



CITY OF AVON LAKE
150 Avon Belden Road
Avon Lake, Ohio 44012

COLLECTIVE COMMITTEE MEETING
Council Chamber
August 25, 2025
7 p.m.

PUBLIC INPUT: *Members of the audience shall be permitted to speak only once, up to five minutes on any topic(s). [Code of Ordinance, Section 220.11(g)(1)]*

FINANCE COMMITTEE, Jennifer Fenderbosch, Committee Member

1. Budget Adjustments
2. Opioid Settlement

HUMAN RESOURCES COMMITTEE, Geoff Smith, Chair

1. Amendment to Civil Service Rule 14, Application for Positions in the Police Department

PUBLIC SAFETY AND HEALTH COMMITTEE, David Kos, Chair

1. Tactical Emergency Medical Services with University Hospital for Eastern Lorain County Emergency Response Team (ELCERT)
2. Use of Unneeded Vehicle for Training Purposes

PUBLIC SERVICE COMMITTEE, Jennifer Fenderbosch, Chair

1. Resolution in Support of Forestry Grant Application with the Ohio Department of Natural Resources (ODNR)

PLANNING COMMISSION, Geoff Smith, Council Representative

1. Preliminary Plan for Harbor Crest Townhomes
2. Site Plan for New Vehicle Test Track and Stormwater Retention Basin at the Ford Motor Company Ohio Assembly Plant

LEGISLATION

Second Readings:

Ordinance No. 25-134, AN ORDINANCE AMENDING CHAPTER 1018: MUNICIPAL TREE ORDINANCE, AND CODIFIED ORDINANCE SECTION 1065.99, ENFORCEMENT AND PENALTY. *Sponsor: J. Fenderbosch*

Ordinance No. 25-136, AN ORDINANCE APPROVING A VACATION FOR A PORTION OF THE SHIELDS AVENUE AND ELECTRIC BOULEVARD RIGHTS-OF-WAY AND DECLARING AN EMERGENCY. *Sponsor: G. Smith*

First Readings:

As determined at the Collective Committee Meeting.

MISCELLANEOUS BUSINESS AND ANNOUNCEMENTS

ADJOURNMENT



To: Honorable President, Members of Council, and Mayor

From: Beth Krosse, Finance Director

Subject: **Ordinance** to Amendment to the 2025 Appropriations

Date: August 25, 2025

Attached, for information purposes only, is a copy of the budget amendments that are incorporated in Exhibit A of this Ordinance.

Adjustments in Capital Improvements Fund 207 include appropriations for the additional Walker Road Phase 5 costs of \$305,000 due to the project bid coming in higher than expected, and the replacement Fire Explorer with wrap for 43,350.

The 2025 debt schedule true-up update including the two new fire trucks purchased in 2025 resulted in adjustments to the debt payment appropriations of \$196,445.74.

Also included are adjustments requested and approved by Avon Lake Regional Water.

All appropriation additions/reductions are within revenue projections, including carryover balances.

If you have any questions, please call me

c. File

Budget Amendment Detail - Ord. # 25-142 AC CMS			
Budget Transfers			
<u>From</u>	<u>Amount</u>	<u>To</u>	<u>Description</u>
Budget Adjustments			
	<u>Amount</u>	<u>To</u>	<u>Description</u>
	38,850.00	207.031.000-55002	Fire Dept. Explorer (replace)-use of 2024 unbudgeted FEMA grant r
	4,500.00	207.031.000-55002	Fire Dept. Explorer vehicle decal/wrap
	305,000.00	207.054.000-55004	2025 Walker Road Phase 5 bid opening exceeded projection
	5,000.00	218.120.000-55004	Remaining balance of ARPA- Transfer expense from PO 2024-2343
	6,000.00	237.150.000-53720	Increase Court Indigent Driver Alcohol Monitoring appropriation.
	138,835.73	301.110.000-54901	Bond Debt payment principal - 2025 fire trucks true up to schedule
	54,260.01	301.110.000-54902	Bond Debt payment interest - 2025 fire trucks true up to schedule
	75.00	302.110.000-53715	Property tax - County auditor fees higher than budget
	33.00	302.110.000-53729	Property tax - County auditor fees higher than budget
	3,350.00	302.110.000-54901	GO Debt true up to schedule
	19,904.52	101.120.000-59600	General Fund transfer to unclaimed funds (2009-2016)
	19,904.52	612.110.000-59401	Unclaimed Fund transfer to General Fund (5 year held- 2009-2016)
	21,000.00	701.180.000-53804.003	ALRW Vehicle purchases
	5,000.00	701.180.000-53901	ALRW Refunds/reimbursements
	15,000.00	721.190.000-53901	ALRW Refunds/reimbursements
	25,000.00	721.190.000-53907.002	ALRW legal fees
	55,000.00	721.190.000-53907.003	ALRW Legal fees- real estate
	440.00	727.190.000-54901	ALRW Principal bond Payments
	717,152.78	Net Budgetary Change - all funds	

RULE 14
APPLICATION FOR POSITIONS IN THE POLICE DEPARTMENT

Section A. Original Appointment

1. No position above the rank of police officer in the police department shall be filled by original appointment.
2. There shall be two methods for the original appointment of a police officer into the Classified Civil Service of the City of Avon Lake, Entry Level and Lateral Entry. Both methods shall require a Civil Service Examination and placement on Certified Eligibility List.

Section B. Age Requirement

1. No person shall be eligible to receive an original appointment as a police officer unless the person has reached the age of twenty-one (21) years. No person shall be eligible to receive an original appointment as a police officer on and after the person's forty-first (41) birthday except as provided in this Rule 14 Section B.2. below.
2. Any person forty-one (41) years of age or more may be permitted to claim credit for full-time law enforcement service. Any person who desires to request this credit shall provide documentation for their credited full-time law enforcement service from a recognized Local, State, or Federal Public Pension System at time of application and not later than the day of Civil Service examination. Upon receipt and verification, the person shall be eligible to have up to ten (10) years of their total full-time law enforcement service deducted from their current age. If the total number of years credited, when subtracted from their current age, equals less than forty-one (41) on the date of appointment, they shall be eligible for original appointment as a police officer.

Section C. Certified Eligibility List

1. A separate Certified Eligibility List shall be created for both Entry Level and Lateral Entry and run concurrently to each other.
2. Appointments shall be made from the certified eligibility lists following a ~~two (2)~~ **one (1)** for one (1) appointment cycle. Meaning, upon ~~two (2)~~ **one (1)** candidates being successfully appointed from the Entry Level list, the Appointing Authority may elect to appoint one (1) candidate from the Lateral Entry list subject to the qualifications set forth in this Rule 14 Section D.9 below.
 - a. Upon a successful Lateral Entry appointment, upon the Appointing Authority choosing not to appoint from the Lateral Entry list or upon certification of a new Entry Level list, the ~~two (2)~~ **one (1)** for one (1) appointment cycle shall reset and start over.

Section D. Qualifications

1. All candidates seeking original appointment shall conform to the minimum qualifications set forth by the Rules of Regulations of the City of Avon Lake Civil Service Commission and minimally submit to the following:
 - Civil Service Examination
 - o Lateral Entry candidates shall be administered an oral examination in the form of a scored panel interview.
 - Fitness for Duty - Physical Agility Exam.
 - Oral Interviews.
 - Background Investigation.
 - Polygraph or Voice Stress Analysis Exam.
 - Psychological Exam.
 - Medical Exam; and
 - Drug Screening
2. All candidates seeking appointment shall possess and provide proof of:
 - A high school diploma or high school equivalency credential.
 - A valid Ohio Driver License; and
 - U.S. Citizenship.
3. All Candidates seeking original appointment via Lateral Entry shall additionally conform to the following:
 - Be currently or previously employed for not less than two (2) years as full- time peace officer.
 - Except for documented authorized leaves of absence, not have more than a twelve (12) month break in service from their current or previous employment as a peace officer;
 - **Must disclose separation from a current or prior law enforcement position because of a disciplinary issue, or to avoid a disciplinary action; and**
 - Possess a valid Ohio Police Officer Training Academy (OPOTA) certification that is not currently under investigation or been subjected to negative action or suspension.
4. **If the number of candidates for lateral entry exceeds ten (10), then the civil service application will be reviewed to determine the top ten (10) candidates who will proceed on to the oral examination in the form of a scored panel interview. The top ten (10) lateral entry candidates will be determined through a process where their confirmed levels of education, training, and police experience, as listed in the civil service application, are assigned points. In the event of a tie, preference will be given to the candidate with military experience in accordance with Rule 9, Section B, or if no such candidate has military experience, the tiebreaker shall be determined by the date and time of application submittal. The names of the candidates shall be shielded from the person(s) rating candidates for education, training, and police experience.**



**CITY OF AVON LAKE
PLANNING COMMISSION
150 Avon Belden Road
Avon Lake, Ohio 44012
(440) 930-4110**

MEMORANDUM

TO: Valerie Rosmarin, Clerk of Council

FROM: Kelly La Rosa, Planning and Zoning Manager

DATE: August 6, 2025

RE: Planning Commission Meeting Results of August 5, 2025

The results of the August 5, 2025, Planning Commission Meeting are as follows:

Tabled Case

Case No. CPC-25-9, Pulte Homes of Ohio, LLC, Major Subdivision - Preliminary Plan Approval for Harbor Crest Townhomes, a 73-unit townhome subdivision located at the southeast corner of Walker Road and Avon-Belden Road (SR 83). Applicable Code: §1214.05: Major Subdivision and §1238: Subdivision Design Standards.

Decision: Recommended for approval (5-0) with a condition that the entrance on Avon Belden Road be aligned with Huntington Bank per Alternate 2, including the left-turn lane.

The application will be forwarded to the City Council for approval.

New Case

Case No. CPC-25-11, Ford Motor Company, Ohio Assembly Plant, Site Plan Approval for constructing a new vehicle test track and installing a new stormwater retention basin. Applicable Code Section: 1214.06 Site Plans.

Motion No. 1 – Vehicle Test Track

Decision: Approved (5-0).

Motion No. 2 – Stormwater Retention Basin

Decision: Approved (5-0), with the condition that engineering approves the stormwater management plan.

After engineering approval, the plan may proceed to the Building Department for permit submission.

Next Meeting

The next regular Planning Commission Meeting is scheduled for Wednesday, September 3, 2025.

cc: City Council Members
Department Heads



Harbor Crest Townhouse Subdivision Preliminary Plat Alternatives

Supplemental Report

To: Avon Lake Planning Commission

From: Kelly La Rosa, Planning and Zoning Manager

Date: July 30, 2025

Re: Case No. CPC-25-9 Harbor Crest Townhouse Subdivision Preliminary Plat Alternatives

Background

The Harbor Crest Townhouse Subdivision is a proposed 73-unit residential development by Pulte Homes, located on the east side of Avon Belden Road (SR 83), just south of Walker Road. The undeveloped site is adjacent to existing neighborhoods and commercial properties.

The applicant, represented by Jim Sayler of Henry G. Reitz Engineering Co., submitted a Preliminary Plat for Planning Commission review. During its July 1, 2025, meeting, the Commission expressed general support for the layout but requested alternative designs for two key elements:

- The ingress and egress on Avon Belden Road (SR 83), and
- The stub street connection at Audry Lane to the south.

This supplemental report presents those alternatives and includes updated input from safety forces, public works, and administrative staff to support the Planning Commission's final decision. These alternatives were not part of the original Development Review Committee (DRC) review, which evaluated only the initial configuration. Therefore, the departmental feedback in this report focuses specifically on the revised layouts and their potential impact on traffic flow, emergency access, and long-term planning goals.

Design Alternatives and DRC Comments

I. Avon Belden Road (SR 83) Ingress/Egress Alternatives

The original preliminary plat proposed a divided boulevard-style entrance on Avon Belden Road, slightly offset from the Huntington Bank driveway. This design allowed for a wide, deep retention



basin that was both aesthetically pleasing and easy to maintain. In response to the Planning Commission's request to explore better alignment with the Huntington Bank entrance, Mr. Saylor presented two alternatives:

- Entry Alternate "1": Re-aligns the entry drive directly across from Huntington Bank and maintains one outbound lane.
- Entry Alternate "2": Similar to Alternate "1", but adds a dedicated left-turn lane, splitting outbound traffic movements.

These alternatives compress the stormwater basin, resulting in a reduction of the setback between the basin and the rear yards of the townhouses—from approximately 10 feet to 6 feet. Additionally, the basin's eastern portion is designed with a shallower profile, which may pose maintenance challenges over time, including increased potential for sediment accumulation and weed intrusion. While the overall layout remains functional, these changes may also impact emergency access along the rear of the units.

The following section summarizes the input provided by safety forces and city staff on the proposed ingress and egress alternatives.

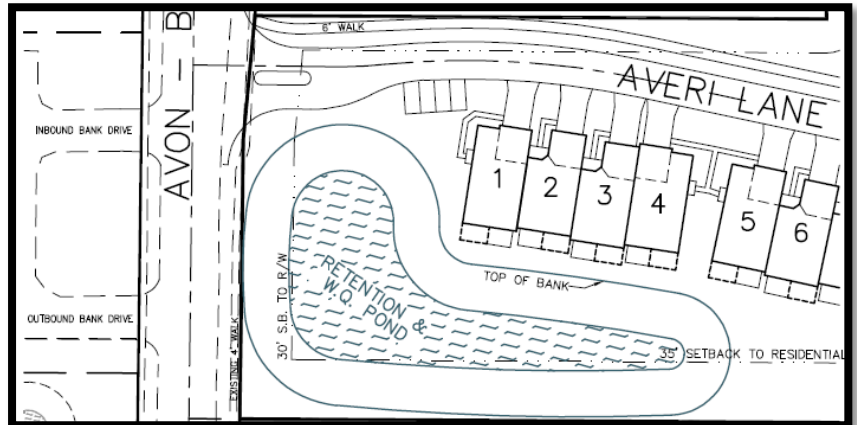


Figure 1: Excerpt Entry Original Layout Drawing

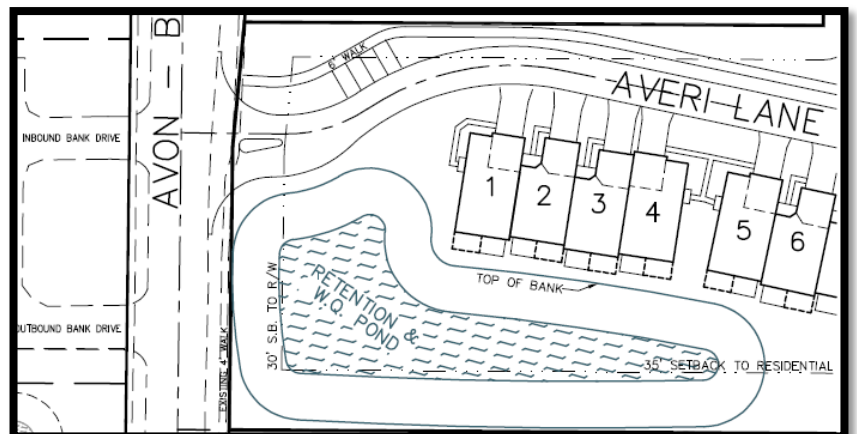


Figure 2: Excerpt Entry Alt 1 Drawing

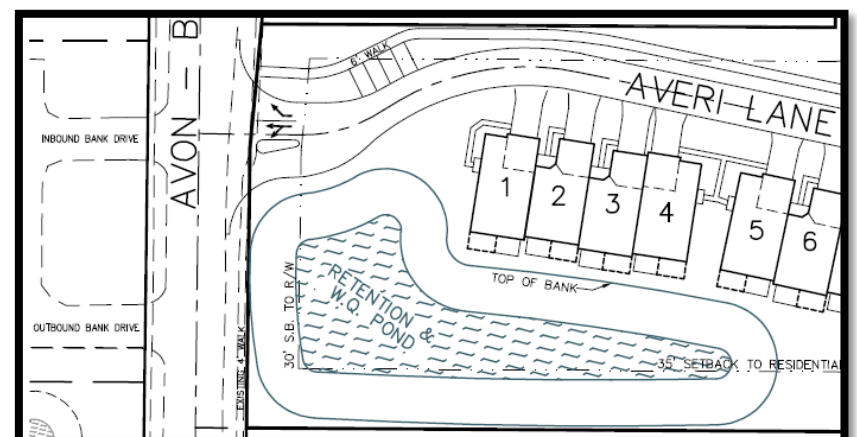


Figure 3: Excerpt Entry Alt 2 Drawing



Planning Commission
Case No. CPC-25-9
Harbor Crest Townhouse Subdivision
Preliminary Plat Alternatives
July 30, 2025
Page 3 of 6

Fire Department

Fire Chief Betsa expressed concerns regarding the proposed alignment of the subdivision's entrance with the Huntington Bank driveway across Avon Belden Road. He indicated a preference for the original offset design, citing potential traffic safety risks associated with aligning two driveways at an uncontrolled intersection. Chief Betsa noted that if the bank's traffic pattern were to change in the future, such as allowing two-way access, the alignment could lead to dangerous, conflicting turning movements. He also opposed the inclusion of a center island at the entrance, stating it could obstruct emergency vehicle access, particularly for units approaching from the north. Additionally, he raised operational concerns about the reduced setback between the retention basin and the rear of the northern units, warning that the narrower space could limit fire personnel access or hose deployment during an emergency.

Police Department

Police Chief Robinson supported the traffic engineers' recommendation to align the development's entrance and exit with the bank's entry-only drive, expressing confidence in the technical analysis and its conclusion that this alignment would reduce overall traffic conflicts.

Public Works Department

Public Works Director Liskovec acknowledged the preference for aligning the driveway with the Huntington Bank entrance, as supported by the traffic study and past city practices. He noted that while the addition of a left-turn lane in Alternate "2" improves traffic flow, it offers limited vehicle storage—likely accommodating only two cars—which could result in queued vehicles blocking right-turn movements. Director Liskovec also expressed concern over the revised stormwater basin design, explaining that the narrower and shallower configuration, particularly along the eastern side, may pose long-term maintenance challenges due to increased sedimentation and vegetation growth. Although he did not express a strong preference between the alignment options, he emphasized the trade-offs involved, particularly for stormwater management, vehicle circulation, and emergency access.

Mayor

Mayor Spaetzel highlighted that aligning the subdivision's entrance with the Huntington Bank driveway supports both the traffic study's recommendations and the city's broader plan for coordinated access. He explained that this strategy is based on established traffic planning principles, but recognized Chief Betsa's concerns about possible turning conflicts at an uncontrolled intersection. Citing issues observed with offset driveways elsewhere in the city, Mayor Spaetzel emphasized the importance of carefully considering the traffic engineer's findings alongside departmental input to find a balance between traffic flow and public safety.

Zoning

Planning and Zoning Manager Austin Page expressed a preference for Entry Alt #2".



II. Southeastern Stub Street at Audry Lane Alternatives

The southeastern portion of the subdivision includes a proposed stub street that would serve three units and potentially connect to undeveloped land to the south, currently owned by Mr. Hubert. The original plan features a 22-foot-long roadway extending to the southern property line to preserve the option for future interconnectivity. In response to concerns raised by the Planning Commission regarding potential neighborhood opposition to a future connection, two design alternatives were developed:

- Stub Alternate “A”: reduces the length of the stub street from 22 feet to 18 feet and adds a landscaped mound at the end, reducing the number of guest parking spaces from three to two.
- Stub Alternate “B”: introduces a bend in the stub street and uses angled parking to retain three guest spaces while visually discouraging future extension.

Although both alternatives are intended to soften the appearance of future roadway connections, they do not preclude it. A permanent prohibition would require a legal mechanism such as a deed restriction or recorded easement.

The proposed stub street layout and its potential for future interconnectivity were reviewed and discussed among members of DRC. While the visual alternatives aim to address immediate concerns about neighborhood impact, city staff emphasized the importance of long-term planning considerations, particularly regarding emergency access, street length, and the legal implications of future connections. The following section summarizes the input provided by safety forces and city staff on the stub street configuration.

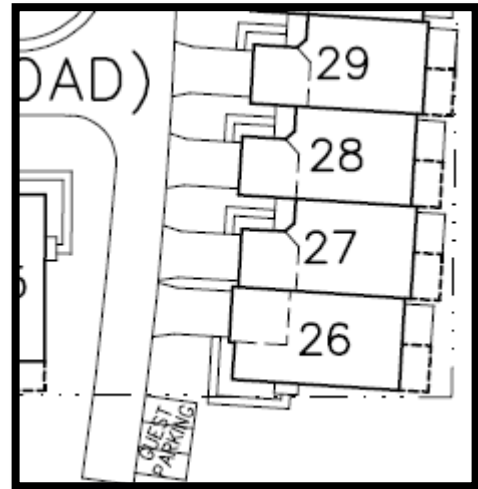


Figure 4: Excerpt Original Stub Layout

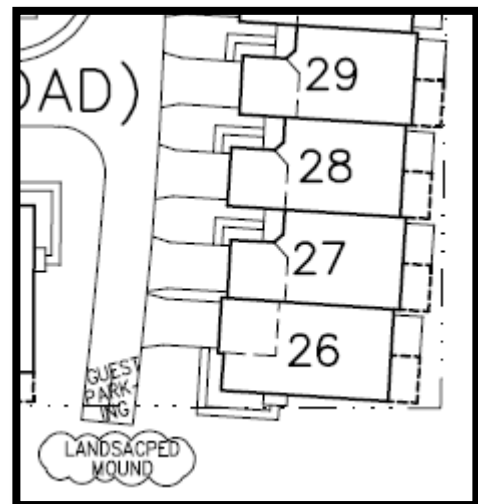


Figure 5: Excerpt Stub Alt "A"

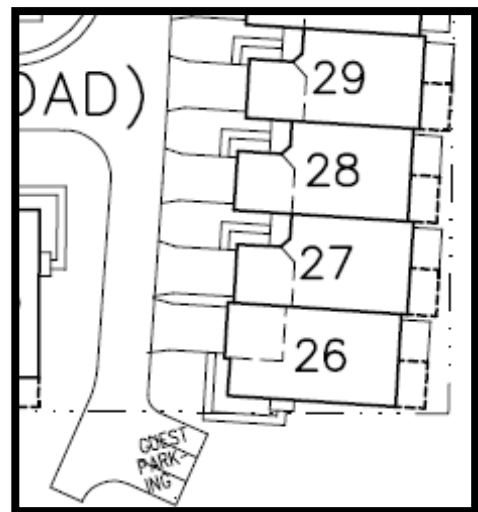


Figure 6: Excerpt Stub Alt "B"



Planning Commission
Case No. CPC-25-9
Harbor Crest Townhouse Subdivision
Preliminary Plat Alternatives
July 30, 2025
Page 5 of 6

Fire Department

Chief Betsa supports maintaining the potential for future connectivity at the southeastern stub street, emphasizing its importance for emergency response access, even if the land nearby remains undeveloped for years. He recommends keeping the full 22-foot length of the stub to ensure safe passage for fire trucks and suggests adding a turnaround or widening the end to improve maneuverability and effectiveness during emergencies.

Police Department

Chief Robinson shares similar concerns about emergency access. He points out the risk of overflow parking on the street—especially during large events—that could block emergency vehicles, particularly if the street is narrow. He emphasizes the need for sufficient guest parking to reduce this risk and notes that enforcing parking rules on private streets is essential to maintaining clear access for safety personnel.

Public Works

Director Liskovec supports keeping the stub street's connectivity potential, aligning with the city's broader planning. He recommends maintaining the 22-foot pavement, noting that an earlier plan to reduce it to 18 feet would not support vehicle circulation or access effectively. Director Liskovec warns that visual changes—like landscaped mounds or curves—could discourage future connections, but they do not legally prohibit them.

Mayor

Mayor Spaetzel recognizes that some residents might oppose future connections but stresses that the Planning Commission must balance those concerns with the city's longstanding goal of fostering interconnectivity between developments. He points out that such connections have historically improved circulation and access, benefiting both routine traffic and emergency response.

Zoning

Manager Page expressed a preference for Stub Alt "B".

Planning Considerations and Conclusion

The Planning Commission is tasked with evaluating two key aspects of the Harbor Crest Preliminary Plat: the ingress/egress on Avon Belden Road (SR 83) and the stub street at Audry Lane. Each includes alternatives developed in response to previous feedback and departmental insights.

For the Avon Belden Road entrance, the original design includes a boulevard-style offset entry that supports a large stormwater basin with plenty of access for maintenance. Alternatives 1 and 2 align the entrance with the Huntington Bank driveway, consistent with the city's coordinated access goals. However, these options reduce the size of the retention basin, decreasing rear setbacks for the nearby townhouses and creating a shallower profile on the east side. While they



Planning Commission
Case No. CPC-25-9
Harbor Crest Townhouse Subdivision
Preliminary Plat Alternatives
July 30, 2025
Page 6 of 6

retain the basic functionality, these changes could complicate long-term stormwater maintenance and emergency access.

For the Audry Lane stub street, the original plan preserves a 22-foot connection to the southern property line and includes three guest parking spaces, maintaining the potential for future interconnectivity. Stub Alternate A reduces the pavement length, adds a landscaped mound, and provides two guest spaces. Alternate B introduces a curved layout with angled parking to retain three guest spaces while visually discouraging future extension. While both alternatives soften the appearance of a connection, they do not legally prevent it. A deed restriction or recorded easement could permanently prevent extension.

In evaluating these options, the Planning Commission should consider:

- Emergency access and overall vehicle circulation;
- Maintenance challenges tied to any modified site geometry;
- The limited enforceability of visual-only design features;
- The city's long-standing policy of encouraging interconnectivity between adjacent developments.

While the applicant has not formally indicated a preference, the original design likely reflects their intent. The alternatives were developed in response to the Planning Commission's direction and are presented to support a balanced, well-informed decision

Attachments

- James Saylor's Letter dated July 7, 2025, includes site layout options for both ingress/egress and stub street scenarios.

THE HENRY G. REITZ ENGINEERING CO.

Civil Engineers and Surveyors

James T. Sayler, P.E., P.S., *President*
Linda S. Rerko, *Sec.-Treas.*

4214 ROCKY RIVER DRIVE
CLEVELAND, OHIO 44135-1948

TELEPHONE: (216) 251-3033
EMAIL: reitz@reitzeng.com

July 7, 2025

Ms. Kelly La Rosa
Avon Lake Planning & Zoning Manager
150 Avon Belden Road
Avon Lake, OH 44012

Re: Harbor Crest Townhouse Subdivision Preliminary Plat

Dear Ms. LaRosa:

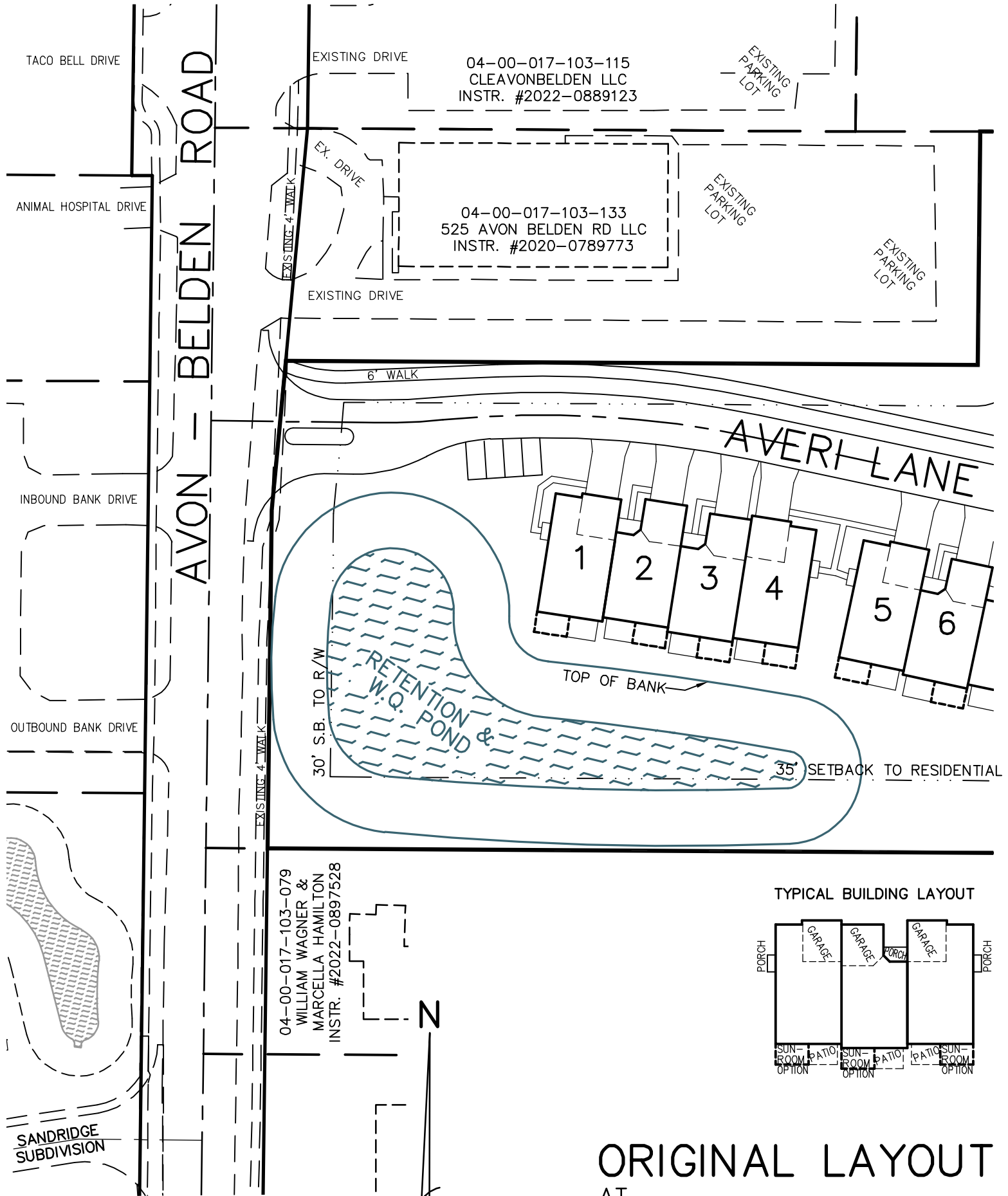
In response to the request of Planning Commission and your letter of July 2, 2025, please find the 6 attached drawings for review and comments at the next available D.R.C. meeting:

- a. Original Layout detail of intersection at Avon Belden Road
- b. Entry Alt. #1 shows a revised alignment for the intersection at Avon Belden Road where the exit from the project has been moved to be opposite the Huntington Bank inbound drive.
- c. Entry Alt. #2 shows a revised alignment for the intersection at Avon Belden Road where the exit from the project has been widened to provide a left turn lane which in a location opposite the Huntington Bank inbound drive.
- d. Original Layout detail of Southerly stub of Audry Lane.
- e. Stub Alt. "A" shows a revised method of terminating the Southerly stub with 2 guest parking spaces moved and a landscaped mound added to augment Planning Commission's proposal to eliminate the possibility of connecting to any future development to the South.
- f. Stub Alt. "B" shows a revised method of terminating the Southerly stub with 3 guest parking spaces moved and the street alignment angled to augment Planning Commission's proposal to eliminate the possibility of connecting to any future development to the South.

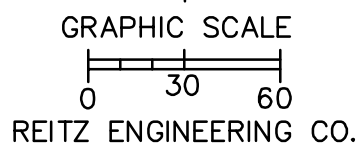
Either of the two entry alternatives would require the reshaping of the proposed retention basin as shown in order to provide the same retention volume. If it is the Planning Commission's preference to restrict against any future connection to the South, it could be accomplished either by a restriction in the homeowner association covenants and restrictions or as a deed restriction added when the land transfers to the homeowner association. The developer requests that D.R.C. provide feedback so that a motion can be considered at the August 5, 2025 Planning Commission meeting to approve either the original layout or any one or two of the above alternate layouts.

Very truly yours,
THE HENRY G. REITZ ENGINEERING CO.

By
James T. Sayler, President



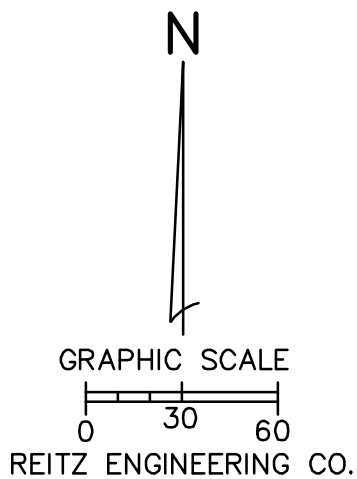
ORIGINAL LAYOUT AT HARBOR CREST SUBD. FOR PULTE HOMES OF OHIO



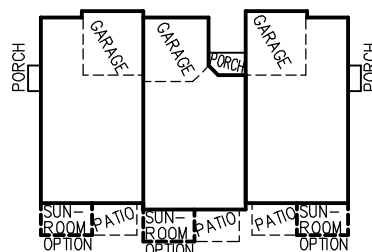
ENTRY ALT. #1
AT
HARBOR CREST SUBD.
FOR
PULTE HOMES OF OHIO



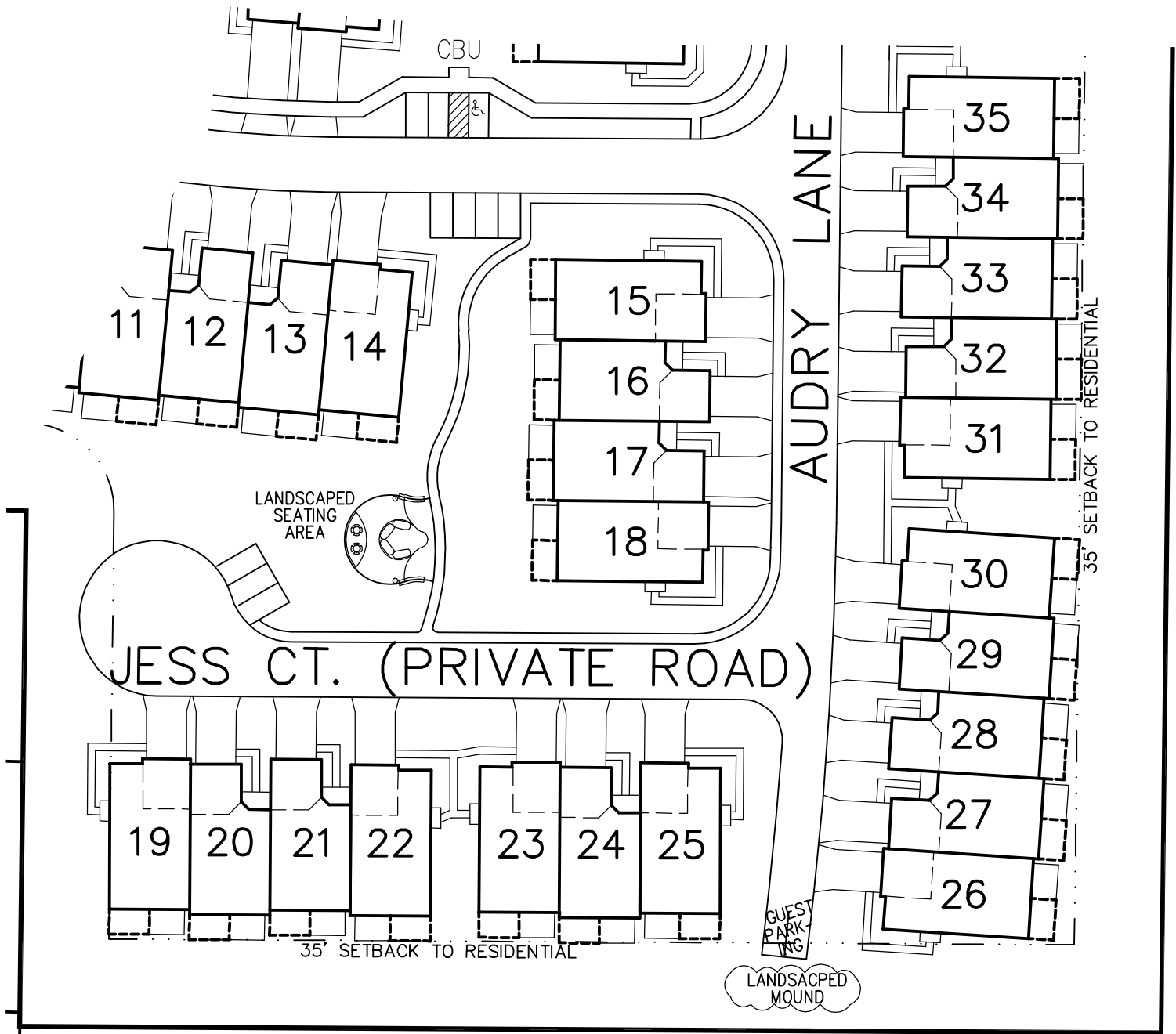
04-00-017-103-346
 WILLIAM D. HUBERT
 INSTR. #2016-0605682



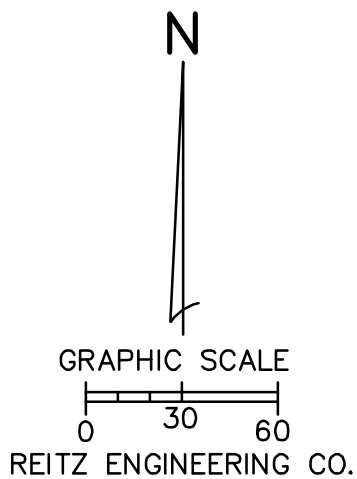
TYPICAL BUILDING LAYOUT



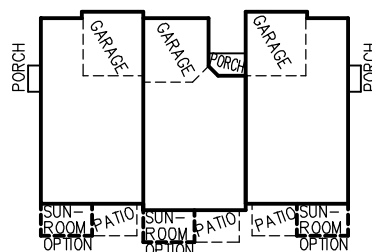
ORIGINAL LAYOUT
 AT
 HARBOR CREST SUBD.
 FOR
 PULTE HOMES OF OHIO



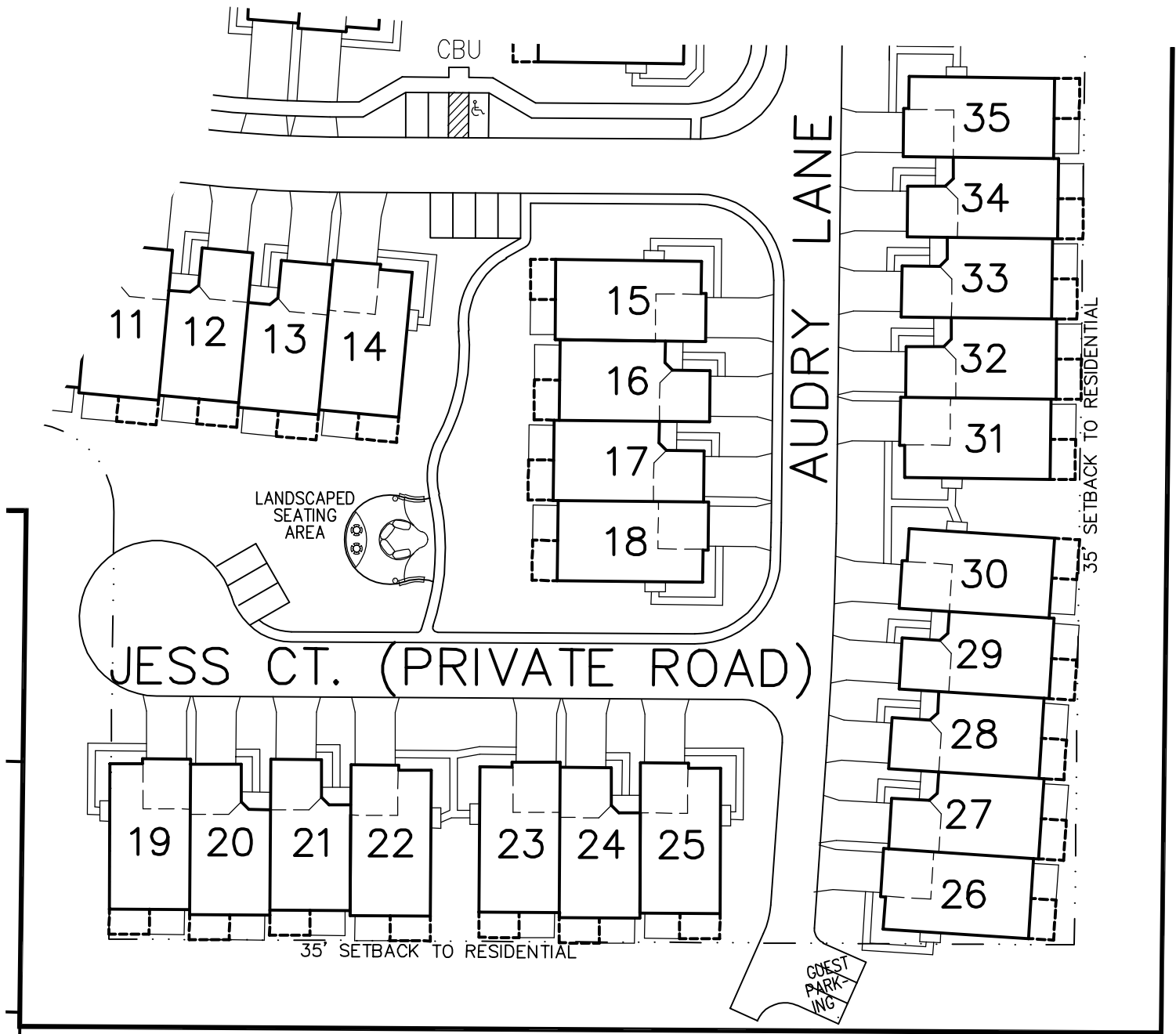
04-00-017-103-346
 WILLIAM D. HUBERT
 INSTR. #2016-0605682



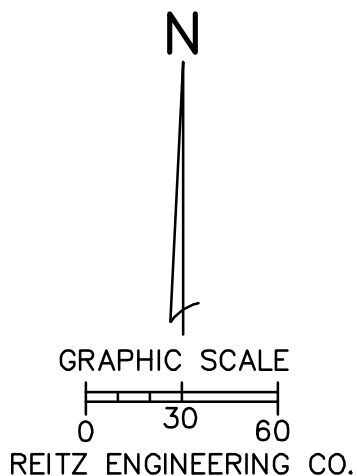
TYPICAL BUILDING LAYOUT



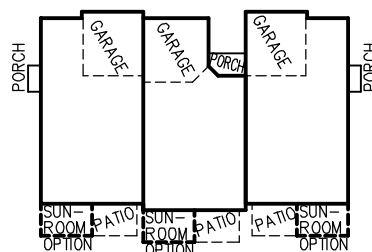
STUB ALT. "A"
 AT
 HARBOR CREST SUBD.
 FOR
 PULTE HOMES OF OHIO



04-00-017-103-346
 WILLIAM D. HUBERT
 INSTR. #2016-0605682



TYPICAL BUILDING LAYOUT



STUB ALT. "B"
 AT
 HARBOR CREST SUBD.
 FOR
 PULTE HOMES OF OHIO