

MINUTES OF MEETING  
PLANNING COMMISSION  
November 24, 2025

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Members Present: Coyne, Allen, DeMarco, Bishop

Presence Noted: Kathryn Kerber, Director of Planning and Community Development  
Dylan Minek, Planning and Community Development Administrator  
Michael O'Shea, Law Director

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Chairman Bishop called to order the November 24, 2025, meeting of the Rocky River Planning Commission at 6:00 P.M. in City Council Chambers of Rocky River City Hall.

Mr. Bishop asked if there were any corrections to the Planning Commission meeting minutes of October 28, 2025. Mr. Allen moved to accept the minutes with the correction that on page 11, the statement "It is scheduled to be redone before the Hilliard Bridge comes down..." should be changed to "It is scheduled to be redone after the Hilliard Bridge comes down..." Mr. DeMarco seconded.

4 Ayes – 0 Nays  
Passed

**1. GKHE Properties – 19800 Detroit Rd – Final Review – Removing the ingress and egress on Linda Street. Replacing the curb cuts with landscaping and a fence**

Present – Jill Brandt, Brandt Architecture  
Gregg Mylett, Property Owner

Mrs. Brandt said there is nothing new to their submission other than they were at the Board of Zoning and Building Appeals meeting last week and received both variances for the height and setback of the fence. Mr. Allen asked for clarification on page 4, the distance between the parking stall and the curb. Mrs. Brandt said it looks to be over 25', but they are not changing the current parking striping.

Mr. DeMarco moved to grant final approval to GKHE Properties, 19800 Detroit Rd, for the removal of ingress and egress on Linda Street. Mr. Bishop seconded.

4 Ayes – 0 Nays  
**APPROVED**

**2. University Hospitals – 20914 Center Ridge Rd – Pre-Preliminary Review – Demolition of the existing building and construction of a new urgent care**

Present – Matt Weber, Weber Engineering Services  
Eric Placek, WellStreet

Mr. Weber said they are proposing to remove the existing building and construct a 4,200-square-foot urgent care facility. He said they believe they have met all the setback requirements and are in the process of developing a landscape plan that is sensitive to the residential district behind the

property. Mr. Weber said they are doing their best to avoid having to deal with the existing retaining wall that is on the property.

Mr. Bishop said the building setbacks are compliant. However, on the east side of the property, the required parking setback is 10', and what is being proposed is 4'-8". Mr. Bishop said the parking setback that abuts a residential district is 15'. He said the minimum parking requirement is 17 spaces and the maximum is 25 spaces. Right now, they are showing 30 spaces, so they need to either eliminate 5 spaces or go for a variance. Mr. Bishop said the narrative said they expect 25 visits a day, so he is not sure if they need the 30 spaces, and he is not sure if the Commission would support a variance. The elimination of spaces would allow for more green space. Mr. Bishop also wanted to caution that parking spaces have to be 10' from any glass or doors on the building. Mr. Bishop said he would like to see more landscape to the east rear and the northeast corner. He referred him to Chapter 1185 in the Development Code because it outlines the landscape requirements. Mr. Bishop said that for the next submission, they can eliminate page C102.B, as it is not necessary.

Mr. DeMarco said reducing the parking count under the maximum would clean up some of the parking issues that he notices, like the smaller parking spaces in the northeast corner. Mr. DeMarco said the parking spaces by the dumpster enclosure seem a little tight for people who are backing out of those spaces. The reduction in the parking spaces should alleviate that condition. Mr. DeMarco asked if there was any consideration for a pull-through on the western side of the building. He is not sure if it is necessary, but just due to the traffic on Center Ridge Rd, would that improve maneuverability and access through the site? Mr. Bishop said the only problem with that is the distance to the traffic light at Center Ridge Rd and Wagar Rd/W.210<sup>th</sup> Street. Mr. Weber said there might be a significant grade change in that area, but he said he would have to look into it. Mr. Bishop said he thinks it's better to have the ingress and egress where it is at, rather than adding a second one, because that is where the traffic backs up from the intersection.

Mr. Allen asked about how this building sits going west to east in comparison to the Tide building to the west. He said he was looking for more of a setback to keep it consistent with the Tide building. Mr. Allen said it gives more opportunity for landscaping in the front. However, it does make it trickier for the rear of the building. He asked if they are planning on touching the retaining wall. Mr. Weber said that is their intention. Mr. Bishop said they do require the Tide building and other neighboring buildings to be on the survey. Mr. Allen said he was trying to contextualize the neighboring buildings' setbacks compared to this one. Mr. Bishop said that if they are on the survey, it helps answer that question. Mr. Bishop said to Mr. Allen, if they follow this plan, they do not have much room to push back. Mr. Allen asked about signage. Mr. Placek said they are looking at signage on the street side of the building and hoping to get signage on both ends of the building for better visibility. Mr. Bishop said that would require a variance because the signage on the street side is permitted. However, on the sides, it is not permitted, unless it is a corner lot. Mr. Placek said the sign contractor will put the signage package together. Mr. Weber asked if they could do the signage separately. Mr. Bishop said they can do that, but they'll have to come back to the Planning Commission for the signage.

Mr. Bishop said that for the next submission, they will need elevations. Mr. Allen asked if there were any thoughts on the finished materials. Mr. Placek said a combination of glass, brick, and EFIS. Mr. Allen asked if there was any thought to match the next-door Tide building and have

more brick. Mr. DeMarco said it should be sent to the Design and Construction Board of Review for a Pre-Preliminary Review so they can have an idea of what the Board is looking for. Mr. Bishop said they should bring photos of the buildings next door for the Design and Construction Board of Review and their next submission for the Planning Commission. Mr. Allen said he would like to focus on this from a landscaping, streetscape, and frontage perspective because this is a great opportunity to update this section of Center Ridge Road.

**3. Lofts on Linda – 1911 Lake Rd – Pre-Preliminary Review – Demolition of the existing building and construction of a new two-story mixed-use building. Public gym and private offices on the first floor. 4 residential units on the second floor**

Present – Nicholas Faehnle, DS Architecture  
Gabrielle Benson, DS Architecture

Mr. Faehnle said he knows they will need a variance or two for the accessory use of a gym on the first floor. The 4 residential units are for Roundstone's guests/clients who are in town for extended stays. The gym will be Paragon, which is currently located on Ingersoll Drive. Mr. Faehnle said there will be some offices for staff and physical therapy. The gym is open to the community, and it is membership-based. Mr. Faehnle said you can't just walk in; you have to schedule training sessions ahead of time.

Mr. Bishop said he wanted to clarify that the maximum height requirement is 50', not 60'. Mr. Bishop asked for more clarification on what a semi-private gym is. Mr. Faehnle said the memberships are open to the community; however, the hours are not open. Members have to schedule a training session with the trainers. Mr. Faehnle said it's based on membership, and it's not Roundstone's private gym. Mr. Bishop asked if the 4,500 square feet that is listed is mostly equipment. Mr. Faehnle confirmed. Mr. Bishop asked about the second-floor units; what do they mean by extended stay? Mr. Faehnle said Roundstone would like to lease the entire second floor above and essentially have apartments for their staff. He is not sure of the model for how they choose the staff; however, he knows they have guests/clients who come into town for a week at a time. This gives them a place to stay while they are here, right across the street from the headquarters. Mr. Bishop asked Mr. O'Shea about the changes to the regulations of Airbnb. Mr. O'Shea said this would not be considered Airbnb. He said those are open to the public; this is strictly for Roundstone guests or clients. Mr. Bishop asked if the gym in Roundstone's headquarters is Paragon; he had heard that it is either their gym or they consult in some sort of way, or there is some sort of affiliation. Mr. Faehnle said he is not aware of any affiliation; to his knowledge, they are separate entities. Mr. Bishop asked if employees could use the gym. Mr. Faehnle said that if they purchase a membership to the gym, then they could use the gym.

Mr. Bishop said the height calculated out to 31 feet. Mr. Faehnle said they may be changing the style of a building from a gable roof to a flat roof. Mr. Bishop said the one good thing about the proposal is the height. Mr. Allen said he liked the gable roof because it matches the industrial building across the street. However, the other members were not too sure about the design. Mr. DeMarco said the massing of the building is appropriate based on what surrounds it. Mr. Bishop said that what is more appealing is the lower height. While also having some sort of relationship to the townhomes next door. Mr. Bishop asked about the offices. Mr. Faehnle said they will be

used by the gym staff and the physical therapy staff. Mr. Bishop said on page 4 of the submission package, it would be helpful if they needed to seek a variance to show that the east side of Linda is Local Business zoning, and across the tracks is OB-2 zoning. Mr. Bishop said on page 6, it shows a 50-unit apartment building, and depicts it with more than 75% lot coverage. He just wanted it to be a fair comparison of what could be and what is proposed. Mr. Bishop said on page 17, they are showing about 50% of the large gym area at 4,500 square feet. However, when you lay it out and take a simple scale across it seems like a much larger area. Mr. Bishop said he wants to make sure that they have the percentages correct.

Mr. Bishop said, for the parking count, they will take the 9,000 square feet and deduct the 1,000 square feet for the garage. He said he counted offices because he didn't know they belonged to Paragon. However, they should technically be counted at 4 spaces/1,000 square feet, so he will be slightly light on the parking requirements. Mr. Bishop said he deducted the mechanical room at 211 square feet, and the lobby, stairs, and mail room at 419 square feet. Essentially, making the gym 6,804 square feet, not counting the office space. He said they need a minimum of 4 spaces/1,000 square feet. So, the minimum required spaces is 28, and the maximum is 35. Mr. Bishop said they are going to have to add back in the offices since his calculation is going to be a little light. For the second floor, there would be 9 required spaces, a maximum of 4 additional spaces. The parking minimum for the entire building would be 37, and the maximum would be 51. However, this does need to be tweaked a little. Mr. Bishop said the original layout showed 54 spaces provided, which would be over the maximum. He said there is a section in the code that talks about a breakup between parking spaces after so many spaces. Mr. Bishop said pages 11 and 15 show the dumpster in different locations. Mr. Faehnle said they were working out the location of the dumpster, and they want to position it so the doors aren't visible.

Mr. DeMarco asked if they wanted the garage spaces to be able to access the private gym area. Mr. Faehnle said no, and they are changing that. Mr. DeMarco asked if they wanted to drive pedestrian traffic through the lobby. Mr. Faehnle said yes. Mr. Allen said he liked the permeable pavers. Mr. Faehnle asked if compacted gravel would be a permitted use within the City. Rich Snyder, Director of Public Safety-Service, was sitting in the audience for the next agenda item, and the Commission asked his opinion on that. Mr. Faehnle said they would asphalt the drive aisle and then have gravel in the parking spaces for permeability. Mr. Snyder said they would need to see a long-term maintenance plan on how that would be maintained and hold up in the future. DeMarco said his only other question is how to make this comply with the code. Is this an apartment building that has an accessory use of a gym, or is this a gym that has apartments above it.

Mr. Bishop said the code does not provide for the first-floor use as an accessory use. If the use was a part of an amenity for the residential units, that would be permitted. Mr. Bishop said it would require a use variance. Mr. Bishop said the Law Director seems fine with the extended stay being less than 30 days. Mr. O'Shea said this does not fall within that category; he has no issue with it. Mr. Bishop said he could support the project if the property were to be rezoned to Local Business, which would not require any variance. Mr. Bishop said, keeping with the R-5 Zoning with the variances is more restrictive. The City has more control over what could potentially happen on that property down the road. Mr. Bishop likes the height of 31' because it is more compatible with the surrounding properties, rather than the 50' that is permitted. Mr. Bishop said they know something is coming on Ingersoll, and it's zoned at 75'. If they use the



railroad as the break line. The 31' is more in keeping with the neighboring buildings in that area. Mr. Bishop said it will have less impervious surface and be less obtrusive than a 50-unit apartment building. Mr. Bishop said there would be more green space, which is more favorable.

Mr. DeMarco agreed. He is favorable to the massing that is proposed and appreciative that they gave an alternative massing. Mr. DeMarco said rezoning to Local Business is an easier avenue. Which may be a wash, because there will be a process for both. There is a process to get the property rezoned, and they'll have a fight to get the use variance. Mr. DeMarco said he likes that they are trying to match Roundstone and the factory nature of some of the surrounding buildings in the area. He wonders if there is a happy medium between the two. Mr. DeMarco wondered if they could get more segmentation on the façade so it looks more like a townhome but with the materiality of a warehouse. He has no complaints as long as they can justify it from a compliance standpoint. Mr. DeMarco asked if the only access would be from Linda Street. Mr. Faehnle said that is correct. Mr. Allen said to make sure there is a turnaround from the existing Lake Road access, so people who accidentally pull in there don't have to back down the entire drive.

Mr. Allen said most of his comments are on the importance of keeping with the surrounding buildings. So, he likes the warehouse, but it should look like a warehouse that got rehabbed into residential. Mr. Allen asked if a north-south orientation would work, so the parking would be along the railroad and not Beachcliff. Mr. Faehnle said they did explore that, the client wanted visually more green space looking over the tracks. He said the client feels the view is better on the side of the track, and the sun orientation will be blocked better by the vegetation along the railroad tracks. Mr. Allen said, as you enter off of Linda, they should try to keep the lighting low. Mr. Faehnle said they have already started looking at that, and they are going to go to a more pedestrian scale. They are directional lights, so they have a zero cut-off. Mr. Allen said he would like to see the lighting in the parking lot more in keeping with residential areas rather than the taller, more commercial style that is proposed.

Mr. Coyne said he does not like the style being proposed. He said it seems like the Commission has come to a consensus of some sort of middle ground between styles. Mr. Coyne said he does not like the flat gable end, personally. He said to bring something back that is a little more appealing, especially on the streetside. Mr. Faehnle said they are heading towards a flat roof with more ornamentation. He said more texture on the building. The brick will match Brownstone's brick, and the metal will most likely be a charcoal black. Mr. Faehnle said it would be nice to have a more campus-like look with the headquarters across the street. Mr. Allen said from a landscaping perspective, the more important areas are the areas that touch residential. Mr. Faehnle said they want to keep the landscaping in keeping with what is at Brownstone. Mr. Faehnle also said there will be no signage for Paragon.

Mr. Faehnle asked if the path forward is to rezone or to obtain a use variance. He said he has never had a property rezoned in Rocky River, and he was curious what the process was. Mr. DeMarco said that it would require at least three City Council hearings. It will get referred back to the Planning Commission in between those meetings. Typically, two meetings with the City Council, then to Planning, and then back to Council. Mr. DeMarco said they are looking at a minimum of three months. It will also still have to go through the Planning Commission reviews in addition to the rezoning meetings. Mr. DeMarco said they should also go to the Design and Construction Board of Review to go over the design preliminarily.

Mr. Bishop said he likes the variances more than the rezone because it is more binding in terms of control. The variance is very specific about what the first floor use can be. With a zoning change, it leaves the flexibility in what that use can be. Mr. Allen asked if they were to change the use of the first floor, what would happen? Mrs. Kerber said they would have to go through this process all over again. Mr. DeMarco said he likes the variance route more as well, and the Commission would most likely support that variance.

**4. City of Rocky River – 21012 Hilliard Blvd – Public hearing: Preliminary Review – Mandatory Referral: Lot Consolidation of the 3 city-owned parcels at the City Hall Campus**

Present – Rich Snyder, Director of Public Safety-Service

Mr. Snyder said this started with the Senior Center expansion and renovation, and it was recommended to have the lots consolidated. Mr. Allen asked where that recommendation came from. Mr. Snyder said to his knowledge, it came from one of the Boards, but he was not sure which one. Mr. DeMarco said he remembered talking about the lot consolidation with the Senior Center. Mr. Bishop said that was because the Senior Center was encroaching on the property lines. They were building across two parcels. Mr. Allen asked if consolidation hurts the City from a setback perspective. Mr. Bishop said it actually helps.

Mr. Bishop moved to open the public hearing. Mr. Allen seconded.

4 Ayes – 0 Nays  
Passed

Mr. Bishop moved to close the public hearing. Mr. Allen seconded.

4 Ayes – 0 Nays  
Passed

Mr. Bishop moved to grant preliminary and final approval to the City of Rocky River, 21012 Hilliard Blvd, for a lot consolidation of the 3 city-owned parcels at the City Hall Campus. Mr. DeMarco seconded.

4 Ayes – 0 Nays  
**APPROVED**

**5. Planning Commission – Discussion with the Safety Service Department about upcoming projects**

Present – Rich Snyder, Director of Public Safety-Service

Mrs. Kerber said the City has received a grant to connect the walking trail from behind the Rec Center to behind the Senior Center, all the way to Wagar Road. Mr. DeMarco asked about the

park at the corner of Shoreland and Wooster. Mr. Snyder said the park has plans that have been bid on. They expect to break ground in January or February. Mr. Bishop said the park should have come in front of the Commission for a Mandatory Referral.

Mr. Snyder said he is going to go over the projects that he has planned over the next couple of years. For 2026, there are a few major pavement projects. One of the projects is the Center Ridge Gateway project. Mr. Snyder said there will be resurfacing from Spencer Road to Wooster Road. Full-depth concrete repairs, ADA improvements, signal improvements, and pedestrian improvements. He said two boulevards will be installed on Center Ridge Road. One will be from the Welsh Home to the Giant Eagle ingress. Essentially, between the two curb cuts for Giant Eagle. Mr. Snyder said this small boulevard will have gateway signage. The second boulevard would be in front of Goldwood School. Mr. Snyder said the left turn will be removed from the McDonald's curb cut, and it will be a right turn only. Mr. Snyder said the TLCI Plan for Center Ridge called for a signal at Goldwood School. So, they will be adding that and a pedestrian crossing. It will be radar looped, which means the light will be green along Center Ridge for most of the time. Except when someone is waiting to leave Goldwood or Westwood, then it will trip the cycle. Mr. Snyder said this will also include Safety Service Preemption.

Mr. Snyder said they are looking to make changes to the East gateway of the Center Ridge corridor, much like the Master Plan recommended. They have submitted a TLCI grant application. Mr. Snyder said they are trying to reduce the radii at Gasser Boulevard to slow traffic and make it more pedestrian-friendly by shortening the crosswalk. Also, they are looking at the intersection of Center Ridge Road and Wooster Parkway. He said it is tricky for pedestrians crossing these long crosswalks. Mr. Snyder said they will also look at a road diet in that area since there is an excess amount of pavement. Mr. Coyne asked if there were any plans for boulevards on the eastern end of Center Ridge. Mr. Snyder said the issue is the number of aprons. He would love to work with Mrs. Kerber to talk with business owners along Center Ridge to see if they could eliminate or reconfigure some of the curb cuts. Mr. Snyder said they are trying to improve pedestrian infrastructure; however, it is hard when there are so many curb cuts. The problem with too many boulevards is that they restrict the number of left turns, which can create a whole separate issue.

Mr. Bishop asked about the tree lawns. Mr. Snyder said he would love to come up with a plan to reduce the impervious surfaces and increase the amount of green space. When a business redevelops, he wants the city to have some sort of ability to improve stormwater mitigation while also improving aesthetics. Westlake has been increasing plantings in their tree lawns; however, Mr. Snyder said his concern is who is going to maintain them. He said they are working with limited space; one way to increase the space would be road diets. Mr. Snyder said road diets take a significant amount of investment in analyzing traffic and making sure it flows correctly and effectively. Mr. Snyder said that when he is doing streetscape improvements, he is trying to improve pedestrian infrastructure, improve aesthetics, and slow traffic. He said he would like the Planning Commission's help in achieving this.

Mr. Bishop said they want to add a completion certificate to the new development code to prevent people from making changes to approved plans. He has seen multiple instances where people make changes to the approved plans without going through the proper channels of review and then ask for forgiveness later. Mr. Bishop also said the amount of impervious surfaces is

getting stricter in the new development code. Mr. Bishop said the challenge is that this is a built-out community, and the projects they look at typically focus on one smaller site. He said it is hard when it is a piecemeal of different properties and owners. Center Ridge is a tough street to work with; there is not a lot of space, and there is a grade change.

Mr. Snyder said they will also be resurfacing Wagar from Hilliard to Detroit. Westway will be resurfaced at the same time from Wagar to the bridge. He is also looking at the signaling for Westway and Wagar to see if they can improve traffic flow. Mr. Snyder said they are also looking at the intersection of Westway, Hilliard, Gasser, and I-90. He said they will have a public meeting, most likely in the spring, to discuss the possibility of a boulevard across from Gasser to prevent people from taking Gasser to get on I-90. Gasser would become right turn in and right turn out, which is a significant change and requires a public meeting. Mr. Snyder said doing this would allow for the elimination of one signal and the shortening of some of the intersections. Mr. Snyder said the Master Plan called for a multi-use trail or bike lane along Hilliard Blvd from Westlake all the way to Wooster Road. One of the difficult spots was this intersection. They called for the bike lane to go down Hilliard, up Lakeview, and then to Westway. Mr. Snyder said there is a lot of land width along Hilliard, so they would be able to have all of the lanes that are currently there and clean them up. He also said they are looking at the intersection of Westway and Lakeview.

Mr. Snyder said that Lake Road from Bay Village to Parklawn will get new water and sewer lines and will include the addition of a new multi-use trail on the north side of the road. The multi-use trail will stop at Avalon. Mr. Coyne asked what the plan is for the multi-use trail as it goes eastward. Mr. Snyder said they would most likely incorporate that into an additional sewer project. They have the groundwork set to do the road diet; this western section allows them to break this in before they get into the densely populated residential areas to the east. They will evaluate Avalon at the same time to see which road is more suitable for the multi-use trail. Mr. Snyder said that while they are doing this work on Lake Road, they will be adding the parking south of the road, across from Bradstreet's Landing.

Mr. Snyder said they are also working on a water and sewer project on Beach Cliff from Avalon to Parkside and Frazier to Cornwall. He said they are looking at doing a road diet. Doing that will allow them to continue the sidewalk all the way to Avalon; currently, the sidewalk runs on the north side of Beach Cliff and terminates before the road turns southwards. Mr. Snyder said he would also like to reduce the radii in this neighborhood to improve and shorten the pedestrian crossings. He said they are looking at doing a raised, mid-block pedestrian crossing of Beach Cliff just east of the island at the Kensington intersection.

Mr. Snyder said he has been speaking with Metro Parks, has had a public meeting, and submitted grant applications to extend the multi-use trail from the park up Rockcliff to Wooster Road. He said there will possibly be a raised crossing to get the trail to the north side of the road, and then it will run westward until it terminates at Wooster Road.

Mr. Snyder said they will be completing the Buckingham, Argyle, and Arundel sewer project in 2026. Then, starting the Westmoor, Glendale, and Orchard Grove sewer project.



Mr. Snyder said that with everything they do, they look at pedestrian safety, making better crossings, reducing radii, reducing speed, and narrowing streets where possible. He would like to see an increased focus on stormwater mitigation through green infrastructure improvements. He said they have done a great job with the tree program and will continue doing so. Mr. Snyder said the focus will be on stormwater retention. They hired someone who previously worked for the Cuyahoga Soil and Water Conservation. He is the new Sewer Program Coordinator, and he will be handling all of the MS4 systems. Mr. Snyder said it is important to him that they keep up with these stormwater control plans once they are installed. The next steps are enforcement.

Mr. Snyder said there are a few future projects on the horizon. ODOT said that before the Marion Ramp comes down, the Hilliard Bridge has to be repaired. He said ODOT has changed the design of the bridge due to costs. Mr. Snyder said he is working with ODOT to create some sort of gateway on the west side of the bridge. He said that it will be a great opportunity to lead into the road diet of Hilliard Boulevard. He expects it to go to a lane in either direction, a boulevard, and some turn areas. That creates space for a multi-use trail on the south side of Hilliard to connect with the multi-use trail going across the bridge. Mr. Snyder said he is also looking at a peanut roundabout at Hilliard and Wooster, but that may be a wish list.

Mr. Snyder said that the Detroit bridge over I-90 will be redecked in the future. He reached out to ODOT about doing a decorative fence instead of the chain link fence that is there now.

Mr. Bishop asked about Ingersoll. Mr. Snyder said he worked with AECOM about the potential impact of development on the sanitary system along Ingersoll and Smith, going west. Mr. Snyder said that area takes everything from Allen Court over to Smith Court and the entire library district from Detroit all the way down to I-90. AECOM said they did not feel there would be a significant impact on the existing system under dry weather. The problem is wet weather events. Mr. Snyder said he has seen in heavy wet weather events the manhole at Smith and Ingersoll come up before due to flooding backups. Mr. Allen said to his knowledge, there is a potential reroute being discussed. Mr. Snyder said there is, but the question is who is going to pay for it. It would cost \$100,000 in design and engineering, and \$1 million to reroute all for the benefit of this development; is that what the city wants? Mr. Coyne asked if there is any opportunity for stormwater detention. Mr. Snyder said absolutely. He said there is even the possibility of capacity for sanitary. He thought about putting a relief sewer in along the railroad tracks just to reduce capacity. However, they get a large amount of stormwater from private property. Mr. Snyder said the majority of the issues with I&I are not from sheet flow. The issues are from downspout defects and large homes.

Mr. Allen asked about the Clifton Bridge. Mr. Snyder said that is supposedly happening in 2026. There has been an agreement, it's been bid, and the City's maximum contribution is \$540,000. He does not have any updates for the County on the project. His knowledge is that they wanted to begin construction in early 2026. It will be a roundabout on the Lakewood side, all traffic will be on the south side of the bridge, and the north side will be striped to have a multi-use trail. It will hug the north marginal as it goes around to Lake, and the crossing will be right there. This also includes the realignment of the north marginal where it meets Lake Road. Now, it will be a stop sign instead of the existing yield. The multi-use trail will end at Linda Street on the north side of Lake Road, and there will be a crossing to get across Lake Road at Linda.

Mrs. Kerber said they are also looking at a Master Plan for Lakeview to Wooster Road and from Detroit to the railroad. It will be suggestions for private landowners, guidelines for the Planning Commission to follow, and recommendations for developments. Mrs. Kerber said the goal is to have some sort of cohesive look within the area. Mr. Snyder said there is so much up in the air in that area, and they would like the City to have some sort of say in the long-term goals of the area. He said there are three nodes, one at Smith Court, Lakeview Avenue, and Linda Street. Another is Beachcliff, and another is Old Detroit. He said each has its own feel, so respecting that while also trying to bring some sort of cohesiveness between all three. Mr. Allen said parking needs to be addressed in that area. He asked about a TIF for the area. Mr. Snyder said no TIF at this time. He said it is possible to talk about parking options with the Ingersoll development. Mr. Allen asked about whether the City has considered purchasing property. Mr. Snyder said he is not sure; he has had no conversations about purchasing properties.

Mr. Allen asked who is doing the DORA moving forward. Mr. Snyder said they need to circle back administratively and meet with the Mayor. The recommendation needs to come forward from the city for legislation. Mr. Allen said he can send over what Van Aken did in terms of the ordinances and their background.

Mr. Allen asked about a potential golf cart ban. Mr. O'Shea said not exactly, it is still up for debate. Mr. Snyder said that it is on hold, and some recommendations will most likely modify current ordinances.

Mr. Allen asked Mr. Snyder if his opinion is that the Marion Ramp should be removed. Mr. Snyder said he believes that it would be beneficial to the city to remove it, and he thinks ODOT is leaning that way. Mr. Snyder said the traffic studies have demonstrated that it is not necessary. Mr. Allen asked if those studies account for an Ingersoll development. Mr. Snyder said they do not. Mr. Allen said the studies should look at that before it comes down. Mr. Coyne asked how many units they expect on Ingersoll. Mr. Bishop said 200 units or more.

Mr. Snyder said he will start bringing more of the projects in front of the Planning Commission, as he is required to.

#### **6. Planning Commission – Updating the Development Code**

Mr. Bishop said he and Mrs. Kerber are meeting on Tuesday to go over updating the development code.

The meeting adjourned at 8:00 pm.

  
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William Bishop, Chairman

  
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Michael DeMarco, Member

Date: 12/10/25