with French Creek itself, but it does flow over into this property if it reaches a certain elevation and then flows to the west. He explained that the floodplain doesn't flow directly back to French Creek but rather moves towards the Creek area. He indicated that the current focus is on ensuring that the analysis accurately reflects how much of the drainage is diverted to the west versus how much remains and flows back to French Creek. Mr. Cummins emphasized that they are requiring the developer to provide thorough calculations and modelling to effectively manage the floodplain impact and ensure adequate compensatory storage, which involves removing two shovelfuls of dirt for everyone added to the floodplain, a crucial part of FEMA regulations.

Ashley Carey, 36034 Wyndemere Way, Avon, Ohio 44011

Ms. Carey highlighted concerns about traffic speed past her residence, particularly during morning rush hours, which are in excess of the 45-mph speed limit, and inquired about mitigative measures amidst the neighborhood expansion. She specifically mentioned that rapid traffic speeds along the road pose a threat to pedestrian safety, especially to children frequently at play in the area. This concern mirrors broader discussions around the prospective increase in traffic volume due to the new development and the need for proactive measures to address it.

Dave Jaros, 35877 Wyndemere Way, Avon, Ohio 44011

Mr. Jaros voiced his frustrations regarding Avon's development pace over the past five years, expressing concern about the rapid growth. He questioned the necessity of further housing developments, particularly in light of traffic issues already affecting the area. Mr. Jaros mentioned seeing multiple developments underway, like those on opposite sides of Schwartz Road, and noted his unease about the accumulating traffic complications.

Mayor Jensen responded, clarifying that laws protect property owners' rights to develop land as long as they meet codes. He acknowledged the challenges faced by the city in managing growth while balancing the rights of property owners. Mayor Jensen explained that the city is often constrained when developers meet all zoning and building requirements and cited historical instances where the city spent substantial funds, such as purchasing property intended for parks to prevent specific developments. However, he noted that this strategy is not always feasible, and the city must operate within financial limitations.

Mayor Jensen clarified that actual residential construction initiated by the city had been modest, emphasizing that only 30 houses were built in 2025 and 60 in 2024. He highlighted that much of the perceived growth pressure stems from surrounding communities expanding at a rapid pace, resulting in increased traffic and commerce flowing into Avon, as these neighboring areas rely on Avon's shopping facilities.

Furthermore, Mayor Jensen addressed infrastructure concerns, stating that State Route 83 and Detroit Road would remain unchanged because residents had twice voted against Detroit Road's widening. He acknowledged residents' frustration with traffic but emphasized that wider roads are not a desired option according to voter outcomes. Mayor Jensen explained that although the city is proactive in managing traffic improvements, like implementing roundabouts to ease traffic flow, ultimately, roadway expansions are bound by public vote and resources available to the city.

Mayor Jensen emphasized the city's commitment to a strict adherence to legal limits while attempting to strike a balance between managed growth and the preservation of resident quality of life. In doing so, he underlined the importance of collaborative community decision-making, particularly in matters impacting everyday life, traffic regulation, and neighborhood development.

Mayor Jensen addressed the commission, acknowledging that although a vote might not occur this evening, the current presentation is for a Preliminary Plat plan. He clarified that even if the Preliminary Plat plan received approval, a more detailed plan would need to be submitted. This would necessitate proceeding with a more comprehensive review process. This additional step ensures all necessary requirements are adequately addressed before any final decision is made. Mayor Jensen highlighted the importance of in-depth evaluations to maintain community standards and address any potential concerns that have been raised.

Mr. Jaros asked if Drees Homes has purchased the property to be developed.

Mayor Jensen responded that the sale of the property has not been completed and is still owned by the Riegelsberger family. He highlighted the complexities involved in development amidst growth management and elaborated on the legal rights property owners possess to develop their land as long as it complies with established codes. He acknowledged the challenges in halting growth when these requirements are met.

Mr. Jaros then expressed his disappointment with the amount of development and criticized the lack of supporting road infrastructure projects to accommodate this growth. He referred to the ongoing rapid paced development, particularly emphasizing traffic congestion concerns that could be exacerbated by continued residential and commercial expansion.

Mayor Jensen responded by noting that while development is progressing, the city is constrained by the public vote and available resources in attempting to prioritize infrastructure projects. Despite intentions to manage traffic concerns, like past implementations of roundabouts, the roadway expansions remain subject to community vote and funding availability, illustrating a broader strategy balancing resident quality of life with developmental interests.

Mr. Jaros expressed his concerns about the type of businesses being developed, specifically questioning the redundancy of having numerous car washes, banks, and fast-food restaurants within the city. He mentioned that while he doesn't discourage development itself, he is concerned about the sheer number of similar businesses that continuously pop up, leading to a saturation of these services in Avon. His remarks reflected a desire for a more diversified approach to commercial development in the city, one that might attract different types of businesses rather than repeatedly opening the same types of establishments.

Mayor Jensen emphasized that businesses are allowed to establish themselves in the city as long as they comply with existing codes and requirements. He acknowledged that while some residents may have preferences or concerns regarding the types of businesses that are emerging, the city must operate within the framework of these regulations. Businesses that meet these requirements have the right to build and operate within Avon. Mayor Jensen noted that although there might be a concentration of certain types of businesses, such as banks and car washes, the variety and choices reflect the demand and interests of the residents and marketplace dynamics. He further acknowledged that the city could guide development but cannot restrict businesses arbitrarily when they adhere to the city's established regulations and code guidelines.

Mr. Jaros stated that at some point, school levies might not pass, and as a result, young families may not be attracted to Avon, impacting community growth dynamics. This statement reflects broader

concerns about maintaining a vibrant community where educational facilities continue to meet the needs of a growing population.

Mayor Jensen responded by acknowledging that the number of students enrolled in the school system is gradually reducing, which reflects shifting demographic patterns and possibly influencing community structure. He elaborated on this observation by noting that certain limitations are also attributed to the zoning district, affecting the types of housing and infrastructure that can be developed in the area. Mayor Jensen added that while many residents are lifelong community members, Avon has also attracted new residents, some of whom are opposed to additional housing developments. This sentiment from new and established residents presents complexities for local government as they strive to balance growth with preserving the community's character.

Mr. Templeton asked if the zoning committee had ever considered increasing the standard of the lot size to ½ an acre for potential construction to reduce density and improve traffic. He suggested that such a move might discourage development while alleviating some of the issues related to traffic and residential density currently being experienced.

Mayor Jensen explained that the lot size standard had recently been increased, and now a residential lot requires a minimum of 100 feet by 150 feet, totaling 15,000 square feet. Mayor Jensen elaborated that any further increase in parcel size would require approval by a public vote to ensure any changes are consistent and not discriminatory. He mentioned that altering zoning requirements, such as increasing lot size, needs to be carefully balanced against potential legal challenges. Mayor Jensen underscored that uniformity is crucial in zoning regulations to avoid litigation, as any perceived inconsistency could lead to legal disputes.

Chris Ahmed, 35930 Hanamar Drive, Avon, Ohio 44011

Mr. Ahmed expressed his desire to provide additional support to his neighbors and friends regarding the traffic concerns associated with the proposed development. During the meeting, he inquired about how the city plans to address the increased traffic issues that are likely to arise with the addition of new homes in the area. Mr. Ahmed emphasized the need for concrete measures to mitigate the anticipated rise in traffic volume and speed within the neighborhood, which could pose a risk to the safety of families and children residing in the area. He also highlighted the significance of finding effective solutions to prevent the potential traffic congestion and safety hazards that could result from the development, aligning his concerns with those of other residents in advocating for strategic traffic management interventions that maintain the neighborhood's safety and livability.

Mayor Jensen acknowledged that traffic in the area is a significant point of contention and that the city is actively trying to work with the developers to implement a roundabout at State Route 83 and Riegelsberger Road. He discussed development near Hanamar Drive, initially designed with stubs, resulting in just one way in and one way out of the area.

Mayor Jensen recalled a scenario from several years ago when a church intended to develop in that area, but the proposal was ultimately halted due to traffic concerns expressed by local residents. He acknowledged that despite planning efforts, balancing development growth with infrastructure capacity remains an ongoing challenge for the city, especially considering the rights of property owners to develop land in accordance with established codes. The feedback from residents and previous challenges with site development illustrate a broader dynamic faced by municipalities in managing residential density alongside infrastructure enhancements, ensuring the improvements complement local community needs and sustainable urban growth.

Mr. Schultz inquired about specific countermeasures to be implemented for traffic and speeding concerns in the Hanamar Drive area, especially given the risk of the street being used as a cut-through.

He expressed a strong desire for solutions that would deter speeding, such as considering alternative traffic paths or configurations that would lessen the likelihood of Hanamar Drive becoming a shortcut. Mr. Schultz highlighted the presence of around 20 children in the area who frequently play outside, emphasizing that increased traffic could pose significant safety risks to them. He advocated for a proactive planning review before the development progresses further and urged consideration of the potential impact on the community's sense of safety and cohesion.

Mayor Jensen acknowledged that traffic and speeding concerns are prevalent in many neighborhoods. He indicated that police monitoring and electronic speed signs are resources currently employed to help mitigate the issue, emphasizing the city's efforts to ensure traffic safety. Mayor Jensen elaborated that these measures are part of a broader strategy to encourage drivers to adhere to speed limits and enhance community safety. The approach reflects Avon's commitment to proactively addressing resident concerns while fostering a safer environment for both vehicles and pedestrians across the community.

Ms. Fechter stated that she and Mr. Cummins spoke with a resident at 35454 Riegelsberger Road who had expressed concerns regarding the proposed development. A letter from the resident, detailing these concerns, was provided to the commission members for their review. In response to the resident's concerns, the City has reached out to representatives from Drees Homes to facilitate direct communication and address the issues raised in the letter.

Erin Maglio, 35602 Livingston, Avon, Ohio 44011

Ms. Maglio inquired about the fate of trees lining the back of properties on Waterford Way, expressing concern over how the development might impact existing vegetation and the landscape aesthetics for residents.

Kevin Hoffman, Polaris Engineering, 34600 Chardon Road, Willoughby Hills, Ohio 44094

Mr. Hoffman responded by acknowledging an open space present at the northeast corner of the development site. He stated that this area might preserve some trees, contingent upon the final grading requirements and drainage system implementations. Mr. Hoffman explained that due to the need for a drainage system installation along the rear property lines and considering the grading that needs to happen to prevent water from leaving the development onto adjacent properties, saving trees may be difficult. However, he noted the specifics would be clarified in the final plans, which would include a comprehensive grading plan to determine the precise impact on existing trees and potentially incorporate new landscaping to mitigate the loss where possible (Exhibit 1-Preserve at Riegelsberger Drawing).

Ms. Fechter, Planning Coordinator, stated that if the Preliminary Plat is approved, the developer will proceed to submit the Final Plat. This subsequent step will involve a comprehensive review and approval process, where more detailed aspects of the project are addressed. Such details include stormwater management, landscaping, utilities, and precise grading plans. Ms. Fechter emphasized that the Final Plat will incorporate further technical evaluations to ensure that all drainage systems, elevations, and compliance measures are meticulously planned to accommodate community standards and environmental considerations. During this phase, the project will also establish the final layout of roads, lots, and necessary infrastructure improvements, as well as any potential tree preservation or new landscaping efforts to maintain the aesthetic and ecological balance of the development site.

Marge Flannery, 3816 Jaycox Road, Avon, Ohio 44011

Ms. Flannery expressed substantial concerns regarding persistent flooding issues, stemming from past incidents where French Creek overflow had directly impacted her home. These overflow incidents have historically presented significant challenges to her property, raising alarms about the

vulnerabilities in the current drainage system. She highlighted the crucial concern of prevailing drainage patterns that seemingly direct water flow towards French Creek, asserting that this could exacerbate flooding problems. Ms. Flannery proposed that the city should explore alternative solutions, like the installation of extensive stormwater sewer system, aiming to redirect excess water runoff towards Lake Erie. This diversion strategy, she suggested, might serve as a feasible solution to alleviate pressure on French Creek and mitigate overflow risks. Her remarks underscored the imminent dangers associated with the present water flow configurations, especially given the frequent adverse weather conditions that have intensified the drainage system's shortcomings. Ms. Flannery implored city officials to prioritize and implement sustainable and long-term drainage solutions as a means of effectively mitigating the impacts of substantial rainfall events and precluding future flooding occurrences in residential sectors. She called for a more proactive approach to safeguard the residential areas by improving the existing infrastructure, ultimately aiming to secure water management practices that adapt to evolving climate challenges. She believes Mayor Jensen is doing what is best for the city.

Mayor Jensen acknowledged the concerns about flooding, particularly in areas near French Creek. He explained that this proposed development is situated on the opposite side of State Route 83 from where Ms. Flannery has experienced issues. Mayor Jensen emphasized the city's commitment to addressing drainage challenges and ensuring that new developments comply with strict stormwater management practices to mitigate any potential flooding risks. He also stressed the importance of thorough and ongoing evaluation of stormwater management systems to protect properties from adverse impacts, highlighting Avon's proactive approach in adapting infrastructure to withstand unforeseen weather events. By prioritizing strategic development and stringent compliance with environmental regulations, the city aims to safeguard both new and existing residential areas from future flooding challenges.

Mr. Radcliffe inquired about the possibility of making Hanamar Drive at State Route 83 a single-entry and exit point. He suggested that a right-in, right-out configuration be considered to mitigate potential issues stemming from increased traffic from the new development. Mr. Radcliffe expressed concerns regarding the flow of traffic, particularly in light of the expected increase in vehicles due to the proposed development. He emphasized the potential use of Hanamar Drive as a shortcut by drivers attempting to bypass heavy congestion at the nearby intersection of State Route 83 and Riegelsberger Road.

Mr. Cummins addressed these concerns, indicating that while he had not specifically examined the option of modifying Hanamar Drive's access configuration, he does not believe that changing it to a right-in, right-out setup would be all that beneficial and may even create hardship for the residents. He expressed reservations about the feasibility and general benefit of such a change, suggesting it might not effectively address the traffic flow problems they were aiming to solve. Instead of altering Hanamar's current configuration, Mr. Cummins favored the implementation of a roundabout at the intersection to potentially alleviate traffic flow issues. He reiterated that adding a roundabout could offer significant benefits, citing the successful implementation of similar traffic solutions at other locations. Mr. Cummins emphasized that roundabouts have facilitated smoother traffic movements, reduced congestion, and enhanced safety for both residents and drivers navigating through problematic intersections. He proposed this could help solve the underlying traffic concerns without disrupting the current neighborhood dynamics as a single-entry-exit configuration might.

Mr. Cummins stated a full review was performed of the traffic study provided by Drees Homes at ODOT standards and it did show that a traffic light would be beneficial at Jaycox Road and Riegelsberger Road.

Mr. Moore highlighted that this thorough examination aligns with the city's commitment to adhering to ODOT standards, which ensure the safety and manageability of traffic as residential developments continue to expand. Furthermore, Mr. Moore pointed out that 69 homes, by their projection, would introduce 173 additional vehicles into the already congested area, emphasizing the critical need for strategic interventions to manage increased traffic volume effectively and maintain safety for residents and commuters alike. He noted that traffic issues on major roads like State Route 83 are being exacerbated by multiple developments, emphasizing the necessity for the city to carefully consider infrastructure upgrades as new neighborhoods arise.

Mr. Barnes inquired about the FEMA certification that is required and when that process is completed.

Mr. Cummins explained the necessity for developers to undergo the FEMA certification process for subdivision approval, entailing provisions for compensatory storage — removing two shovelfuls of dirt for every one added to a floodplain — which was driving the design and implementation of substantial stormwater management basins. He reassured that these measures are crucial for ensuring floodplain impacts are adequately managed, thereby minimizing risks to adjacent properties.

Mr. Cummins emphasized the critical importance of ensuring comprehensive assessments for the proposed development, particularly as it pertains to drainage and floodplain dynamics. He highlighted the need for thorough calculations and modeling to be conducted by the developers, underscoring their responsibility in accurately verifying the potential impacts on floodplain dynamics. This process involves not only assessing current conditions but also forecasting future scenarios where drainage and traffic impacts might evolve, requiring adjustments to be made preemptively to align with regulatory standards. Through this meticulous approach, the city aims to not only address immediate concerns but also to establish long-term safeguards that will harmonize the growth with the prevailing community conditions. This means achieving a delicate balance between advancing development initiatives and preserving the safety and stability of the existing infrastructure. Mr. Cummins noted that while these evaluative measures are actively underway, they are complex and necessitate considerable precision to avoid undue risks associated with improper management.

Mr. Cummins addressed the necessity of integrating these planning efforts with the Preliminary Plat project. The city has set a clear expectation for developers to complete this work as part of their Preliminary Plat submissions, ensuring that all aspects are resolved in tandem. This integrated approach guarantees that community concerns, regulatory compliance, and developer responsibilities are all aligned effectively. Mr. Cummins reiterated that such proactive measures exemplify Avon's commitment to fostering a sustainable and resilient community environment, minimizing potential disruptions while safeguarding both existing and future developments from unforeseen challenges.

Mr. Barnes inquired about the Existing Conditions drawing, questioning whether there had been any discussion about reducing the footprint of the development to lessen potential risks. He suggested that perhaps reducing the number of houses to about 30 could be a viable option, which might help avoid some of the highlighted concerns, like flooding and traffic increases. By minimizing the project's scope, there could be additional benefits, such as maintaining more of the natural landscape, which provides its own water absorption and filtration benefits currently lacking in engineered systems.

Thomas Sutcliffe, Drees Homes, 6860 West Snowville Road, Brecksville, Ohio 44141

Mr. Sutcliffe emphasized their dedication to aligning with city requirements. He explained that the Riegelsberger family, owners of the property, have expressed their intention to develop the land. Over the past two years, Drees Homes has been engaged in extensive engineering efforts to ensure the project's feasibility and compliance. Sutcliffe underscored their commitment to accommodating the

city's standards and highlighted that they have been careful to consider all feedback received during this process.

To mitigate potential flooding concerns, Mr. Sutcliffe assured the city that Drees Homes has no intention of proceeding with a plan that could result in homes being susceptible to flooding. Drees Homes acknowledge and value the input provided by the community and the commission. He reiterated that their aim is to propose a development that works harmoniously with environmental and city regulations. If, after thorough evaluations and consultations, the current plan proves inadequate, they are willing to make necessary revisions.

Mr. Sutcliffe conveyed their anticipation of eventually establishing a residential development in Avon. However, he assured the commission and community members that construction would not commence until all planning, engineering, and environmental concerns were thoroughly addressed, demonstrating a thoughtful and responsible approach to community development.

There were no other comments.

Chair Witherspoon declared this item as a Second Presentation.

13. Referral to City Council: Approval of Stormwater Management Requirements

Per Article, VII, Planning Commission (D) Mandatory Referral of the Charter, Avon Planning Commission is recommending City Council approval for the updates to the Stormwater Management Requirements for the City of Avon pursuant to Chapter 1050, 1052 and 1053 of the Codified Ordinances.

Mr. Cummins, City Engineer, explained that the City of Avon, like many similar-sized cities, must adhere to a stormwater management permit issued by the Ohio Environmental Protection Agency (EPA). This permit serves as the foundation for the city's stormwater ordinance, ensuring that Avon complies with statewide regulations governing stormwater systems and management. The permit undergoes periodic updates, which necessitates corresponding changes to the city's ordinances to remain compliant with current standards. To streamline compliance and reduce redundancies, the modifications proposed for Avon's city ordinances focus on referencing the Ohio EPA permit without repeating language that already exists in the state permit. This approach helps ensure that when changes occur at the state level, Avon's codes will automatically reflect those updates, maintaining a consistent and up-to-date regulatory framework. By relying on the permit as a primary reference, the city anticipates a more efficient adaptation to future revisions, thereby minimizing administrative burdens while maximizing compliance.

The proposed changes highlight a proactive strategy to align municipal codes with state guidelines, ensuring that Avon's stormwater management practices remain current, effective, and legally sound as developments and regulatory landscapes evolve. This alignment not only facilitates ongoing compliance but also underscores Avon's commitment to sustainable environmental management, effectively balancing regulatory obligations with practical governance.

Mr. Radcliffe moved, seconded by Mayor Jensen, to suspend the rules. The vote was: "AYES" all. The Chair declared the motion passed.

Mr. Radcliffe moved, seconded by Mayor Jensen, to approve a positive recommendation to City Council for the updates to the Stormwater Management Requirements for the City of Avon pursuant to Chapter 1050, 1052 and 1053 of the Codified Ordinances. The vote was: "AYES" all. The Chair declared the motion passed.

14. Referral to City Council: Amend Planning and Zoning Code

Per Article, VII, Planning Commission (D) Mandatory Referral of the Charter, Avon Planning Commission is requesting approval from City Council to correct the Planning and Zoning Code, Chapter 1280.05(ll) – Minimum Lot and Yard Regulations for Special Uses in Nonresidential Districts- Raising of animals for medical experimentation; raising of furbearing animals for commercial purposes; commercial dog kennels; animal boarding to include zoning districts C-3, C-4 and M-2, in addition to the stated M-1.

Item deleted at the request of the Planning Coordinator.

COMMENTS

Mayor Jensen had no comment.
Mr. Barnes had no comment.
Mr. Radcliffe had no comment.
Ms. Fechter, Happy Halloween.
Mr. Cummins had no comment.
Mr. Gasior had no comment.
Ms. Clements had no comment.
Mr. Streator had no comment.
Chair Witherspoon had no comment.
No comments from the audience.

ADJOURN

Mr. Radcliffe moved, seconded by Mayor Jensen, to adjourn. The vote was: "AYES" all. The Chair declared the motion passed. The meeting was adjourned at 8:36 p.m.


Carolyn Witherspoon, Chair
Planning Commission

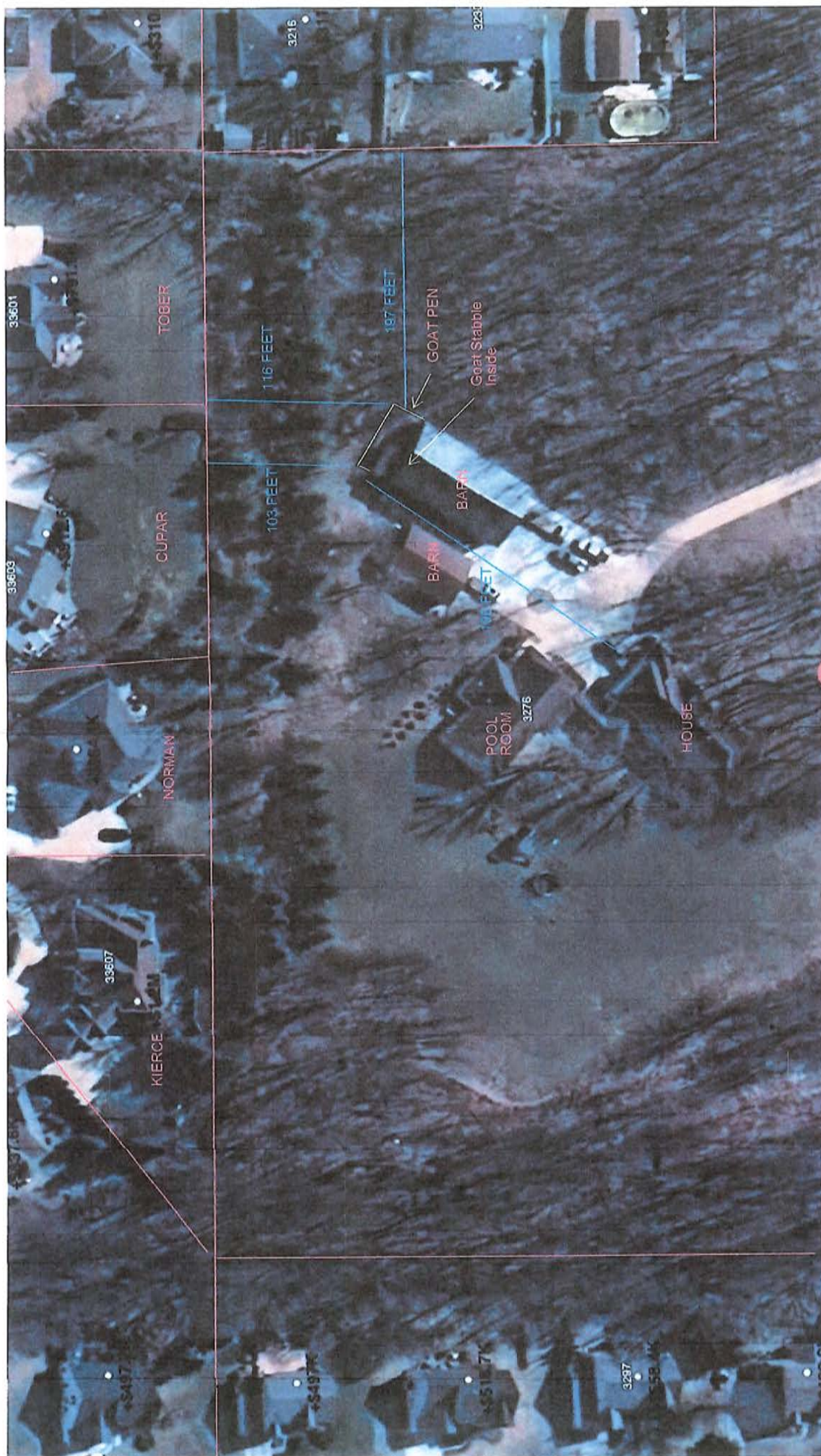

Susan Pintz, Planning Commission and
Zoning Secretary

11-19-25
Date

Exhibit 1 Marvin-3276 Nagel Road-Special Use Permit

- In the spring and summer months, the goats are typically let out, weather permitting anytime between 9am and 10am.
 - In the spring and summer months, the goats remain outside, weather permitting until around 6pm or as late as 7:30pm.
 - In the fall and winter months, the goats are typically let out, weather permitting around 11am.
 - In the fall and winter months, the goats remain outside, weather permitting until around 5pm or as late as 6:30pm.
 - With the winter months upon us they will be spending much more time in their stall, inside the barn out of the cold weather.
 - We plan to cut a door in the barn that leads directly into their fenced in area so they can go in and out as they please. The door will be closed, and they will be locked in their stall during the evening hours and through the night. The door will also be closed and they will be kept inside if it's raining or too cold outside for them.
-
- To move the goats to the other side of the property would mean pulling a permit and getting a shed for them.
 - With the fenced moved, but still near their stall and bedding area, we are now in fact within the ordinance of the city. The goat's fenced in pasture is at least 100ft from all adjacent property lines and dwellings.

Exhibit 1 Marvin-3276 Nagel Road-Special Use Permit



PROPOSED NEW GENERAL DEVELOPMENT PLAN FOR:

R7 MOTORS, INC.

CITY OF AVON, LORAIN COUNTY, OHIO

PROJECT TEAM

CLIENT NAME	ARCHITECT	vocon team
R7 MOTORS, INC.	vocon,partners	Paul Blum, Project Director paul.blum@vocon.com
8075 Tusawake Rd East Westerville, OH 43081 Contact: Al Stickle (614) 448-8888	3142 Prospect Avenue Westerville, OH 43081 (614) 214-5882 Architect Of Record: John C. Workley (614) 448-8888	John C. Workley john.workley@vocon.com
CIVIL CONSULTANT	GENERAL CONTRACTOR	
POLARIS ENGINEERING + SURVEYING	MAROUS BROTHERS CONSTRUCTION	
34800 Chardon Rd #5 Willoughby Hills, OH 44094 (440) 944-4433 Contact: Chuck Scott, P.E. PG (419) 448-8888	38833 Vinea Street Willoughby, OH 44094 (440) 944-4433 Contact: Philip Fogarty (419) 448-8888	

SITE LOCATION MAP



DRAWING INDEX

- 001 - COVER SHEET
- 002 - GENERAL DEVELOPMENT SITE PLAN
- 003 - CONTEXT SITE PLAN
- EXHIBIT 1 - 34455 CHESTER ROAD ALTA SURVEY
- EXHIBIT 2 - 34925 CHESTER ROAD ALTA SURVEY

General Development Plan - Project Elements and Requests for Approval:

1. Curb Cuts and Private Roads
 - Curb cut on Chester Road in the approximate location shown (Final engineering may move this some east or west)
 - Curb cut on Jaycox Road (Center of new private road to align with center of Planet Fitness entrance drive on the west side of Jaycox Road)
 - New east-west private road from new curb cut on Jaycox Road east as shown
 - New north-south private road from new curb cut on Chester Road, intersecting with the new east-west private road.
2. New Mercedes-Benz Dealership and Detail Center
 - Approximately 75,177 GSF new building and associated parking for customers, employees, and inventory to be constructed on approximately 11.04 acres.
3. New Porsche Dealership
 - Approximately 38,143 GSF new building and associated parking for customers, employees, and inventory to be constructed on approximately 3.72 acres.

Site Parking Allocation:

Mercedes-Benz	Porsche	
Customer: 10	Customer + Parts: 11	
New Inventory: 411	New Inventory: 161	
Pre-Owned: 76	Service: 54	
Service Detail: 234	Employee: 11	
Sprinter: 37	Total: 237	
Sprinter Service: 15		
Sprinter Staging: 7		
Employee: 107		
Total: 897		

vocon.
3142 Prospect Avenue
Westerville, OH 43081
332.500 Avenue, 330-3000
Westerville, OH 43081
vocon,partners LLC

**PROPOSED NEW
GENERAL DEVELOPMENT
PLAN FOR:**
R7 MOTORS, INC.
**CITY OF AVON, LORAIN
COUNTY, OHIO**

DRAWING RELEASE:
Date: 10/20/21
By: [Signature]
Description: [Signature]

COVER SHEET
001

vocon.

2142 Broadway
Cleveland, OH 44115
216.391.1100
www.vocon.com
New York, NY 10020
VOCON 20100701214

**PROPOSED NEW
GENERAL DEVELOPMENT
PLAN FOR:**

R7 MOTORS, INC.

**CITY OF AVON, LORAIN
COUNTY, OHIO**

JOB NUMBER: 2408231

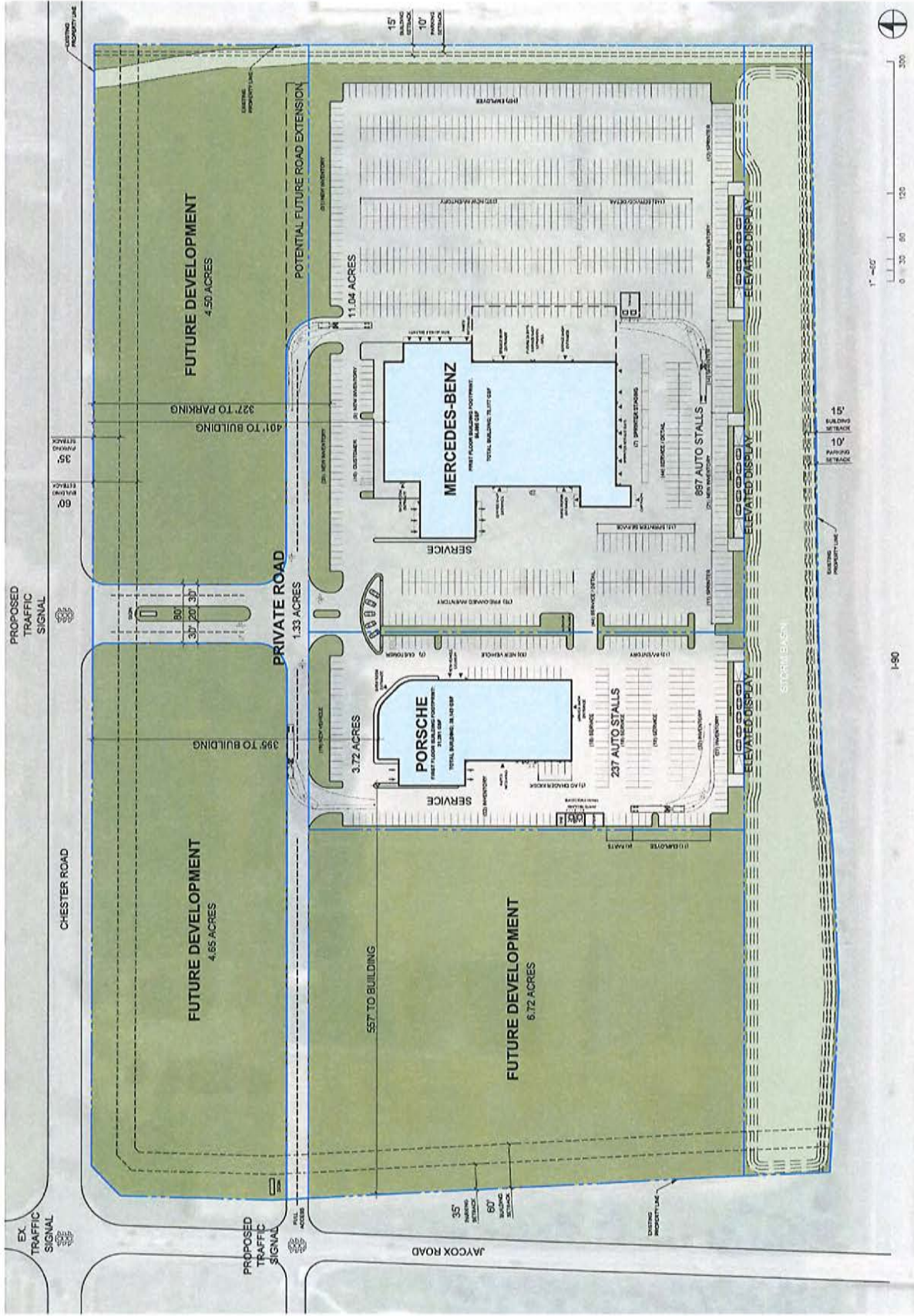
DRAWING RELEASE:

Rev. Date Description

**GENERAL
DEVELOPMENT SITE
PLAN**

SHEET NUMBER

002



1" = 40'

1-90

Exhibit 1-Emerald Event Center-GDP



Hampton Inn
Avon, OH

View 1

stephen berry /
ARCHITECTURAL DESIGN INC
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Exhibit 1-Emerald Event Center-GDP



Hampton Inn
Avon, OH

View 2

stephen berry /
ARCHITECTURAL DESIGN INC
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DOLLAR TREE
SALES AREA

GENERAL INFORMATION:

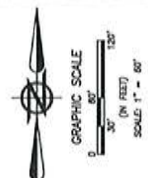
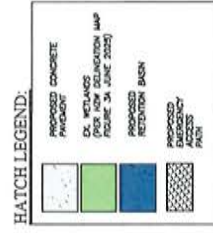
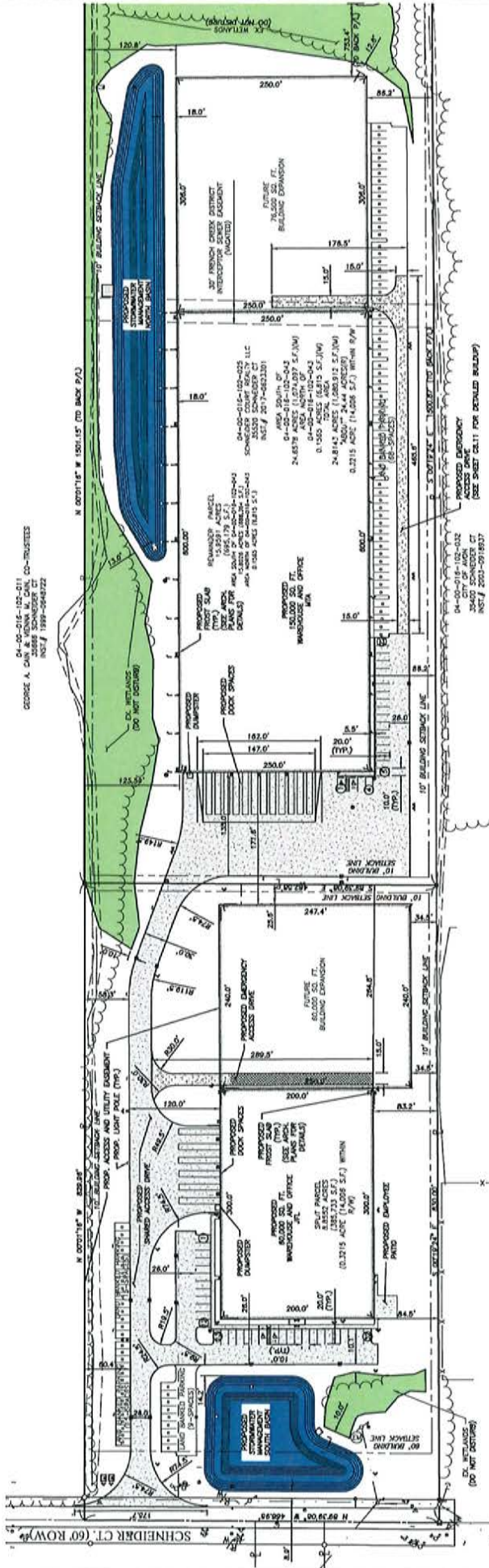
SHOPPING CENTER:	ANYWHERE
CITY:	ANYWHERE
STATE / PROVINCE:	USA
CEILING HEIGHT (SALES AREA):	OPEN
SPRINKLERED:	UNKNOWN

SQUARE FOOTAGES

TOTAL SPACE LEASED:	10,007 SF	
SALES FLOOR AREA:	8,232 SF	
NON-SALES AREA:	1,775 SF	17.7 %
USABLE PRE-SALES:	995 SF	10%
USABLE SALES FLOOR	7,778 SF	

DECK HEIGHT:
VARIES

DT 3A



FISCHER & ASSOCIATES



ARCHITECTS INC.

554 West Ninth Street
Lorain, Ohio 44042
Tel: (440) 315-5300
E-mail: info@fischerarch.com

Fischer & Associates © 2023
DATE: 05/25/23
PRELIM REVIEW: 05/17/23

Client Name/Project Name/Address

PROPOSED SITE DEVELOPMENT

(JFL ENTERPRISES)
040016102025
Schneider Court
AYON, OHIO

Drawing Name
SHEET 002

Fischer Project Number
25.012B
SHEET #

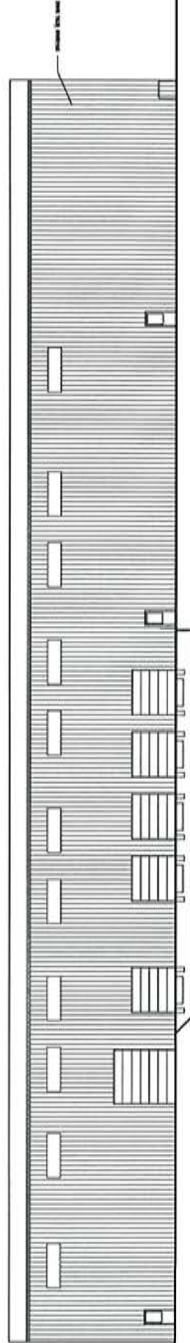
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Scale

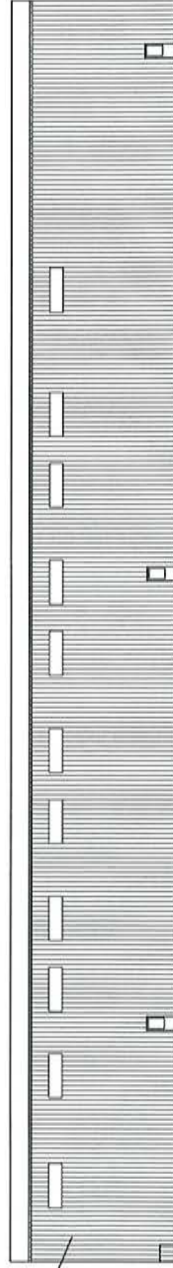
PRELIMINARY
NOT FOR CONSTRUCTION



SOUTH ELEVATION
1/8" = 1'-0"



WEST ELEVATION
1/8" = 1'-0"



WEST ELEVATION
1/8" = 1'-0"

FISCHER & ASSOCIATES



ARCHITECTS INC.

554 West Ninth Street
Lorain, Ohio 44032
Tel: (440) 315-2200
E-mail: andreas@fisherarch.com

Fischer & Associates © 2025
DATE: 05/13/25
BY: JFL
PROJECT: 0400016102025

Client Name/Project Name/Address

PROPOSED SITE DEVELOPMENT
(MTA LINES)
0400016102025
Schneldeer Court
AVON, OHIO

Drawing Name
DRAFTING TITLE

Project Number
23A.012C
SHEET 1

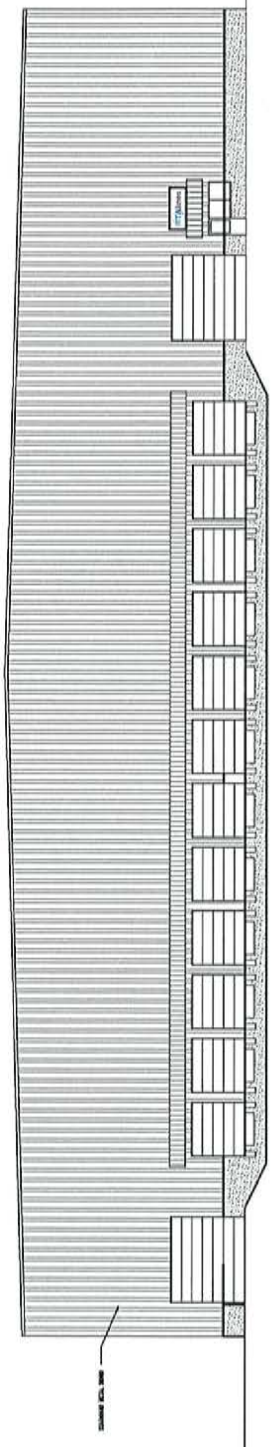
A-100

PRELIMINARY
NOT FOR
CONSTRUCTION

EAST ELEVATION
1/4"=1'-0"



SOUTH ELEVATION
3/32"=1'-0"



PARTIAL PLAN
3/32"=1'-0"

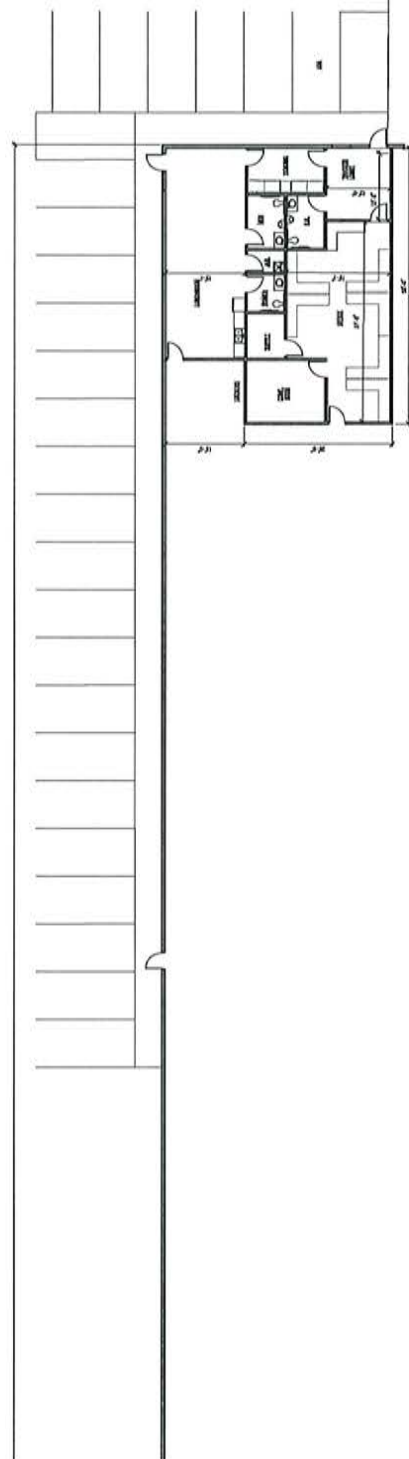




EXHIBIT 1 PRESERVE AT RIEGELSBERGER-PRELIMINARY PLAT

