

SUMMARY OF CAUCUS DISCUSSION AND MINUTES OF THE STRONGSVILLE CITY COUNCIL REGULAR MEETING HELD ON MONDAY, MAY 16, 2016.

The Council of the City of Strongsville met in the Caucus Room at the Mike Kalinich Sr. City Council Chamber, 18688 Royalton Road, on **Monday, May 16, 2016 at 7:30 p.m.**

Present: Council Members: Michael J. Daymut, Joseph C. DeMio, Matthew A. Schonhut, Duke Southworth, Gordon C. Short, Kenneth M. Dooner and James E. Carbone. Also Present: Clerk of Council Aimee Pientka. Administration: Mayor Thomas P. Perciak, Law Director Neal M. Jamison, Finance Director Joseph Dubovec, Economic Development Director Brent Painter, Communications and Technology Director John Bedford, Recreation and Senior Services Director Bryan Bogre, Building Commissioner Tony Biondillo, City Engineer Ken Mikula, Human Resource Director Steve Kilo, Service Director Joe Walker, Public Safety Director Charles Goss, Police Chief James Kobak, and Fire Chief Jack Draves.

Council President Southworth called the caucus to order at 7:20 p.m.

Councilman Short arrived at 7:26 p.m.

The following Council Committees met to review legislation on the agenda:

Planning, Zoning and Engineering Committee: Chairman Daymut advised Ordinance No. 2016-025 is to amend Sections 1240.08(c), 1262.04(a)(1) and 1262.05(a)(1) of Part Twelve of the Planning and Zoning code of the Codified Ordinances of the City of Strongsville in order to eliminate self-storage and mini storage facilities from General Industrial Districts. There is a public hearing tonight for this legislation, then council will vote on it. The recommendation for this legislation is to adopt. Mr. Carbone asked if the land owners affected by this were spoken to. Mr. Daymut advised Mr. Painter has had discussions with them. These owners have been grandfathered in. Ordinance No. 2016-056 is a rezoning ordinance for property located at 9200 Pearl Road (PPN 395-03-006). This will be rezoned from R-RS (restaurant-recreational services) classification to MS (motorist service) classification. The proposed rezoning is for a car wash. Council received a letter from The Metroparks regarding deed restrictions which Councilman Daymut will submit on the floor for the record. The clerk of council received notification from the applicant to table the legislation at this time. This notification was received prior to the notices going out for the public hearing scheduled tonight; therefore, the public hearing will be tonight and the legislation will then be tabled. Resolution No. 2016-083 authorizes the Mayor to advertise a request for qualifications and proposals for professional engineering consulting services in connection with the I-71/SR-82 Interchange Improvements Project. The recommendation is to adopt this ordinance tonight and Mr. Daymut asked council to vote their conscience. Mr. Carbone wanted to note for the record that after looking through all the materials and listening to everyone's opinion, he is at this time not in favor of appropriating money for this project. Mr. Southworth advised if this legislation were not to pass, there would be future legislation rejecting the ODOT grant for this project. Resolution No. 2016-102 is declaring it necessary to improve Bowman Drive, Fetzer Drive, and Drake Road by constructing sanitary sewers, catch basins and manholes, installing sanitary sewer service connections, replacing, where necessary, driveway aprons, storm sewers, and culverts, and constructing a waterline in Fetzer Drive. This pertains to the special assessment to install sanitary sewers in that area. The recommendation is suspension and adoption for that resolution. Mayor Perciak advised the cost of these projects have gone up dramatically over the years. This is why it is important to keep moving forward with installing these sanitary sewers. In addition, the city is doing everything they can to help offset some of the cost for the residents.

Finance Committee: Chairman Dooner advised Ordinance No. 2016-103 is an appropriations ordinance and the recommendation is to suspend and adopt.

Public Safety and Health Committee: Chairman DeMio recommended suspension and adoption for Ordinance No. 2016-104. This is an ordinance amending sections 806.03 and 806.04 of Chapter 806 of the Codified Ordinances to include fees for licenses, and to require criminal background checks in connection with canvassers and solicitors. Mr. Jamison stated the fee of \$25 is for the administrative staff to handle the application. The fee pertaining to the web check location is part of the process in order to do business within a city. Other communities charge these fees as well. Currently, the city is limited to a local database to inquire about past criminal history. The legislation will allow background checks nationwide, letting us know if there are any out of state convictions. Mr. DeMio wants to make sure the permit process can be done seven days a week. Mr. Kobak advised yes it would and it will be online shortly. Mr. Short wanted to know the guidelines of convictions that would prohibit someone from obtaining a permit. Mr. Jamison stated this is outlined in Section 806.04. Ordinance No. 2016-105 is authorizing the Mayor to enter into an agreement to accept a grant from the county pertaining to reimbursement for expenses incurred by the fire department associated with certain County Hazmat exercises. The recommendation is to suspend and adopt this legislation. Resolution No. 2016-106 is authorizing the Mayor to advertise for bids for the renovation and mechanical upgrade of Fire Station No. 3 on Albion Road. The recommendation is to suspend and adopt this Resolution. Resolution No. 2016-107 is to accept the donation of \$2,000 from Wal-Mart through its community grant program for the purchase of fire safety materials. The recommendation was to suspend and adopt this legislation.

Public Service and Conservation Committee: Chairman Carbone recommended suspension and adoption for Ordinance No. 2016-108. This is an ordinance designating various suppliers of gasoline and diesel fuel to meet service department requirements, and authorizing the Mayor to enter into requirements contracts for the purchase of same. The recommendation is to suspend and adopt that ordinance. Ordinance No. 2016-109 is authorizing the Mayor to enter into a contract for the purchase of general pavement services for 2016 for use by the service department. The recommendation was to suspend and adopt that ordinances. Ordinance No. 2016-110 is a contract for the purchase of road salt to be used by the service department for the 2016-2017 season. The recommendation was to suspend and adopt that legislation. Mr. Walker stated last year the city used twelve thousand tons. This year we are doing nine thousand tons. Mr. Walker stated there is salt leftover from last year. Suspension and adoption was recommended for both Resolution No. 2016-111 and 2016-112. These are to transfer certificates for burial rights in the Strongsville Municipal Cemetery. Mr. Southworth asked Mr. Jamison to review our code to see if we can streamline how we handle these burial rights.

Building and Utilities Committee: Chairman Schonhut recommended suspension and adoption for Ordinance No. 2016-113. This is to amend sections 1420.01, 1420.02 and 1420.04 of Chapter 1420 of the codified ordinances of the City of Strongsville to update building department fees. The recommendation is to suspend and adopt that legislation.

Economic Development Committee: Chairman Daymut advised the committee meeting scheduled for Monday, May 23rd will be cancelled. The next meeting will be Monday, June 27th at the senior center.

Committee of the Whole: Mr. Southworth advised Ordinance No. 2016-097 Ordinance No. 2016-097 is a new collective bargaining agreement between the city and the Fraternal Order of Police, Parma Lodge #15 (Corrections Officers) through December 31, 2018. The recommendation will be suspension and adoption this evening. Ordinance No. 2016-101 will be placed on second reading this evening. This is to amend, Section 618.12 (Hunting or Trapping Prohibited) of Chapter 618 Animals of the Codified Ordinances to authorize a nuisance abatement initiative for both short term and long term control and reduction of the white-tailed deer population, in coordination with the Ohio Department of Natural Resources and contiguous, adjoining, political subdivisions that opt to adopt a similar plan for nuisance abatement. This pertains to deer culling in the City of Strongsville.

Committee of the Whole (cont'd):

Mr. Southworth announced the city will be hosting an Ethics Training Seminar on June 1st from 9:00 a.m. to noon at the Strongsville Recreation and Senior Center. Officials from all over the area will be in attendance.

President Southworth noted the necessity for an executive session for the purpose to discuss legal matters and collective bargaining matters. Motion was made by Mr. DeMio and seconded by Mr. Dooner to adjourn from open session into executive session [Article XI, Section 9, City Charter]. All members present voted aye and the motion carried. Council adjourned into executive session at 7:43 p.m. Also present from the Administration was Mayor Perciak, Neal Jamison, Steve Kilo, Tony Biondillo, Charles Goss and James Kobak. The executive session concluded at 8:02 p.m. and reconvened into open session.

MINUTES OF THE STRONGSVILLE CITY COUNCIL REGULAR MEETING HELD ON MONDAY, MAY 16, 2016 IN THE MIKE KALINICH SR. CITY COUNCIL CHAMBERS.

CALL TO ORDER:

Council President Southworth called the meeting to order at 8:03 p.m. All joined in the Pledge of Allegiance to the Flag.

CERTIFICATION OF POSTING:

The Clerk of Council certified that the meeting had been posted in accordance with Ordinance No. 2004-273.

ROLL CALL:

Present: Council Members: Matthew A. Schonhut, Joseph C. DeMio, Michael J. Daymut, Duke Southworth, Kenneth M. Dooner, Gordon C. Short, and James E. Carbone. **Also Present:** Clerk of Council Aimee Pientka. **Administration:** Mayor Thomas P. Perciak, Law Director Neal M. Jamison, Finance Director Joseph Dubovec, Economic Development Director Brent Painter, Building Commissioner Tony Biondillo, Communications and Technology Director John Bedford, City Engineer Ken Mikula, Service Director Joe Walker, Human Resource Director Steve Kilo, Public Safety Director Charles Goss, Police Chief James Kobak, and Fire Chief Jack Draves.

COMMENTS ON MINUTES:

The Minutes of the Regular Council Meeting held on May 2, 2016 were approved as submitted.

APPOINTMENTS, CONFIRMATIONS, AWARDS AND RECOGNITION:

(None)

PUBLIC HEARING:

Ordinance No. 2016-025 by Mayor Perciak and Mr. Daymut. AN ORDINANCE AMENDING SECTION 1240.08(c) BY ADDING SUBSECTION (22), AND AMENDING SUBSECTIONS 1262.04(a)(1) AND 1262.05(a)(1) OF TITLE SIX OF PART TWELVE OF THE PLANNING AND ZONING CODE OF THE CODIFIED ORDINANCES OF THE CITY OF STRONGSVILLE, IN ORDER TO ELIMINATE SELF-STORAGE AND MINI STORAGE FACILITIES FROM GENERAL INDUSTRIAL DISTRICTS, AND DECLARING AN EMERGENCY. *First reading and referred to Planning Commission 02-16-16. Favorable recommendation by Planning Commission 02-25-16. Second reading 03-7-16.*

*Council President Southworth opened the Public Hearing on this matter and invited anyone wishing to speak **IN FAVOR** of the Ordinance to approach the podium and address Council at this time.*

(No Comments)

*Mr. Southworth then invited anyone wishing to speak **IN OPPOSITION** of the Ordinance to approach the podium and address Council.*

(No Comments)

Hearing no further comments in regard to this matter, Council President Southworth closed the Public Hearing on said Ordinance.

Ordinance No. 2016-056 by Mr. Daymut. AN ORDINANCE AMENDING THE ZONING MAP OF THE CITY OF STRONGSVILLE ADOPTED BY SECTION 1250.03 OF TITLE SIX, PART TWELVE OF THE CODIFIED ORDINANCES OF STRONGSVILLE TO CHANGE THE ZONING CLASSIFICATION OF CERTAIN REAL ESTATE LOCATED AT 9200 PEARL ROAD IN THE CITY OF STRONGSVILLE FROM R-RS (RESTAURANT-RECREATIONAL SERVICES) CLASSIFICATION TO MS (MOTORIST SERVICE) CLASSIFICATION (PPN 395-03-006), AND DECLARING AN EMERGENCY. *First reading and referred to Planning Commission 03-07-16. Tabled by Planning Commission 03-10-16. Favorable recommendation by Planning Commission 03-31-16. Second reading 04-04-16.*

Mr. Jamison – The developer has asked that this legislation be tabled at this time, but we are still going to go forward with the public hearing.

*Council President Southworth opened the Public Hearing on this matter and invited anyone wishing to speak **IN FAVOR** of the Ordinance to approach the podium and address Council at this time.*

(No Comments)

*Mr. Southworth then invited anyone wishing to speak **IN OPPOSITION** of the Ordinance to approach the podium and address Council.*

Mr. DeMio – Duke, will you do me a favor? If it's okay with the law department, would you explain to them how the length that it could still be on our docket so these folks understand which piece we're talking about because I think some of them are confused. I see some of the folks from Shurmer Road and Howe Road coming up. Would you explain the length so they understand please?

PUBLIC HEARING (cont'd):

Mr. Jamison – Sure, Any applicant that submits for this kind of request at any time can request for the city to table the legislation and then basically it will sit for twenty-four meetings after that, essentially a year. At some point, that applicant can come back and ask for council to then place it back on the agenda, but that is up to the applicant to do so. At the current time, we are still going to go forward with the public hearing, but the legislation itself will not go forward because the applicant has asked that we put it on hold. That is the current status, it is actually twenty-four meetings, which is essentially one year.

John Hasko, 14515 Drake Road, Strongsville, OH: John Hasko, 14515 Drake Road. I only have one question, it's going from what kind of service to what kind of service? This is a restaurant or...and it's switching over to what, what kind of business would they want to put in there, a gas station?

Mr. Southworth – What was proposed was a carwash.

Mr. Hasko – A carwash?

Mr. Southworth – Right

Mr. Hasko – Because it's not in here what it is for,

Mr. Jamison – It was vacant land now which was zoned Restaurant-Recreation Service, and the request was to make it motorist service.

Mr. Daymut – Mr. Southworth?

Mr. Southworth – Yes

Mr. Daymut – I just want to enter into the record before we continue the public hearing on this...we did receive correspondence from The Cleveland Metroparks concerning this particular project so I would ask that would be entered into the record during the public hearing.

A copy of this correspondence is attached to the back of the minutes.

Tony Vacanti, 1375 East Ninth Street, Cleveland, OH: Gentlemen, Mr. President, members of council, my name is Tony Vacanti, 1375 East Ninth Street, Suite 1700, Cleveland OH. I'm the land-use attorney at Buckingham, Doolittle, and Burroughs. I also happen to be a resident in the City of Strongsville on Woodshire Drive. I represent S & J Building, Inc., and here with me is Scott Bagi; he's one of the authorized representatives of S & J Building, Inc. It owns property at 8540 Pearl Road, a couple of parcels down from the subject parcel. The laser carwash also happens to operate on this parcel so we have a vested interest in making sure that this zoning does not go forward and I'll explain why. The basis of this objection is that this proposed rezoning is arbitrary and capricious; it doesn't advance any legitimate governmental purpose, and it is going to result in oversaturation of a market as we're going to demonstrate to you. Unfortunately, we didn't have the opportunity to speak before Planning Commission because we thought the matter was tabled and due to a miscommunication, it happened to go forward unbeknownst to us; so the Planning Commission didn't have the opportunity to hear our objections. We are thankful that we have the opportunity and we ask that council takes this very seriously. Members of council, there are four primary reasons that the proposed rezoning should be denied.

PUBLIC HEARING (cont'd):

Mr. Vacanti (cont'd) – I just want to briefly walk through them. With permission from the President, if I could just pass this...this is going to be quick, they're visuals.

Mr. Southworth – And you do realize that we are not voting on this.

Mr. Vacanti – I do, but it is my understanding that this is the public hearing and I'm not sure there will be another opportunity.

Mr. Jamison – That is correct.

At this time, Mr. Vacanti distributed correspondence with four exhibits to council which is attached to the back of these minutes.

Mr. Vacanti – Thank you. The first issue is traffic; it's always on our minds here in Strongsville. The carwash is designed to accommodate approximately one car every thirty seconds, so it is a high volume type of carwash. There have been two proposals submitted, concept proposals: one with a shared curb cut with McDonalds on Pearl Road, the other with a curb cut on Whitney Road. The packet that I just distributed shows some Google Earth, "Exhibit A" is just an aerial Google Earth with an "X" where the Whitney access point would be. "Exhibit B" is looking east on Whitney Road to Pearl Road; there's an "X" where the access point would be. "Exhibit C" is looking west on Whitney Road; there's an "X" where the access point would be. "Exhibit D" is actually a picture from the Goo Goo Car Wash website from one of their Columbus locations. You can see the stacking, so you can probably see where I am going with this. Whitney Road is a one lane street requiring that most of the traffic is going to come from Pearl Road, so it would have to make a left hand turn from Whitney Road into the site. If you use the Goo Goo Wash's own representations on their website, you can see where there could be a substantial traffic issue. That's the Whitney Road site. Pearl Road, again self-explanatory, the traffic concerns that would arise there- Planning Commission had those concerns which was why that alternative proposal was submitted. That's the first issue. The second reason why it should be denied is the impact on the adjacent residential. There's residential properties to the rear and there's residential properties across Whitney. There are fumes, vacuum noises, a whole plethora of potential issues; so council should really take a close look at this. The third issue is that this is not an appropriate site for a carwash or for this motorist services type of zoning. The concept plans submitted show that variances will be required, setback variances, any hardship that is alleged is self-created because this was a single lot that was lot split for the McDonalds to be developed; so there shouldn't be any complaints over the usability of this site. There are too many carwashes. This will be the third carwash in an approximate one thousand foot radius on Pearl Road. This would also be the ninth carwash in the City of Strongsville. Just to give you a sense, in Parma which has not quite but almost double the population of this city, has six carwashes. This would be the ninth. It would draw businesses away from existing carwashes; which we're not hiding anything, that's one of the primary reasons we are here, it's going to drastically impact Mr. Bagi's business. There's already MS zoning immediately across the street up for sale so this is not an appropriate site for this rezoning. The final reason that this rezoning should be denied is that it is inconsistent with the city's own comprehensive plan. As this council is well aware, any type of zoning or land use decision should be in accordance with the comprehensive plan. On Page 1-10, one of the goals of the plan is "to avoid oversaturation of the market." That's what we're facing here with this rezoning. Page 3-9 reiterates that goal; "That exceeding any business potentials in saturating the market will lead to more vacancies and possibly blight."

PUBLIC HEARING (cont'd):

Mr. Vacanti (cont'd) - Mr. Bagi is going to briefly just explain this could be detrimental to his business, and you don't want a vacant carwash, you don't want any more vacancies on this section of Pearl Road. We do appreciate your attention and understand that you are not moving forward with this. We do ask to be informed if it ever does come back before council. We wanted to express our concerns; and at this time, I'm just going to briefly introduce Mr. Bagi who is going to express to you...it's one thing, me as an attorney saying this, but it's really going to impact him if it goes forward, so Mr. Bagi...

Scott, Bagi, 8540 Pearl Road, Strongsville, OH: My name is Scott Bagi, 8540 Pearl Road, Strongsville. I just want to give a little bit of history about the carwash. Approximately 2007 I did a rezoning, and when I was going in front of council for a rezoning, which it did pass thanks to council, some of the council were against it because there were already too many carwashes in the city. Since mine has been rezoned, the city has allowed two more carwashes to go on since mine has gone in. So in the last six years there has been three other carwashes. As was mentioned earlier, Strongsville (meant to say Parma) has eighty thousand people-it has six carwashes. Strongsville has approximately forty-two thousand people and this would be the ninth carwash. The Goo Goo Car Wash is a friction carwash and basically it is volume. As you go on their website, you'll see they do about one car every thirty seconds. If that happens in the middle of winter and there's snow and ice on the ground, there's going to be lots of traffic issues, especially on Whitney Road. That's pretty much all I have to say. Just consider our business, it is a family run business, me and my dad, and it's pretty much what we have, so thank you.

Mr. Southworth – Thank you Scott.

(Applause)

Mr. Southworth – Is there anyone else who would like to comment on this? Please state your name and address.

Susan Rasch, 18334 Whitney Road, Strongsville, OH: Good evening council, my name is Susan Rasch and I live at 18334 Whitney Road. My property is pretty much going to be right across the street from the exit on Whitney. I'm sure the carwash will have an exit there from what I can see on the map. I have a consistent problem just by the fact that the road is narrow at my mailbox and that my mailbox has been hit five times. This past winter, a young lady was coming out of McDonalds, lost control of her car, hit my mailbox again and ended up in my large ditch. Now the city created this street that way when they were planning for all of the things across Pearl Road-Lowes, O'Charleys and all of that. So, all I'm saying is with the traffic, with McDonalds, it's treacherous. If there is a lot of water as the gentlemen before just previously stated, in the wintertime it's even going to be more strategic and it's going to be difficult. It's already difficult to get out of my driveway during rush hour. The other day I saw, about a week, traffic was backed up past my driveway all the way down to the covered bridge. I don't understand what we could be thinking having even more traffic- with McDonalds, with all the traffic that...I mean, look what's happening on Pearl Road just to get it paved. Two lanes...Big Creek Parkway is packed, Pearl Road is packed, my street's packed, you can't move anywhere in this congested area if the littlest thing goes out of tune. So I'm just asking you please do not do this. I have no other way to get out of my driveway except backing out. It isn't a very fun thing to do, so I appreciate it, thank you.

(Applause)

PUBLIC HEARING (cont'd):

Mr. Southworth – Is there anyone else in the audience who wishes to address council on this public hearing matter?

(No Comments)

Hearing no further comments in regard to this matter, Council President Southworth closed the Public Hearing on said Ordinance.

REPORTS OF COUNCIL COMMITTEES:

SCHOOL BOARD – Mr. Carbone: Thank you Mr. Southworth, at the last school board meeting, the presented another five year plan for the school district. One thing I want to point out is that the district will remain in the black through 2019. Unfortunately, some things that were brought up with the state funding that not only hurt the schools, but hurt us at the city- that they were confident that maybe they would get another 2-3 years if those cuts didn't take place. Commencement is this weekend, so congratulations to all the graduates. Also, the Board approved the freshmen moving into the high school next year will all have Chromebooks for \$25/year every year. At the end of their four years, they will keep those Chromebooks. That's a nice incentive for our kids and for our families. Lastly, I want to thank Brian Jungeburg, one of our residents and member of the Strongsville Education Foundation, and all the members of the Strongsville Education Foundation. They put on a "Jockeys and Julips Night at the Races" at the recreation center. It was unbelievable. I know Mr. Short and Mr. Schonhut were there. It was an unbelievable time and really that's where a lot of the funding for the Chromebooks came from. It was nice to see everybody come out and support our kids. That ends my report.

Mr. Southworth – Thank you Mr. Carbone, are there any questions for Mr. Carbone?

(None)

SOUTHWEST GENERAL HEALTH SYSTEM – Mr. Southworth: I have nothing to report other than there is a board meeting next Wednesday so I will be able to give a full report at our first meeting next month. If there are any questions I'd be more than happy to answer them.

(None)

BUILDING AND UTILITIES – Mr. Schonhut: Thank you Mr. Southworth, Building and Utilities we have Ordinance No. 2016-113 tonight. This is just cleaning up part of our building code as far as how we charge for plan reviews. I ask we suspend and adopt that tonight. That's all I have for that committee. With your permission, I'm going to roll right into Communications and Technology. Just to report that committee has nothing on the agenda and I will happily take any questions for either committee.

COMMUNICATIONS AND TECHNOLOGY – Mr. Schonhut:

* See Building and Utilities above *

Mr. Southworth – Thank you Mr. Schonhut. Are any other questions for Mr. Schonhut?

(None)

REPORTS OF COUNCIL COMMITTEES (cont'd):

ECONOMIC DEVELOPMENT – Mr. Daymut: Thank you Mr. Southworth, Economic Development has no ordinances or resolutions on this evening's agenda. I'd like to announce that the meeting that was scheduled for next Monday, May 23rd has been cancelled. Our next meeting will be Monday, June 27th at 7:00 p.m. at the senior center. That's all I have this evening Mr. Southworth, thank you very much.

Mr. Southworth – Thank you Mr. Daymut, are there any questions for Mr. Daymut?

(None)

FINANCE – Mr. Dooner: Yes Mr. Southworth, we have Ordinance No. 2016-103. This is an ordinance making appropriations for our annual expenses and other expenditures for the City of Strongsville for the year 2016. The recommendation is to suspend and adopt.

Mr. Southworth – Thank you Mr. Dooner, are there any questions for Mr. Dooner?

(None)

PLANNING, ZONING AND ENGINEERING – Mr. Daymut: Thank you Mr. Southworth, we do have Ordinance No. 2016-025 on this evening's agenda and we did have a public hearing on that. This will eliminate self-storage and mini-storage from general industrial. I ask that we give that favorable recommendation this evening. We have Ordinance No. 2016-056. We had a public hearing only on this; it is not on the agenda tonight and no action is requested by the applicant on this. It is to change the zoning, as you heard, at 9200 Pearl Road from restaurant-recreational to motorist service. We have Ordinance No. 2016-083. This is to advertise for professional engineering consulting services for the I-71/SR 82 Interchange Improvements Project. I would ask that you would vote your conscience on that particular ordinance. We also have Resolution No. 2016-102 which is the necessity to improve Bowman Drive, Fetzer Drive and Drake Road by constructing sanitary sewers. I ask that we give favorable recommendation this evening. That's all I have Mr. Southworth, thank you very much.

Mr. Southworth – Thank you Mr. Daymut, are there any questions for Mr. Daymut?

Mr. Schonhut – Mr. Southworth

Mr. Southworth – Yes

Mr. Schonhut – No questions, just a couple of quick comments on the I-71 Interchange Improvements Project, better known as the slip ramp and over the last month since this first got put out there to the public that I have gotten a lot of calls and a lot of emails; obviously I've gotten to speak with many of you in this room. In part, that has been a blessing because I've gotten to see truly how strongly everybody feels about Strongsville and how they want to see the city do well for many years to come. In reading all the studies that were available to us and talking with all of you I have lost a lot of sleep and tried to come up with a lot of reasons as to why this was a good plan. Those reasons really boiled down to that I think the people in the southwest quadrant of our city will be able to get home about two minutes faster and the people that are visiting us from out of town to our mall will be able to get there faster. That is why I don't agree with it. I think we're taking the problem and moving it further down the street into our residential areas...

(Applause)

REPORTS OF COUNCIL COMMITTEES (cont'd):

Mr. Schonhut – ...onto roads that were never meant to handle this amount of traffic. I know we have talked a lot about safety and the accidents that have occurred on I-71, SR 82 and Howe Road, but I think there should be serious concerns about the safety of Howe Road, Shurmer Road and I-71 should this thing back up moving forward. This morning, an email from the Brunswick City Manager that was written to our Mayor was forwarded to us, basically expressing that they have no interest in pursuing at Boston Road at this time; which is fine. It has been discussed for a long time and I understand that they may not have the funds to do that, but I would argue that maybe we should look at potentially putting a slip ramp at Boston Road as opposed to Shurmer Road and Howe Road here.

(Applause)

Mr. Schonhut – I do think that we owe it to our residents to explore that option. I think that there is very few people in the city that would argue that Boston Road would not be the better option; although, I'm sure there's many hurdles that we may have to jump and the cost may be a little bit higher, it may take a little bit more time to become a reality, but I don't think that putting this at Shurmer Road and having to live with it for potentially forever is necessarily the best thing. I do think that we should go through that process and the last time that we did that was before I was born, admittedly. I've heard many reasons and many justifiable reasons from the Mayor and many members of his administration who are engineers. I am no engineer, but I would definitely like to see something in writing from ODOT saying that something is definitely not going to happen here at this time. I'll be the first to admit to that I voted in favor of doing these studies around this area of Shurmer Road and Howe Road and I also voted in favor of the Mayor going to seek funding. I will openly admit that I was definitely uneducated at that time. Now that I have had the time to read these studies and go through them that was probably more a poor decision. I will openly admit that. Even if we were to ultimately get denied at Boston Road, at the end of the day, I think I would rather live with the status quo as opposed to what this is going to do to this area of our city.

(Applause)

Mr. Schonhut – I truly just think the impact on what is truly a residential area is concerning and the potential for commercial growth in the area given this ramp, should it go through, is very, very concerning. I alluded to I'm young, I'm a twenty-four year old guy. Joe Lucchese spoke at the last meeting, for those of you that were here or watching, about his son's. He talked to them and said, "Why don't you want to stay in Strongsville?" Talking to all my friends, nobody wants to be, and that hurts. Being a young guy who loves this city, and I have a lot invested here, I want to see Strongsville do well. I think that the more concrete we pour and the more trees we cut down that we will be struggling to keep a base of young people coming back to the city, which is another argument of mine of why we need to pursue a new master plan to avoid things like this. My last point, a couple of emails that I received from people that were in favor of this alluded to the fact that we're doing it for a political agenda to appease many of you that I'm sure are in this room to keep your vote. I think the reality of it is if you guys don't like the job that I'm doing you have every power to vote me out at the very next election, and I'm okay with that. I hope that people do enjoy the job that I'm doing but I understand that you guys have that power and it's not to appease you. To be honest with you, I think it's just truly what is right for Strongsville is to not move forward with this. I think I'll close my comments for now.

(Applause)

REPORTS OF COUNCIL COMMITTEES (cont'd):

Mr. Southworth – Are there any other questions or comments for Mr. Daymut?

(None)

PUBLIC SAFETY AND HEALTH – Mr. DeMio: Thank you, we have four pieces of legislation tonight. I'm not going to go through each one of them because I know it's going to be very busy tonight. The sign-in sheet is well represented tonight. But I do want to go over one thing that's very important to everybody in this room. That is an update of the ordinance, it was in the old days called the solicitation ordinance where folks would go door to door and try to sell you goods and services; whether it was good or bad. Well we have with the direction of the Mayor, our Law Director, our Police Chief and Safety Director have come up with even a tougher approach of going door to door. We certainly want people to go door to door, we do, because that's the way America works; but we want people that don't have outstanding warrants, that don't have violent criminal backgrounds, some issues such as forgery, and uttering...I'm sorry Neal, you said it much better in the back that I did...moral turpitude. So you folks have come here on a specific issue, but there's so much more we're able to do to try to keep you safe. I have to say this, and this isn't just part of my safety tonight, everybody in this room really works very hard; whether I agree with them or whether I don't. I'm going to point out the Mayor for a minute because he tries his very best to try and secure funds to keep our community safe. So even if you agree with him on issues or disagree with him, please remember that council is the board that he directs, Duke is the President of our council, Ken Dooner is what I call the Associate President, better known as Pro Tem. Everybody has been great and I want to point out to you that each and every one of these gentlemen, every director, the folks you don't see, Aimee's staff, our staff, the folks that answer the phone, they really, really try their best for you. I just don't want you to ever forget that. I've been doing this a long time and I saw a person rolling their eyes but it's the truth. That's how I feel and I just wanted you to know that. I wanted to keep it to the point, but I just want to let everybody know that I have the utmost respect for everybody that's here. That little ordinance, that door to door solicitation, means an awful lot to everybody in this room and I mean that. I'm going to close the committee, I don't want any other questions Duke, I hope you allow me to do that?

Mr. Southworth – That is whatever you want.

Mr. DeMio – Okay, so that's what we're going to do tonight, suspend and adopt each and every piece of legislation on the Safety Committee.

Mr. Southworth – Thank you Mr. DeMio.

PUBLIC SERVICE AND CONSERVATION – Mr. Carbone: Yes, I have some ordinances and resolutions this evening starting with Ordinance No. 2016-108. This is to solicit, receive qualifications and proposals for qualified suppliers of gasoline and diesel fuel for our service department. The recommendation here is to suspend and adopt. We have Ordinance No. 2016-109 authorizing the Mayor to enter into a contract to purchase general pavement services for 2016. The recommendation is to suspend and adopt. We have Ordinance No. 2016-110 authorizing and approving participation in the Ohio Department of Transportation winter contract, basically for road salt, for the year 2016-2017. The recommendation here is to suspend and adopt. I have Resolution No. 2016-111 and I have Resolution No. 2016-112, both granting permission to transfer certain certificates for burial rights in the Strongsville Municipal Cemetery. The recommendation on both is to suspend and adopt.

REPORTS OF COUNCIL COMMITTEES (cont'd):

PUBLIC SERVICE AND CONSERVATION – Mr. Carbone (cont'd):

Motion by Mr. Carbone, seconded by Mr. DeMio to ratify, note and approve the burial of Tina Ashcraft in Section E, Lot #65, Grave D, based on the owner's designation of wishes for interments in the Strongsville Municipal Cemetery. All members present voted aye and the motion carried.

Mr. Carbone – And that ends my report.

Mr. Southworth – Are there any questions for Mr. Carbone?

(None)

RECREATION AND COMMUNITY SERVICES – Mr. Short: Thank you Mr. Southworth, we have no resolutions or ordinances on tonight's agenda. Real quick, I do want to announce that in anticipation of the new equipment being stowed at the recreation center, that this council thankfully approved for the recreation center, the cardio and track area will be closed May 30th through June 12th to install the equipment and also put in internet wiring, so this is going to be fantastic equipment there. It will reopen at 5:00 a.m. on June 13th. That concludes my report.

Mr. Southworth – Thank you Mr. Short, are there any questions for Mr. Short?

(None)

COMMITTEE OF THE WHOLE – Mr. Southworth: We have two ordinances on this evening's agenda. The first is Ordinance 2016-097. This is voting on the collective bargaining agreement with the jailers. The recommendation on that is to suspend and adopt. The second ordinance is Ordinance No. 2016-101. This is the deer hunting legislation which was voted on by the city. We are placing this on second reading.

I'd like to take a moment, I know we've got a very passionate issue and we talked about this earlier. It is passionate, I walked down Shurmer Road and I have knocked on all your doors. I have concerns going forward. Having said that, a yes vote does not mean this is eventually going to happen. There are issues that I am sure each and every one of us has about Shurmer Road, the right hand turn, the distance with I-71 South and the slip ramp, but those are things that, in my mind, are sorted out through engineering. If they're not sorted out, and it creates an equally dangerous or more dangerous thing, then we don't proceed, but we're not at that point.

Unidentified Voice – (unintelligible)

Mr. Southworth – Please, excuse me, excuse me...the other part that I'd like to say, and there's a lot of misinformation going on here. I heard that the engineers came out against this plan; which quite honestly if they have, we wouldn't even be having this conversation. The other comment, and Matt kind of echoed this, was that nothing has been done regarding Boston Road since 1990. I mean this is just flat out not true. In 2001 we had Resolution No. 2001-130, Joe and Mike were both on council at that time. That was going to be a joint resolution with the City of Brunswick to push for a Boston Road interchange. Brunswick said no; it didn't go anywhere.

Unidentified Voice – (unintelligible)

REPORTS OF COUNCIL COMMITTEES (cont'd):

Mr. Southworth – You will have your chance at the podium. Shortly thereafter, and that was under Mayor Ehrnfelt; Mayor Ehrnfelt wasn't able to get this done. Mayor Perciak came in...I think he was a State Representative at the time, Tom Patton, sat down with ODOT, the City of Brunswick, and engineers to see if Boston Road would happen and what we could do. Brunswick said "That is a Strongsville issue, it's not a Brunswick issue." In 2010, I know Councilman Ken Dooner kicked the tires on Boston Road and pushed that. In 2013, I personally kicked the tires on Boston Road, and the answer in both those circumstances from Brunswick were, "We're not interested." March 2, 2015, it's actually in the study, the engineers contacted ODOT; they were on a conference call with ODOT District 12 in the Office of Roadway Engineer. AT the time, and it's in the report, ODOT dismissed it for high cost, right-of-way needs and lack of support by local municipalities, i.e. Brunswick and ODOT. May 9, 2016, and I hope you don't mind me saying this-

Mayor Perciak – Go ahead.

Mr. Southworth – May 9, 2016, there was a meeting that Tom Patton initiated at his office. He brought in ODOT and brought in the Mayor. ODOT said they weren't interested in anything at Boston Road.

Mayor Perciak – Let me interject here. In fairness to everybody, Tom Patton, our State Senator, called that meeting and he did everything within his power to work the people at ODOT to at least bring to the table and open their minds up to a Boston Road interchange. He tried and tried and tried. After a lengthy period of time, he got exhausted and knew that he wasn't getting anywhere with them and he just simply said, "This meeting is over." It would be unfair for anyone to say that he didn't try, he did and it's unfair to say that ODOT at any time said "No"; it's just that they said, "It's not on the drawing boards now and to the best of their knowledge isn't going to be on their drawing boards for some time." Those meetings were had; I can only report to you what they said, I can only report to you what the State Senator tried to do. He tried again to garner funds to get the Boston Road interchange.

Mr. Southworth – He tried to get a study done, just a study.

Ms. Roff – (unintelligible)

Mr. Southworth – Ann please, you will have your opportunity. And then May 12, 2016, the Mayor had...well previous to that, he had reached out to the City Manager of Brunswick. The City Manager talked to his city council and the city council responded that they weren't interested. The City Manager later said even if they had been interested, we don't have the funds.

Mayor Perciak – Let me interject there, I mean the City Manager was more than cooperative. He returned calls, he worked with the council there; and that government structure there is different than what is over here. He's very clear and he says in his letter, "Regardless, as we discussed on the phone, the City of Brunswick would not have the discretionary funding available to participate financially at this time nor any time in the foreseeable future. Brunswick city council would find it hard to justify funding for improvements at I71 and Boston Road where there are still improvements needed at I-71 and SR 303 interchange. A \$1.2 and \$1.4 million annual gap remains between the voter approved levy that we have and the annual amount actually needed to maintain Brunswick's existing roadways. I wish you all the best as you continue considerations and improvements associated with the I-71 and SR 82 interchange", but he was very clear that their whole focus is I-71 and SR 303 and their business district and their retail district. They have no interest at this time of doing anything to assist us at Boston Road. Anybody who wants a copy of this is welcome to it.

REPORTS OF COUNCIL COMMITTEES (cont'd):

Mr. Southworth – Thank you Mr. Mayor. So, there have been comments that you guys haven't done anything since 1990, and that's- I can speak for Ken, the Mayor, myself, Mike and Joe, there has been. There is documented efforts. To imply otherwise is not representing the facts of the situation. Anyone who says, "We should just do Boston Road", that's a red herring. I mean, quite honestly, the option is on the table, either look into, not even commit to doing this but look into pursuing this, or do nothing.

Members of the audience – Do nothing.

(Applause)

Mr. Southworth – Those are the things that I wanted to say within my committee. I know that we've each gotten a lot of phone calls, a lot of emails. We have tried to keep up. I'm sure we've haven't because the volume has been huge. I've gotten five calls from the same person; just trying to keep up with everything is difficult. I wanted to state in front of all of you...I'm probably the least popular guy in the room right now, but that's what I'm looking at and that's the field that I see in front of me. While I don't expect you guys to like it, I'm hoping that you at least understand where I'm coming from. If there are no questions (lights went out in the council chamber at this time). I think I just dropped the mic or turned off the lights. We're all going to get out of here right now. On that note...

Mayor Perciak – They asked me if I just paid you to shut the lights off.

Mr. Southworth – That was Plan B, just turn off the lights and...but I wanted to state that on the record. If there are no questions from fellow council members we will go to Reports and Communications from the Mayor, Directors of Departments, and Other Officers.

(None)

REPORTS AND COMMUNICATIONS FROM THE MAYOR, DIRECTORS OF DEPARTMENTS AND OTHER OFFICERS:

Mayor Perciak: One quick announcement Mr. President, it's just that we are going to have our Memorial Day observance. That's going to be at 11:00 a.m. on Monday, May 30th and it's going to be at the Freedom Trail because of the road construction on Pearl Road. The VFW requested that we do away with the parade this year. I did give them alternative routes that they could take and they felt it would just be easier to have their ceremony at the Freedom Trail this year and resume their parade and the usual festivities next year once everything is completed. We are still pushing to have Pearl Road completed here by Homecoming time and we hope a lot sooner. As you know, they were all working Saturday; so we are doing our best and we're hoping that all gets done in a timely fashion and so that will be with us for a long time. Again, so that everybody understands, this is a project that about twenty percent is funded by us and eighty percent was grant dollars. This is why we are fortunate enough to get that done. Please be patient as that gets done. That ends my report.

Mr. Southworth – Thank you Mr. Mayor.

REPORTS AND COMMUNICATIONS FROM THE MAYOR, DIRECTORS OF DEPARTMENTS AND OTHER OFFICERS (cont'd):

FINANCE DEPARTMENT – Mr. Dubovec: Thank you Mr. President, I will merely state that funds will be made available for all ordinances and resolutions on this evening's agenda requiring certification of funding, and that ends my report, thank you.

Mr. Southworth – Thank you Mr. Dubovec.

LAW DEPARTMENT – Mr. Jamison: Thank you Mr. Southworth, just to report to council that council had objected to the transfer of the liquor license at 15387 Pearl Road. After a hearing, the hearing officer found that the City of Strongsville was unable to present sufficient evidence; therefore, ordered that the legislative objection be overruled and the processing of the application continue. I would also just report that all ordinances and resolutions are in proper legal form. That ends my report.

Mr. Southworth – Thank you Mr. Jamison.

AUDIENCE PARTICIPATION:

Mr. Southworth – We've reached that point of our meeting for audience participation. I'd just like to remind everybody that comments are limited to five minutes. Typically, we do not allow for debate. I know the Mayor has sometimes veered from that, but it is your time, your five minutes to come up once and address council. We do have a sign-in sheet. My wonderful clerk has asked me though if you haven't signed in, when you come to the podium, please spell your last name so we can enter that accurately into the record. Also, if there are other people who have echoed your comments and you want to second that, please just let us know and we will put that in the record that you are echoing those comments. We do have a sign-in sheet, the first signed in is Leonard and Gloria Demko. If you could just please come to the podium.

Leonard Demko, 19032 Quail Hollow Drive, Strongsville: Good evening council, my name is Leonard Demko, 19032 Quail Hollow Drive. My issue is probably miniscule compared to the Shurmer problem and the Howe Road problem. However, I do just want to bring it up...I'll try to make it brief, I didn't have enough copies here to pass around, but the issue I have is that right now my wife and I travel a lot for the Cleveland Clinic. Our avenue out of Quail Hollow is to head towards Howe Road on Lanier. Now, if you've ever tried to get out onto Howe Road from Lanier it's almost an impossibility. Again, it is based on the time of the day. I watched that many of times and sat there and I see traffic coming from the mall on the north (uninteligabel). I see traffic coming off of Shurmer Road making a right turn, coming down towards Lanier; so that's two sources of traffic coming at you at Lanier. Plus, you have the traffic coming from Drake Road north which prohibits you from getting out on Howe Road. Now, as I look at the slip, to me unless I'm misunderstanding it, I see a third source coming in from the expressway. I realize there are three lanes coming in the one path to get to the mall to make a right turn on Shurmer Road from Howe Road, go straight on Shurmer, or make a left turn off of the slip and come south on Howe Road. To me, that adds a third source of traffic. I'm sure that the engineering study will say that a (uninteligabel) expressway would probably have the same amount of people. It's hard for me to believe that, you know, the same source coming into Strongsville, no matter which way it comes...I'm an engineer myself, but it's hard for me to believe that same volume of people would still exist coming in even (uninteligabel) the slip. So that's my own issue that I'm trying to bring up here- is that again, we travel a lot to the Cleveland Clinic and it's been a real problem for us, so I still think this as being a problem and a bigger problem for our young people. That's all I have to say.

(Applause)

AUDIENCE PARTICIPATION (cont'd):

John Hasko, 14515 Drake Road, Strongsville, OH: Good evening Mayor, John Hasko, 14515 Drake Road. Mayor, what day was that meeting that Patton had with ODOT? Monday...okay, thank you, I knew he had a meeting with him. One thing I would like to say is everyone here keeps saying Boston, Boston...take Boston out of your brain. Take it out. Put Grafton in there. Grafton would be \$10 million dollars cheaper to put a total interchange in there because it's farmland and there's no jet fuel pipeline under it, right? Boston Road has a jet fuel pipeline going under it and you cannot do anything at Boston Road. It would cost you \$40-\$45 million dollars to put an interchange in there, right? Yeah, you got that people? You got that everybody? Grafton Road...very cheap. Now, I was at a birthday party on Saturday with residents in Brunswick, okay. When I talked about the slip ramp, you know what they said? How stupid, what idiot thought of that? They said where is that going to help us? You know what they want? They want a slip ramp going onto Carpenter Road just after Boston Road. There's a church over there, they want a slip ramp right there.

(Applause)

Mr. Hasko – Now, that's residents. You're talking about the person that's sitting in the chair over there that thinks he's the Head Honcho, no he's not...the people are. Now if the people want it, and you promised us you would do anything in your power to help get this thing alleviated. Why can't we go with Patton and the people out there and say, "Listen ODOT, we're going to go with Grafton for an interchange or a slip ramp out to Carpenter Road...and that's what's going to go. And we are not going to put anything at Shurmer Road until something is done in Brunswick. That's out of the question."

(Applause)

Nancy Kekelik, 16079 Falmouth Drive, Strongsville, OH: Good evening, I'm Nancy Kekelik, 16079 Falmouth Drive. I submit that this slip ramp would benefit the residents of northern Medina County at the expense of Strongsville. We have no idea the volume of traffic that's going to use this ramp. SR 303, as we have said before, is very congested and Brunswick has concerns. If the slip ramp is put in, surely some people who use it will be people who would have come off on SR 82, but I think a vast majority of them will be people who want to make their way to northern Medina County. They'll exit on the slip ramp and make their way through residential streets in Strongsville to shorten their commute time to northern Medina County. Not only will Howe Road have to be widened all the way through Boston Road, I think Shurmer Road and Drake Road will also need to be widened because of the volume of traffic that will be coming through. As a resident of Falmouth, my fear is that people will use Falmouth as a shortcut to Boston Road for people who are heading west on Boston Road. This ramp is going to adversely affect many residential streets in Strongsville, provide very little benefit to Strongsville residents, but a great deal of benefit to people in Brunswick. As someone has said, they hope that council votes their conscience, so I ask you, is it fair to dump all this traffic into residential areas because Brunswick will not cooperate? Thank you.

(Applause)

Patrick MacGrillis, 16955 Shurmer Road, Strongsville, OH: Hi, I'm Patrick MacGrillis, 16955 Shurmer Road. Good evening council, Mayor, my name is Patrick MacGrillis and I own a house on Shurmer Road along with my son who owns a house next door. I realize there is a problem on SR 82 and Howe Road; that we all know. Something must be done. I just really think that the slip ramp is not the answer by itself. When I-71 was put in way back when, there wasn't as many cars as we had today. We need to ask ourselves how our freeway's built today within residential areas. The only recent example we have, not I-480 because they have a lot of main drags crossing I-480 already, that's not a residential area except off those main drags. All we have is I-90 in Lakewood.

AUDIENCE PARTICIPATION (cont'd):

Mr. MacGrillis (cont'd) - That freeway was designed with a service road or what is actually called a marginal road; 35 mph, that's a residential road, no trucks whatsoever are allowed on the marginal road in Lakewood. This allows the residents to get off of the freeway and continue in their current direction and turn down sometimes their own side street. Okay, as much as I hate to say it, some people are going to kill me, put an exit from the marginal road, 35 mph, at Shurmer Road, another at Lanier-we would have to purchase two houses across on the east side of Howe Road for Lanier for just a right turn lane so people could get down Lanier to the residential area back there. And at Drake, we're talking just a 35 mph street, right hand turn, that's it, no exchanges, no nothing. Boston Road, no exchange, no nothing; it's just a marginal road getting people access to get home instead of going all the way and getting off at the north end of Strongsville and driving down Howe Road or driving down Pearl Road. These are just 35 mph, you can make it 25 mph, you can make it lower than the freeway or you can make it higher than the freeway, you can make it the same height as the freeway and just put a concrete barrier between them, whatever. Someone getting off of I-71 at the marginal road is not going to get off at the first right hand turn, will continue to one closer to their home, keeping a lot of traffic off of Howe Road. If you want to help the people on Howe Road and Shurmer...this is what I'm getting at...having only one ramp to Shurmer is a big invitation, I am not kidding on this people, you have to see my point here, it's a big invitation to get off and go straight down Shurmer Road to all the fast food restaurants and the casual dining facilities we have on Pearl Road to pick up their evening dinner or dine out. And still, no change to the traffic on Howe Road, but you're going to add a lot of traffic to Shurmer Road. Having only one ramp to Shurmer Road is like having only one exit ramp for all of Strongsville and expect it to be okay. I-71, as far as I'm concerned, is outdated and the State of Ohio needs to do something about it. They need to do something about it now. People of Strongsville, you guys are going to take the good-ol time getting off of SR 82 or wherever they're going to get off but I-71 is going to get worse; especially with people texting. I-71 does not belong does not belong to the City of Strongsville, it belongs to all of the State of Ohio and the people will call their congressmen to force them to do something. Put your people out here in this audience to work calling the State of Ohio, calling ODOT, "I want something done with I-71 south at SR 82". If you vote no tonight that's exactly what will happen, you have our promise. \$3 million dollars and we still have the problem on Howe Road. SR 82 is going to be great because all the residents south of SR 82 are going to get off at the slip ramp and turn right and go down Howe Road. You haven't done anything for Howe Road, only SR 82.

Mr. Southworth – Sir, your time has expired.

Mr. MacGrillis – Okay, I didn't think I was going that slow.

Mr. Southworth – Well, I know your son signed up right next to you so I'm sure he will pick up where you left off.

Mr. MacGrillis – Council, Mr. Mayor you have to scream louder than Ohio, you have to say something and a marginal road just like in Lakewood will help a lot.

(Applause)

Stephen MacGillis, 16917 Shurmer Road, Strongsville, OH: My name is Stephen MacGillis, as my dad said, I live at 16917 Shurmer Road, directly next door. I'm thirty years old this Thursday and I've lived in Strongsville about twenty-four years of my life. I moved out for a few years and I came back because I like Strongsville and I like the way it runs. I've been in construction for twelve years. I drive about 30,000 miles a year. I've seen a lot of roads.

AUDIENCE PARTICIPATION (cont'd):

Mr. MacGrillis (cont'd) - If you put the slip ramp at Shurmer Road, all you are doing is inviting, as my dad said, everybody to go from a 60 mph highway onto a 25 mph residential street. No doubt, eventually that will come up and you change it to 35mph or you will widen Shurmer or whatever happens to happen to make that acceptable. I have a three year old son; I don't want him on a street that people are going to be flying down. There's already enough people that fly through all our stop signs on Shurmer Road and blaze through as fast as they possibly can. Brunswick claims they have no money; they burden us with the problem. Unfortunately, we are stuck with the problem because something does have to be done; so in which case, brings up to what my father- I agree with the marginal road. If you put the marginal road from right where I-71 south comes on, go straight down...I would not put one at Shurmer Road because it is a straight shot across to west Strongsville. I would, if there is a possibility, get off at Tracy Lane. It's a little close to I-71 south, but if it's possible, there's already a bunch of commercial construction going on right there. That will alleviate a lot of commercial traffic going to the mall, going to the new senior center and what have you. Continue through and put one onto Lanier, put a street light; that will control some of the traffic on Howe Road. That will help keep people from going 55 mph down that drag with no street lights. Continue, go to Drake Road; go to Boston Road. Putting this marginal road in has one house and one cell tower in the way, that's it. It's a lot cheaper to install a new road than to widen an existing road and inconvenience everybody. If you still feel the need to widen Howe Road, if anything, I would make it like 54th Street in Parma, three lanes, a turning lane in the center and you have plenty of street lights on there to keep people from moving fast. I know you can't control traffic with stop signs, you may have to look into controlling traffic with stop lights; slow people down and make them want to go on the marginal road, make them want to go onto SR 303. Don't make people in Brunswick want to come through Strongsville and barrel through as fast as they can because they still want to go 60 mph because they still have a long ways to go. Make it worth their time to go through where they should be and stay off of our streets. That's pretty much what I got.

(Applause)

Rita Garmon, 16341 Shurmer Road, Strongsville, OH: Good evening, I'm Rita Garmon, I live at 16341 Shurmer Road. I've lived in Strongsville over sixty years, and to be honest, I'm very disappointed in our councilmen. I believe we have a lot of talent, but some of you are agreeing to put a band aid with a problem that is not going to go away. After spending millions of dollars, you're going to end up moving the problem from SR 82 and Howe Road to Shurmer and Howe Road. You will also destroy our neighborhood. We have a right to be safe.

(Applause)

Ms. Garmon – I talked to Charlie who is in Mr. Patton's office and he informed me that Mr. Patton has been in Columbus with a meeting in regards to the slip and he is not in favor of the slip ramp. That is what Charlie told me. So why don't our councilmen petition the State and come up with a solution to include Brunswick as they are part of the problem and should be included to solve it, thank you.

(Applause)

Robert Kekelik, 16079 Falmouth Drive, Strongsville, OH: My name is Bob Kekelik, I live at 16079 Falmouth Drive, right off Howe Road. I'm opposed to the slip and I would feel doing nothing at this time is the best thing. Let me just raise some issues here; the State is giving you \$3.5 million dollars. The total cost at the present time is \$7.7 million dollars. Brunswick is worried about \$1.2 million; you're asking us to come up with \$4.4 million dollars. I know you should know this; the city does not create any wealth; these people do through taxes.

AUDIENCE PARTICIPATION (cont'd):

(Applause)

Mr. Kekelik (cont'd) – But I want to remind you that at the last election, the levy for road repair was defeated; and you're going to come to ask me to vote for something that's inferior and is going to raise my taxes...what do you think my answer will be? What do you think these people will tell you? You have to face the fact, a solution might be Grafton, a solution has to go back to ODOT. A question to you is, why is Brunswick's problem Strongsville's problem? Why is the State giving you a carrot, are you going to be like the donkey, snapping at the carrot? I pray not. Also, for the poor woman on Whitney Road; I'm old enough to remember when there was Rock Ledge, a golf course. What happens when a city loses golf courses and builds car washes? What will this city become in the future? Thank you.

(Applause)

Llyod Bridle, 17204 Howe Road, Strongsville, OH: Lloyd Bridle, 17204 Howe Road. I've lived on Howe Road for fifty-nine years and I'm definitely against the slip ramp. One suggestion I had would be that they put, along with the suggestion of somebody else, put a marginal road in a different...I think that you should keep the traffic on I-71 as long as possible and put a marginal road from SR 82 to Drake Road, a two lane marginal road going south, and put another one in from Drake Road to Boston Road. That way, the traffic would peel off onto the east and west arteries and alleviate all the traffic on Howe Road. That's what I'm hoping will happen, thank you.

(Applause)

Dorothy Harris, 16609 Glendale Avenue, Strongsville, OH: My name is Dorothy Harris, 16609 Glendale Avenue. Basically, I'm here to support the people who are against the slip because, obviously, for the very same reasons that they are stating. But I also noticed that I am retired, I stay away from there on the rush hour, but what I have noticed is when you come off of I-71 or if you're coming from North Royalton, you have that divide for people to get into the turn lane. People are so irritated after waiting for 2-3 lights that they come in and block the whole traffic so that whoever it is is blocked. If that was open, many times, there are just 2-3 cars there, but you got that sign with the mall so people think they have to go there; plus, a lot of times, you're driving and trying to get over because they think they have to get into that. Then when they turn, 99.9% of them are turning into the very first turn thing. I don't even know if they realize there's another one down further. Then, when you're on the inside lane, a lot of the people will see the mall and then they're trying to get over. You should mark that there's another entrance down further, or two entrances or something. Another thing, when it is blocked up there where it's just like one or two cars, and I can't even get to it, it's usually about 3-4 cars that will go there, but by the time we get up to the light, you can't get through; it changed. So you could have gotten rid of 3-4 cars if this wasn't blocked but you can't get into that inside lane. I don't know what that divide is there for, but that's it.

(Applause)

Ms. Harris – One more thing, you guys did make this mess because if you go to Parmatown, years ago, they had four entrances; you can make it into everyone. This has two; it's hard.

AUDIENCE PARTICIPATION (cont'd):

Jill Hankinson, 16044 Howe Road, Strongsville, OH: My name is Jill Hankinson, I live at 16044 Howe Road which is five houses away from where the slip ramp is supposed to be. I've lived in Strongsville my whole life, which is forty-one years. I remember when Howe Road was just two lanes going north. I grew up on Lanier, I purchased my home in 2003 when there was considerably less traffic. I just wanted to have someone show up and say, "Hey, I'm against that slip ramp." It's not going to be a good thing near my front yard. I have two young kids, four and one, who can't play in our front yard as it is because it's too noisy, too loud. Just building a slip ramp, I think, would just destroy my property value. When I found out, I found out on Facebook about the slip ramp-I found it on a discussion group. What do I do? I said, "Well, I've got to get my house ready for a showing, I've got to sell my house." Who's going to want to buy my house now, let alone with the slip ramp five houses away? I don't have a viable solution, but the solution right now in my mind is to do nothing because it would be a dream to have Strongsville back how it was, back in the day growing up. Now, it's just a retail nightmare.

(Applause)

Ann Roff, 16764 Howe Road, Strongsville, OH: My name is Ann Roff, 16764 Howe Road. I almost wasn't going to say anything tonight, but it's funny that I have a picture of what she was just talking about, your signage on SR 82. Keep note of that when you're getting off the highway. You're sign at SR 82 that says "Strongsville" with two arrows and a little blurb down at the bottom that says "mall" is almost whited out. The other sign that says "Howe Road" has big yellow- it says left turn with a big, huge in between it "mall" with the two arrows pointing that way, so that's what she's talking about. Also, I have some letters here that I made copies of, they're from ODOT. I understand that you guys have made inquiries and you guys have tried to get other things going maybe up on Boston Road. The reason that I brought that up at the last meeting was there a formal...when was the last time there was a formal application because the application you made for Shurmer Road is a formal application. The last time you made a formal application, and I have documentation from your ODOT workers, if you want to look at it Mr. Southworth...

Mr. Southworth - You are more than welcome to give those to us and we will enter them.

A copy of one letter was handed to the Clerk and is attached to the back of these minutes.

Ms. Roff – And it states that the last formal application for Boston Road was in the late 1990s. That's from ODOT with a letter that followed up stating, "From here, we suggest that you do an MIS study." Strongsville did not do the MIS (Major Investment Study). It dropped the ball. That was what they suggested that you do for Boston Road. Instead, you guys did the study down here on Shurmer Road. I know that you guys keep referring and saying that if your study didn't suggest this that you guys wouldn't be looking at it. And I really want you guys to go to (Page) 154 on your study and I want you to read the last couple of sections, the recommendations. The recommendations on the back of that. This is from your study and the recommendations on the back- I don't want to read it word for word; I actually wish one of you guys would read it word for word, that would be great because if you read it word for word it states in there that this is not the complete solution to your traffic issues. That is your own study; I just want you to take another look at that. I know that you keep referring differently and that you keep saying that we've read it, and that's not what it suggests; but this is the conclusion, funny, in the safety study. I also had a letter here that I read and I don't know if I could get through it without tears because my letter and my comments to you guys, that's why I get so aggravated up here and so combative is that this is my home, this is where my family grew up, this is where my grandkids come to play. I don't want to leave, I want to stay here. I have two kids that won't move back here. I have one that lives in Florida and one that lives in Kentucky and they said, "If we ever came back to Ohio, Strongsville would not be the place that we would come back to. Absolutely not, it's too over inundated, there's too much business, it's too much hustle and bustle."

AUDIENCE PARTICIPATION (cont'd):

Ms. Roff (cont'd) - I moved my family out to here to get away from that from Lakewood where it was constant traffic, constant little stores everywhere. Now I look back at Lakewood and I go, "I would like to go back there." At least, it's little and small and it's home businesses, not big huge buildings that we think are so great. That's really all I have to say and if you let this slip ramp go through you are dehanding my ability to live a normal life. My son can't go out and get his birthday card from the mailbox; why, because I'm scared to death he is going to be decapitated on Howe Road. My son can't cross over to talk to his friend across the street. I can't visit with neighbors and be able to hear what they are saying. A lot of them are elderly. I can't listen to what they are saying because it's so loud and so much traffic. Before you guys sic money into this I'd love...please Mayor, come over to my house one day. Just come over and stand there and talk with us and see how much you can hear. There's nothing there and we talked about your 20 mph sign outside the front of your house and you said, "Well, I love that I have that 20 mph sign because I have grandkids." And you know what? I do too and they're not safe on this street already. Bringing more traffic there or bringing faster traffic there is not the right thing; and I feel, more so for myself; more terrible for these people that live on Shurmer Road because the people that live on Shurmer Road are going to be the next Howe Road. You'll pull those stop signs and you'll say just like you said to me at the very first meeting, "Oh, those stop signs are illegal." They'll get theirs pulled and that will raise that traffic speed, I guarantee it, by 10 mph. On top of that, I bet you it goes up to 35 mph within the first year.

Mr. Southworth – Thank you Ms. Roff.

Ms. Roff – Mr. Dooner, just a quick note, you note you sent an email to one of the guys on Shurmer Road...

Mr. Southworth - Excuse me, you have reached your five minute limit...about a minute...

(Multiple conversation from the audience)

Ms. Roff – It will take me two seconds, two seconds. Mr. Dooner, you had responded to a Shurmer Road resident that your idea is not to put the ability to go down Shurmer Road because you don't want the traffic that's on SR 82 travelling on a residential street. Well, can you promise if you put that slip ramp in that it's not going to go down Shurmer Road?

Mr. Dooner – I can't promise it, but I'll fight for it. I'm just trying to get them off I-71.

Mr. Southworth – Thank you Ms. Roff.

Kristen Salvaggi, 16244 Shurmer Road, Strongsville, OH: Good evening, Kristen Salvaggi, I live at 16244 Shurmer Road, Strongsville, OH. I definitely am opposed to a slip ramp. Given the fact of living on Shurmer, I am the person that just took a 968 square foot house, I'm the fourth house on the right when you turn from Howe Road onto Shurmer Road, and built it into a 2,800 square foot house. I put a lot of effort, I put a lot of time, I put a lot of money, tears and sweat into that house. I built a house right next door to my parents. I was born and raised in Strongsville. The house I grew up in is right next door. I looked for houses a few years. Prior to buying, I chose to live in Strongsville. It was a good opportunity; it's where I'm from and it's where I want to stay. As far as the traffic is concerned-as it is now, it's already really frustrating when I'm trying to get off of Shurmer Road, the light there is so long so even just leaving in the morning for work takes forever to get out. Coming down Howe Road the traffic is a nightmare as it is now; not including when the holidays come and whatnot. I can't imagine it's going to get any better by putting the slip ramp in. As mentioned before, I do think it is a good opportunity to at least evaluate the South Carpenter...putting an exit at the South Carpenter Road in Grafton. I think that's a good solution; at least it should be considered.

AUDIENCE PARTICIPATION (cont'd):

Ms. Salvaggi (cont'd) - The other thing too, and again, this is my own selfish reasons, but with all the money and time I put into the house I don't want to see the road widening, I don't want to see my brand new mailbox being torn down, my yard that I just invested all this money in being torn up; not including issues with the speed and safety; that's obviously a concern in itself which draws a conclusion of what I have to say about it-I hope it is definitely reconsidered, thank you.

(Applause)

Brenda Jamiol, 18051 Howe Road, Strongsville, OH: Hi, I'm Brenda Jamiol, 18051 Howe Road. One of the largest investments that we make as a community is we make it for our families. The second next biggest investment that we make is our homes. Putting a slip ramp on Shurmer Road and Howe Road will not only put our children at risk but it will also depreciate our property values. I can't speak for any one of you, but a lot of us do depend on that for our future retirements, thank you.

(Applause)

John Piter, 15630 Indianhead Lane, Strongsville, OH: John Piter, 15630 Indianhead Lane. I'd just like to say I'm against this slip ramp and the reason is we're moving traffic off an interstate highway and dumping it onto a residential street which doesn't make any sense. It's ridiculous and people will be getting off on that slip ramp and backtracking their way back to the mall. I have to tell you, I looked at a map of the State of Ohio; there's not one exit on Interstate 71 that gets off at a residential neighborhood, not one.

(Applause)

Mr. Piter – I wish you would look at that map of the State of Ohio. All I can say is I'm against this slip ramp. I don't live on Howe Road or Shurmer Road, I live on Indianhead Lane and I'm against this slip ramp. There's enough commercial development backtracking through this city and they'll be going right down Shurmer Road and backtracking right down Howe Road to get to these commercial developments, thank you.

(Applause)

Arthur Pusch, 17493 Shurmer Road, Strongsville, OH: Good evening council, good evening Mayor, Arthur Pusch, 17493 Shurmer Road. I'm speaking on behalf of my in-laws on the street too so I'm just not speaking for my own family, but...I agree with all of you. I wholeheartedly, but unless we help offer them a solution, and since Brunswick doesn't want to play ball, have we exhausted all logistics for lighting, for traffic lights on SR 82? I know there was talk about that. Have we already exhausted that? Signage is another issue this wonderful lady brought up, the wonderful signage issue. Have we exhausted all of those issues? If not, can we go to a federal level? Can we talk to a congressman? Can we bring congressmen together? Can we talk to the senators that represent the State and see if...you know, we're talking about an auxiliary road. We can't pay for \$7 million dollars on the slip ramp, which is going to be a chunk of change, \$4.3 million, how are we going to pay for an auxiliary road? Once again, everybody knows what needs to be done but unless we help these guys come up with a solution we're (unintelligabel). Let' see if we can through a detailed system in order to get this done because right now, I feel like we're cornered and with our family we have three houses on Shurmer Road. I have a great neighbor and everybody cares for their lots on Shurmer Road. Everybody has taken and come back from this dibacal with a financial system and they've really put in; you really see...I mean, Salvaggi, beautiful house, beautiful house, they really did a nice job. It's just you put all this together...I see you guys are desperate. This is not fun; this is not fun for anybody, but somehow, use us.

AUDIENCE PARTICIPATION (cont'd):

Mr. Pusch (cont'd) - We will organize, I've offered this before, we will put money together; we will do what we need to do to help you guys to stymie this off of Shurmer Road and Howe Road because we can't get beat up there anymore, we really can't. Take this into consideration, come back to us and please try to vote no on this, thanks guys.

(Applause)

Rad Yates, 17045 Shurmer Road, Strongsville, OH: Good evening, you are all very patient. My name is Rad Yates and I live at 17045 Shurmer Road. In 1981, I was transferred here to Northeast Ohio from Florida, there's some question about my sanity already, but we chose to live in Strongsville. We had lots of choices as you know. We permanently located on Shurmer Road in June of 1983. This is only my second time to appear in front of any city body. The other time was probably 20-30 years ago relative to a planning and zoning issue where I spoke in favor of a change. But, let me just say, that I'm not in favor of the slip ramp. What I wanted to share with you today is I did a very unscientific study. My wife and I had reason to go to a funeral wake on SR 303 in Brunswick. We chose to turn right on Howe Road and go south. Just a very unscientific study, we watched five cars in front of us and five cars behind us. One car turned off into Strongsville, the other nine on Boston Road to go into Brunswick. Ninety percent of that traffic in our unscientific study was Medina traffic. That's a problem and you're not solving that problem with a slip ramp, thank you.

(Applause)

Mr. Southworth – That is the end of our sign-in sheet; however, if anybody in the audience wishes to come to the podium and speak, please come and state your name and address for the record. You are under the five minute limit.

Arthur Witek, 16112 Glendale Avenue, Strongsville, OH: Be kind to your elders. Art Witek, 16112 Glendale Avenue. This sort of breaks me up a little bit, but I'm going to take you way back in time. You were in your twenties when you were talking to people? Twenty-four years ago I stood not in this chamber, but one like it. Mayor Ehrnfelt and Kaminski were there. I believe he was my...whatever you call you guys. They said we got an eight year plan in Strongsville to go and alleviate the traffic. Twenty-four years ago, and I gave them this idea, this slip ramp believe it or not, I said go through all them backyards and take it to Boston Road. That's what I told them. He says, "Art we can't do it; we don't have the money." And the law director, I said how can we get money? Kaminski said, "If you would make it a toll road they would have to pay and the State would have paid for it." That was the law director who said that was possible. You don't go to ODOT downtown to whoever you talked to. I traveled eight states and Canada; every mall in the world I've been into. As I was speaking, Fitzgerald or Fitzsimmons was the head man with the money in Columbus in his hand; we're looking for \$4 million dollars? \$40 million dollar interchange on Route 23 going to Ohio University and that's where he put his money. You go talk to the people in Columbus; you don't go into Cleveland, that's the last place you want to go. There's no authority there. You find out who is the head of the, well you are not going to get to the Governor, you don't know what he's going to do...

(Laughter)

Mr. Witek – ...but you've been to Chicago, everybody knows what it's like to have all kinds of quarters; you could do the same thing on that slip road. Make it a toll road and the State will pay you; it won't cost you nothing or us nothing. It's that simple. You can't close it, but you can make them pay for it immediately, that's all I have to say.

(Applause)

AUDIENCE PARTICIPATION (cont'd):

Mr. Southworth – Thank you for serving and thank you for your comments.

Michael Tipton, 16290 Shurmer Road, Strongsville, OH: Good evening, my name is Michael Tipton, I'm at 16290 Shurmer Road. I just want to let you know that I'm totally against the slip ramp. One is for reasons that I've been here since 1995 and my children play up and down Shurmer Road. And now we're seeing younger people coming here again. It's nice to see that again, but it's kind of a deterrent, in my opinion, to have the slip ramp because now you're going to take...you're going to change everything that's happening on Shurmer. I mean, it's hard enough as it is. We see people who are going 45-50 mph down the road just to make that light at Shurmer Road and Howe Road, especially at rush hour or in the morning; it's crazy. From Colebright, it's just like a race all the way down. I'm in fear of seeing more of this activity and I just don't think that this really presents a better solution for Strongsville or the residents in the general area. It's just not going to do much to alleviate some of the traffic conditions that are going towards the mall. I really don't see it, thank you very much.

(Applause)

John Salvaggi, 16252 Shurmer Road, Strongsville, OH: My name is John Salvaggi, I live at 16252 Shurmer Road. I don't agree with the slip ramp at all. I believe it should go onto South Carpenter just south of Grafton Road; that's my belief. I built this house for my daughter a few years ago. Believe it or not, it has taken a couple of years off my life, really, it's hell for contractors. Putting a slip ramp through there is just going to deface the value of my daughter's house. Something else has to be done. I agree, you guys got plain hell, excuse my French. You are caught between a rock and a hard spot but there's got to be a better way to do this. I think that most of this traffic that the other gentlemen said is heading for the north end of Brunswick as all of these people are taking SR 82 and Howe Road to head home to Brunswick, not Strongsville. We need to...there's even a petition we have signed with Tom Patton's name on it, okay, if you guys would like to see it. We have to come up with an alternative.

Mr. Southworth – You can submit it for the record if you'd like.

A copy of this petition is attached to the back of these minutes.

(Applause)

John Costello, 16163 Shurmer Road, Strongsville, OH: John Costello, 16163 Shurmer Road. I would like us not to use any more of our time, money or effort to even looking at this slip ramp. It's only postponing or making more problems instead of creating any solutions. There are solutions that are available. There's many opportunities to look into different areas, signage, possibly using at the turnpike the commercial traffic to be diverted off at the turnpike exit and come off onto Pearl Road so that they can bypass SR 82. There's a lot of things that can be looked at, other solutions that are available. I think that the slip ramp is just a bad idea all the way around. It's going to cause us more problems than it's going create solutions.

(Applause)

AUDIENCE PARTICIPATION (cont'd):

Robert Dickson, 18931 Westfield Lane, Strongsville, OH: Good evening gentlemen; thanks for your time and patience. My name is Robert Dickson; I live at 18931 Westfield Lane. I heard some interesting suggestions here posed, toll roads and things of that nature. Then you think that some years ago I recall the City of Shaker Heights had a problem with cars cutting through their residential neighborhoods. It was a serious problem, cars speeding through. The residential got really upset with it and they went to their council and said, "Do something". Well, they put up barriers and it made me think what would happen if the barrier was put up at Howe Road and Boston Road?

(Applause)

Mr. Dickson – But I think that maybe Brunswick would suddenly find some money. While that might not be feasible, I really think that this council, and I'm sure you do understand, people here do not want to be confrontational; they appreciate your work; they want your representation and they want your help. They're not here to berate anyone or to try and bully anyone; they're here begging for your help, thank you.

(Applause)

David Kanzeg, 16253 Shurmer Road, Strongsville, OH: My name is Dave Kanzeg, I'm at 16253 Shurmer Road. I appreciate this opportunity to speak. Class of 1966 Strongsville High School by the way. I just wanted to bring some long term perspective to this. If I recall, there was a time before the mall when Mayor Ehrnfelt and Mary Rose Oakar were consistently trying to get something to happen at Boston Road and it came to no effort as we all know. So this is a problem that proceeds the mall and it strikes me that this slip ramp is a short term solution which really requires much longer range thinking about what kind of changes should be made either in ODOT's thinking about the efficacy of having traffic on I-71, which I find amazing that they seem intransigent about helping to take care of this. It is not simply a Strongsville problem; it's a Brunswick and a Strongsville problem; but it's a State of Ohio problem in terms of the general capacity of I-71. I-71, according to NOACA, north of the Turnpike is the most trafficked Interstate in the entire county. This is a much, much larger and longer range kind of transportation issue and I think that it really requires a much more elegant solution than we have here in the slip ramp.

(Applause)

Joseph Lucchese, 16336 Shurmer Road, Strongsville, OH: Gentlemen, Aimee, Joe Lucchese, 16336 Shurmer Road. I spoke to you guys two weeks ago. First of all, Matt, you're amazing.

(Applause)

Mr. Lucchese – I told you last time I'm not here to beat anybody up. I sat, was that last fall, I watched a man get killed across the street from my house. It was an accident, okay. The guy got pushed through the back of his garage by a car and the fire department did an amazing job getting this gentlemen out. Unfortunately, the fire department had one heck of a time...I live six doors down from Shurmer Road at Howe Road. You know what, it's an emotional thing. You know how hard it was for them...the fire department-I had three fire trucks, ambulances, they were going to bring care flight down...there was nowhere, traffic was ridiculous. If you get one accident, one accident coming off that slip ramp, you know the accidents are going to move from where they are there to Shurmer Road. Now what? Now what do you do with all those people? Now you're backing down the highway and the slip ramp, you're backing down SR 82 east, SR 82 west, the Turnpike exit and the fifth exit down on Pearl Road, five of which are in Strongsville.

AUDIENCE PARTICIPATION (cont'd):

Mr. Lucchese (cont'd) - You know what guys? We're here; there's a couple of you guys right now that said you got so many people on the other side of town to get home from dinner ten minutes later every night and they don't like that. I said boo-hoo, I don't care; I don't give a crap about those people getting home ten minutes late.

(Applause)

Mr. Lucchese – You know what? Let those people come over and live at my front door and have twenty thousand cars a day go past the front of my house. We're getting a little emotional here, but you know what? We're sitting here listening, there's a hundred and twenty-five people in this room right now from our area. If you got ten to one that show that the other people want it; then we should have a thousand people in this room in two weeks supporting your side, okay. So, the bottom line is, you can see how emotional these people are about this. Let us sit back, let us hear what you guys have to say; hear your voices. I'd like to hear the seven councilmen and hear what your thoughts about this whole thing are. You say you'll fight against it, but yet at the meeting, you wouldn't get on stage with Gordon and Matt, you let these guys get up there to get crucified; you didn't go up there to support them.

Mr. Dooner – I was walking around with the microphone if you don't remember.

Mr. Lucchese – I know and you jumped on me when I walked out of that room.

Mr. Dooner – I think you jumped on me, but I'm not really sure.

Mr. Lucchese – I said you should get on the stage with these guys because you know what? These guys are fighting hard right now and we need seven men right now to shoot this thing down. I'm sorry; I'm trying to come up with a solution; I talked to you guys after the meeting last month, several of you, and you said to get my buddies over into Brunswick to see what we can do; you guys have done that, okay. You're up here, I'm the pee-on down here. I can't bring the Brunswick people to a meeting; it's not going to happen. I'm not going to be able to do that. I guess what I'm saying is just listen to what we're saying here. All you're doing is moving it down. Remember last month? They said about 60 mph getting on the highway going south; you're trying to crisscross and people are coming 60 mph trying to get off. That's a lot more tragic than somebody in a fender bender at the other side waiting by the mall trying to get off. I don't know where to go with this, but I would like to hear some of your opinions on this. Tonight too, just to let everybody know, this is not a vote tonight that this is going to happen. I'll say it in these guys defense, this is only a vote if I'm not mistaken, clarify me if I'm wrong, tonight is basically to say "Mayor, find us an engineer". Am I right? Then once we find an engineer, at another meeting you have to vote to approve the \$400,000.00-\$800,000.00 to do the studies, correct? The engineering to do the studies. So we're not approving anything tonight to make this happen; so when you guys walk out of here, don't get crazy; leave our police department alone; leave our council alone. We have to be positive about this whole thing everybody. You have to be positive and help them find a solution here; that's all I'm trying to say, thank you.

(Applause)

AUDIENCE PARTICIPATION (cont'd):

Jennifer Gibson, 17150 Golden Star Drive, Strongsville, OH: Hi, my name is Jenny Gibson, my address is 17150 Golden Star. I actually live south off of Howe Road in the development across from the police station. I'm a little further down than Shurmer, but I'm just letting you guys know that I'm also against this slip ramp. I kind of wanted to speak on behalf of the younger generation, the families that want to move into our area. It's going to be hard for them to want to move into the area if they don't feel like their kids are going to be safe. I just hope that you guys really think about what you're doing to that area and the environment and those families and the younger people that want to move in with their young children. That's going to get put to a halt; it's not going to happen if you guys make this residential area into an off ramp for a highway. That's it, thank you.

(Applause)

Rachel Petrick, 18519 Martins Lane, Strongsville, OH: Rachel Petrick, 18519 Martins Lane. I grew up in Strongsville. I grew up in Hunting Meadows down the street from Matt Schonhut and moved here to Strongsville. I lived in Middleburg Heights for six months and came right back. I'm living in The Woods right now. I think that there was some concern about what Ward 4 thought about this. Living in Ward 4, I can say I'm definitely against the ramp. My parents own two houses in Hunting Meadows still at this time so we're always going back and forth. I'm very familiar with the area; I drive it every day. I just simply have to say there's so many families represented here: fathers, daughters, sisters, brothers who all live in that Shurmer Road/Hunting Meadows area. I stayed in Strongsville and I'm living in The Woods and I was listening to the older generation-respect and honor their wishes, but also listen to the younger generation and what we want too, that's it.

(Applause)

Anthony Gautier, 17220 Shurmer Road, Strongsville, OH: Ladies and gentlemen, my name is Anthony Gautier and I live at 17220 Shurmer Road. I just want to say that I have lived here for thirty-three years. I moved here from New York City. Basically, I've seen traffic, but I've never seen traffic in my neighborhood in New York City like I see today without the slip ramp. You guys have some great ideas that were brought up here. These are residents of Strongsville. You represent Strongsville. You got voted by these people. We expect you to represent us, not your feelings or special interests, forget about politics, I'm not going to even go there. You represent the people of Strongsville. You were voted by the people of Strongsville. I'd like to see you represent us. We don't want this traffic. We have families to raise there. The next thing you're going to want to do is to widen Shurmer Road because it will not bare the traffic going down there. It's dangerous enough. At Christmas time, you ever see Howe Road? I mean it's really overbearing. Do you think that slip ramp is going to unburden the area? No way. The marginal road, I think it was a great idea. Take it away. This represents the people of Brunswick trying to get home and we're paying for it. That is absolutely absurd. Please listen to us, please do something about it, thank you very much.

(Applause)

Leslie Askew, 16319 Howe Road, Strongsville, OH: My name is Leslie Askew, I live at 16319 Howe Road. I understand from the engineering study that there's so many lanes that are going to be turning-you're going to go right and you're going to backtrack to the mall. I understand that and I feel sorry for the people that would get caught in the middle of that going north from the slip ramp; but you could avoid three lanes of this slip ramp by just leaving one lane a right turn only. If you guys are going to push this through for any reason, or ODOT, if you want to get all that traffic that's heading west which is eighty something percent of the traffic getting off at SR 82 of if I-71...you've got some that's taking up the right hand left turn onto Howe Road so that they can go into the mall in that direction.

AUDIENCE PARTICIPATION (cont'd):

Ms. Askew (cont'd) - You've got the other traffic that's going straight west and a large number of it veering off to get into the mall there. If you only have one lane going back north, if you're going to push this through, that will alleviate if it's a right turn only, that's going to leave Shurmer alone at 25 mph with its stop signs and you would reduce the road from Shurmer Road south. Howe was raised up to 35 mph; reduce it back to 25 mph. People want to go fast. In fact today police put up by Cypress, across from Cypress on the east side of the street, they put that electrical speed sign to remind the people to slow down as they're heading north. This will slow the traffic, it will reduce the amount of people going down Howe Road and you'll leave Shurmer Road alone if you just have one lane...if you're going to do this, going back north. You're still going to have the problem with the crisscross traffic. You're still going to have the problem, if the slip ramp goes in, you're still going to have the problem with the on ramp going south off of SR 82 onto I-71; and it has occurred in other locations where they've actually closed the onramp onto the highway in that direction. We run that problem; we run the risk of our industrial parkway suffering from that. If it is pushed through, only one lane and one lane heading back north so that the mall-you will take some of the traffic going west away, but you are going to put it back into a residential but you've got to redirect it. You can't let it go down Shurmer Road and you can't let it go back down Howe Road. You're still going to be using the same light but it's going to be a right turn only. If you guys are going to push this through and we can't change it, thank you.

(Applause)

Michael Baker, 16716 Howe Road, Strongsville, OH: My name is Mike Baker and I live at 16716 Howe Road. Just a couple of things I would like to add. One was the temporary barricades which Shaker Heights put up. They were sued for doing that, but I guarantee you, it's still up...yes it is. As a matter of fact, Senator Patton said it was. They still have those barricades up. Not only that, to slow the traffic on Howe Road, the amount of traffic we have there, is there anything we could utilize like crosswalks? I can't get across the street. Could we put crosswalks to slow down the traffic going there? That's not impeding traffic. It's not costly, you don't have to put up major stoplights, but it allows us to cross the street and it slows down Brunswick. I don't feel that any of our tax money should go to the slip ramp to appease Brunswick because they don't want to cooperate. It's their traffic, not ours.

(Applause)

David Bewie, 16179 Windsor Drive, Strongsville, OH: My name is Dave Hewie, I live at 16179 Windsor Drive. I feel unprepared for one reason. This came on very quickly but I've enjoyed listening to the commentary and I appreciate your patience this evening. One thing that I've notice throughout this whole conversation is that everybody keeps talking about this being a temporary solution. The problem is everything I've heard is that the Boston ramp solution is not a solution; so we know that there isn't state funding to make this any different. We know that the Boston solution and the other one that very energetic gentleman back there mentioned; he's right. If they're not going to put money towards it then there is no long term solution then. So the short term solution becomes the long term solution in my backyard. It's not going to alleviate any more traffic; it's the same traffic going through there. So I'm going to see the exact same number of cars regardless. I'm just hoping the mall, as much as I'm up for big business, the problem I see is you're going to have to put lights in there so it's going to increase light pollution; I'm still going to have the same amount of traffic, it might even encourage more traffic to go through. I'm helping Brunswick residents with my tax dollars. The only benefit I get is that you lower the cost of the value of my home. It starts there, and as the cost-I think everybody knows how it works right? People buy homes based on square footage and cost so as the cost of my home goes down, it just permeates through the city.

AUDIENCE PARTICIPATION (cont'd):

Mr. Bewie (cont'd) – Somebody mentioned about representing your city; I don't want to become a Parma, an Olmsted Falls, we have the mall...and you keep on lowering and lowering the value and it permeates the community. What you're doing here is helping another community and you're doing it at my cost. Not only the cost of my home, but my cost of how I live day by day. So now all these lights and all this traffic now comes into my back yard and I get to pay for it. Find a solution that doesn't lower the cost of my home, doesn't make it harder for me and represents the city.

(Applause)

Sandy Wojnowski, 15563 Howe Road, Strongsville, OH: Sandy Wojnowski. I live at 15563 Howe Road. I also own a home on Shurmer. 17095 Shurmer.

Mr. Southworth – Could you spell you last name?

Ms. Wojnowski – W-O-J-N-O-W-S-K-I.

Mr. Southworth – Thank you.

Ms. Wojnowski – I agree with everyone that has been up here. I have lived in Strongsville all my life. This really...just represents a certain area of Strongsville. Council Ward No. 1...it does not affect them at all. I actually came from the northeast side of Strongsville. My father built a development over there. Wesley, Wolfe and Howe...Wesley, Wolfe and Barbara and it doesn't affect them at all. It only affects our ward; wards, sorry. All of you are going to vote but how with good conscious can you vote yes to this if it's not going to affect your people in your ward. I am also a 1966 graduate of Strongsville High School. My son and daughter graduated from Strongsville High School. My husband, 1966 graduate also. We just lived here all of our life and why we moved on Howe Road, I have no clue.

(Laughter)

Ms. Wojnowski – Anyways, we did and I've been there 43 years. I love this city and that's why we're still here. I have a daughter that lives on Drake Road and a home that we have on Shurmer, my granddaughter lives in. So, yeah, this really affects just, basically a certain part of Strongsville. It's kind of hard for you guys that it doesn't affect to say yes when you know, it doesn't really affect you. Mr. Dooner, he said, get your traffic off of 71. That's not a Strongsville...that's not our...we shouldn't be responsible for that. The State should be responsible for that. You're putting I-71 traffic down Shurmer, Howe, Drake. What, this is another throughway? I mean, no. It's not Strongsville's solution to get traffic off of I-71. Okay? Thank you. Thank you.

(Applause)

AUDIENCE PARTICIPATION (cont'd):

Al Kareha, 17221 Shurmer Road, Strongsville, OH: Name is Al Kareha. K-A-R-E-H-A. 17221 Shurmer. My thought is, and my concern is, the speed on Shurmer. Two years ago, I was at...I was shopping. I turned onto, from Pearl Road onto Shurmer. I'm at the first driveway and a woman was coming the opposite direction. I'm doing maybe 20 mph to 25 mph, which is the speed limit. She must have been doing 35 mph or 40 mph; hit me head on; totaled my car; put me in the hospital. The speed is the...cause you've got people coming off of I-71, they're going fast. They're going to get on Shurmer and Shurmer is 25 mph. I had children. I watch my speed. I go out of my way to make sure I'm driving slow. The other people don't. They don't care. This woman wasn't even from Strongsville. She was from Cleveland. Hey, I was in the hospital. I lost a car and everything else. Who cares... nobody. Thank you.

Tim Kennedy, 16164 Essex Drive, Strongsville, OH: My name is Tim Kennedy. 16164 Essex Drive. For those of you don't know, that is in the Canterbury Development. It is one block south of Shurmer and Howe. It is a No Outlet. We have no way in, no way out except Howe. Okay? So, the one thing I want to bring up, everybody's talking speed, and I agree. People fly up and down that thing. Horrible, horrible. Anybody, in that report, was there anything on emissions? If you think about it, if everybody is going to all the sudden start getting off at slip, there is going to be a line of traffic. 20, 30, 40, 50. 60 cars sitting at that...and then other cars on Howe, waiting for the slip ramp to exit. Usually what happens on Howe, yeah, people are speeding up and down. They're going through that light and keep going; three or four cars wind up on Shurmer, make the light change. They go their way then Howe continues on the raceway that it is. All right? So now we're going to have a slip ramp were you're excepting all these cars. I read in the report, I might have misread it, but it said 7,000 cars a day. It that what it said?

Unidentifiable audience member – Yes.

Mr. Kennedy – Okay, so 7,000 cars a day getting off there. That means 7,000 cars are going to be sitting, right there. Now, my backyard, pretty much I can see the light. I can see that corner. I'm right on the curb of Windsor and Essex. So I can see, in our upstairs window, I can see out that light and see everything. So, I'm basically going to be smelling smog, for no better term, it's not going to be (uninteligabel) or anything like that; but, it's going to be ridiculous because there's going to be 7,000 cars getting off there. All right? So yeah, we're going to have people zipping up and down but is anywhere in that report, anything about air pollution? Is there? I didn't see anything...

(Applause)

Mr. Kennedy – I'm just wondering. I didn't read the thing, word for word. But there's no air pollution factor in there, all right. The noise, yeah, the noise, I mean that's obvious and the speeding, stuff like that, but it's the fact that cars are going to be sitting there. So everybody's talking speed, speed, speed. There's a different angle on this too. There's going to be cars sitting there, constantly...constantly. That's all you're going to hear. That's all you're going to smell and it's just going to be horrible. I mean 7,000 cars a day coming off there. I'd love to take a poll, while they're sitting there at that light, I'd like to go up to them, where do you live? Where do you live? Where do you live? Where do you live? Guarantee, 80%, Brunswick. One other question I had, you have the five lanes, going south. You got the one going right on Shurmer, one going straight on Howe. You got the other two coming the opposite way, going north. There's that fifth lane, that in your nice little drawing or diagram or picture or whatever, that's all X'd out, you know, all crossed out or you know, it's got the yellow lines or whatever...that's fifth lane, I have a feeling, within five years, we're going to be talking about putting an on ramp; so these people can get out of the mall and go south and go away.

AUDIENCE PARTICIPATION (cont'd):

Mr. Kennedy (cont'd) - Cause it's already there. What's the fifth lane for? I don't get that. If you're going to have four lanes to alleviate traffic, left and right, what's the fifth lane for? Why is it there? I have a feeling, in this report that you guys just had, it did, and somebody brought this up before. It was the report on how to alleviate the traffic at SR 82 and I-71. It has nothing to do with the problem that it's going to cause at Shurmer and Howe. I believe in five years, you're going to have another report. How can we solve the problem at Shurmer and Howe? It's going to be ridiculous. And one thing, I love this city. I mean, I lived on the east side all my life. I've been living here 12 years now. In that 12 years, I've been to school board meetings, they've been closing schools and strikes...always trying to fight for the better of the city and there's plenty of these people, here, fighting for the betterment of the city. The problem is, if you go ahead and actually do this, I'm sorry, you should put, "Welcome to Strongsville" on it, and you should put right under it, "Sacrificing the Few for the Many," because that's what's happening with this thing. That's all I've got to say.

(Applause)

Nola Zarko, 19200 Howe Road, Strongsville, OH: My name is Nola Zarko, Z-A-R-K-O. I live at 19200 Howe Road. I'm thinking it wasn't very difficult to have ODOT involved in this, due to the safety because of the high accident area of Howe Road and SR 82; however, I don't see how a slip ramp is going to improve the way people drive. You're still going to have people texting, following too close, sneaking through the red lights, right on the bumper, speeding. It's not going to change the way people drive. It's human error and the slip ramp is going to even make more accidents, I believe. Also, I have to say that there's been a presences of the Police on Howe Road and I really do appreciate that. I see them stopping people all the time and I was told that it's like \$200 a crack for these people that are getting stopped for ticket. I would love to know what they're bringing in and with all these people, how many of these people are from Brunswick that are getting stopped and ticketed on Howe Road? There's got to be statistics on that. It should be public record. Also, for me where I live, I'm on the southern end, but it is so noisy. It's so noisy. I came from Parma. I married a man that lived in Strongsville. In Parma, I loved it there. You could hear a pin drop at ten o'clock at night and I was near busy roads. It's nothing like this. The traffic is atrocious here and this is just going to make it worse. So please, think before you vote. And thanks, Matt, for everything.

(Applause)

Mr. Southworth – Is there anybody else who has not address Council at this time who wishes to speak?

(No Comments)

ORDINANCES AND RESOLUTIONS:

Ordinance No. 2016-025 by Mayor Perciak and Mr. Daymut. AN ORDINANCE AMENDING SECTION 1240.08(c) BY ADDING SUBSECTION (22), AND AMENDING SUBSECTIONS 1262.04(a)(1) AND 1262.05(a)(1) OF TITLE SIX OF PART TWELVE OF THE PLANNING AND ZONING CODE OF THE CODIFIED ORDINANCES OF THE CITY OF STRONGSVILLE, IN ORDER TO ELIMINATE SELF-STORAGE AND MINI STORAGE FACILITIES FROM GENERAL INDUSTRIAL DISTRICTS, AND DECLARING AN EMERGENCY. *First reading and referred to Planning Commission 02-16-16. Favorable recommendation by Planning Commission 02-25-16. Second reading 03-07-16.*

Motion to adopt by Mr. Dooner, second by Mr. DeMio.

Roll Call: All ayes. Motion carries. Ordinance No. 2016-025 ADOPTED.

Resolution No. 2016-083 by Mayor Perciak and All Members of Council. A RESOLUTION AUTHORIZING THE MAYOR TO ADVERTISE A REQUEST FOR QUALIFICATIONS AND PROPOSALS FOR PROFESSIONAL ENGINEERING CONSULTING SERVICES IN CONNECTION WITH THE I-71/SR-82 INTERCHANGE IMPROVEMENTS PROJECT (CUY.-71-1.70 PID 102238). *First reading 04-04-18. Second reading 04-18-16.*

Motion to adopt by Mr. Dooner, second by Mr. DeMio.

**Roll Call: Ayes, Mr. Southworth, Mr. Dooner, Mr. Short, Mr. Carbone, Mr. Daymut
Nays, Mr. Schonhut, Mr. DeMio.**

Motion carries. Resolution No. 2016-083 ADOPTED.

Mr. Carbone – I'm sorry I thought that was to...my vote on that is no.

(Applause)

Mr. Carbone – I apologize, I thought this was to suspend and adopt.

****Motion made by Mr. Dooner, seconded by Mr. Daymut, in accordance with Section 220.08(f) of the Codified Ordinances to reconsider the vote of Resolution No. 2016-083. All members present voted aye and the motion carried.**

Resolution No. 2016-083 by Mayor Perciak and All Members of Council. A RESOLUTION AUTHORIZING THE MAYOR TO ADVERTISE A REQUEST FOR QUALIFICATIONS AND PROPOSALS FOR PROFESSIONAL ENGINEERING CONSULTING SERVICES IN CONNECTION WITH THE I-71/SR-82 INTERCHANGE IMPROVEMENTS PROJECT (CUY.-71-1.70 PID 102238). *First reading 04-04-18. Second reading 04-18-16.*

**Roll Call: Ayes, Mr. Southworth, Mr. Dooner, Mr. Short, Mr. Daymut
Nays, Mr. Schonhut, Mr. DeMio, Mr. Carbone.**

Motion carries. Resolution No. 2016-083 ADOPTED.

ORDINANCES AND RESOLUTIONS (cont'd):

Ordinance No. 2016-097 by Mayor Perciak and All Members of Council. AN ORDINANCE AUTHORIZING THE MAYOR TO ENTER INTO A NEW COLLECTIVE BARGAINING AGREEMENT BETWEEN THE FRATERNAL ORDER OF POLICE, PARMA LODGE #15 (CORRECTIONS OFFICERS) AND THE CITY OF STRONGSVILLE THROUGH DECEMBER 31, 2018, AND DECLARING AN EMERGENCY. *First reading 05-02-16.*

Motion by Mr. Dooner to suspend the rules requiring every ordinance or resolution to be read on three different days, second by Mr. DeMio. All members present voted aye and the motion carried.

Motion to adopt by Mr. Dooner, second by Mr. DeMio.

Roll Call: All ayes. Motion carries. Ordinance No. 2016-097 ADOPTED.

Ordinance No. 2016-101 by Mayor Perciak and All Members of Council. AN ORDINANCE AMENDING SECTION 618.12 (HUNTING OR TRAPPING PROHIBITED) OF CHAPTER 618 ANIMALS OF PART SIX-GENERAL OFFENSES CODE OF THE CODIFIED ORDINANCES OF THE CITY TO AUTHORIZE A NUISANCE ABATEMENT INITIATIVE FOR BOTH SHORT TERM AND LONG TERM CONTROL AND REDUCTION OF THE WHITE-TAILED DEER POPULATION, IN COORDINATION WITH THE OHIO DEPARTMENT OF NATURAL RESOURCES AND CONTIGUOUS, ADJOINING, POLITICAL SUBDIVISIONS THAT OPT TO ADOPT A SIMILAR PLAN FOR NUISANCE ABATEMENT, AND DECLARING AN EMERGENCY. *First reading 05-02-16.*

Placed on second reading and referred back to committee.

Resolution No. 2016-102 by Mayor Perciak and All Members of Council. A RESOLUTION DECLARING IT NECESSARY TO IMPROVE BOWMAN DRIVE, FETZER DRIVE AND DRAKE ROAD BETWEEN CERTAIN TERMINI BY CONSTRUCTING SANITARY SEWERS, CATCH BASINS AND MANHOLES, INSTALLING SANITARY SEWER SERVICE CONNECTIONS, REPLACING, WHERE NECESSARY, PAVEMENT, DRIVEWAY APRONS, STORM SEWERS AND CULVERTS, AND CONSTRUCTING A WATER LINE IN FETZER DRIVE, ALL TOGETHER WITH THE NECESSARY APPURTENANCES THERETO, AND DECLARING AN EMERGENCY.

Motion by Mr. Dooner to suspend the rules requiring every ordinance or resolution to be read on three different days, second by Mr. DeMio. All members present voted aye and the motion carried.

Motion to adopt by Mr. Dooner, second by Mr. DeMio.

Roll Call: All ayes. Motion carries. Resolution No. 2016-102 ADOPTED.

ORDINANCES AND RESOLUTIONS (cont'd):

Ordinance No. 2016-103 by Mayor Perciak. AN ORDINANCE MAKING APPROPRIATIONS FOR THE ANNUAL EXPENSES AND OTHER EXPENDITURES OF THE CITY OF STRONGSVILLE, OHIO, FOR THE YEAR 2016 AND REPEALING ORDINANCE NO. 2016-030.

Motion by Mr. Dooner to suspend the rules requiring every ordinance or resolution to be read on three different days, second by Mr. DeMio. All members present voted aye and the motion carried.

Motion to adopt by Mr. Dooner, second by Mr. DeMio.

Roll Call: All ayes. Motion carries. Ordinance No. 2016-103 ADOPTED.

Ordinance No. 2016-104 by Mayor Perciak and Mr. DeMio. AN ORDINANCE AMENDING SECTIONS 806.03 AND 806.04 OF CHAPTER 806 OF TITLE TWO OF PART EIGHT OF THE CODIFIED ORDINANCES OF THE CITY OF STRONGSVILLE TO INCLUDE FEES FOR LICENSES, AND TO REQUIRE CRIMINAL BACKGROUND CHECKS IN CONNECTION WITH CANVASSERS AND SOLICITORS, AND DECLARING AN EMERGENCY.

Motion by Mr. Dooner to suspend the rules requiring every ordinance or resolution to be read on three different days, second by Mr. DeMio. All members present voted aye and the motion carried.

Motion to adopt by Mr. Dooner, second by Mr. DeMio.

Roll Call: All ayes. Motion carries. Ordinance No. 2016-104 ADOPTED.

Ordinance No. 2016-105 by Mayor Perciak and Mr. DeMio. AN ORDINANCE APPROVING AND AUTHORIZING THE MAYOR TO ENTER INTO AN AGREEMENT FOR ACCEPTANCE OF A GRANT AWARD FROM CUYAHOGA COUNTY UNDER THE FISCAL YEAR 2014 URBAN AREA SECURITY INITIATIVE GRANT PROGRAM FOR REIMBURSEMENT OF EXPENSES INCURRED BY THE CITY'S FIRE DEPARTMENT ASSOCIATED WITH CERTAIN COUNTY HAZMAT EXERCISES, AND DECLARING AN EMERGENCY.

Motion by Mr. Dooner to suspend the rules requiring every ordinance or resolution to be read on three different days, second by Mr. DeMio. All members present voted aye and the motion carried.

Motion to adopt by Mr. Dooner, second by Mr. DeMio.

Roll Call: All ayes. Motion carries. Ordinance No. 2016-105 ADOPTED.

Resolution No. 2016-106 by Mayor Perciak and Mr. DeMio. A RESOLUTION AUTHORIZING THE MAYOR TO ADVERTISE FOR BIDS FOR THE RENOVATION AND MECHANICAL UPGRADE OF FIRE STATION NO. 3, ON ALBION ROAD, IN THE CITY OF STRONGSVILLE.

Motion by Mr. Dooner to suspend the rules requiring every ordinance or resolution to be read on three different days, second by Mr. DeMio. All members present voted aye and the motion carried.

Motion to adopt by Mr. Dooner, second by Mr. DeMio.

Roll Call: All ayes. Motion carries. Resolution No. 2016-106 ADOPTED.

ORDINANCES AND RESOLUTIONS (cont'd):

Resolution No. 2016-107 by Mayor Perciak and All Members of Council. A RESOLUTION ACCEPTING THE DONATION OF \$2,000.00 FROM WAL-MART STORES, INC. THROUGH ITS COMMUNITY GRANT PROGRAM, TO THE CITY OF STRONGSVILLE FIRE DEPARTMENT FOR THE PURCHASE OF FIRE SAFETY MATERIALS.

Motion by Mr. Dooner to suspend the rules requiring every ordinance or resolution to be read on three different days, second by Mr. DeMio. All members present voted aye and the motion carried.

Motion to adopt by Mr. Dooner, second by Mr. DeMio.

Roll Call: All ayes. Motion carries. Resolution No. 2016-107 ADOPTED.

Ordinance No. 2016-108 by Mayor Perciak and Mr. Carbone. AN ORDINANCE DESIGNATING VARIOUS QUALIFIED SUPPLIERS OF GASOLINE AND DIESEL FUEL TO MEET SERVICE DEPARTMENT REQUIREMENTS, AND AUTHORIZING THE MAYOR TO ENTER INTO REQUIREMENTS CONTRACTS FOR THE PURCHASE OF SAME IN ACCORDANCE WITH THE TERMS AND CONDITIONS OF THE CITY'S RFQP, AND DECLARING AN EMERGENCY.

Motion by Mr. Dooner to suspend the rules requiring every ordinance or resolution to be read on three different days, second by Mr. DeMio. All members present voted aye and the motion carried.

Motion to adopt by Mr. Dooner, second by Mr. DeMio.

Roll Call: All ayes. Motion carries. Ordinance No. 2016-108 ADOPTED.

Ordinance No. 2016-109 by Mr. Carbone. AN ORDINANCE AUTHORIZING THE MAYOR TO ENTER INTO A CONTRACT FOR THE PURCHASE OF GENERAL PAVEMENT SERVICES FOR 2016 FOR USE BY THE SERVICE DEPARTMENT OF THE CITY OF STRONGSVILLE, AND DECLARING AN EMERGENCY.

Motion by Mr. Dooner to suspend the rules requiring every ordinance or resolution to be read on three different days, second by Mr. DeMio. All members present voted aye and the motion carried.

Motion to adopt by Mr. Dooner, second by Mr. DeMio.

Roll Call: All ayes. Motion carries. Ordinance No. 2016-109 ADOPTED.

ORDINANCES AND RESOLUTIONS (cont'd):

Ordinance No. 2016-110 by Mayor Perciak and Mr. Carbone. AN ORDINANCE AUTHORIZING AND APPROVING PARTICIPATION IN THE OHIO DEPARTMENT OF TRANSPORTATION WINTER CONTRACT (018-17) FOR THE PURCHASE OF ROAD SALT FOR USE BY THE SERVICE DEPARTMENT OF THE CITY OF STRONGSVILLE DURING THE 2016-2017 SEASON; AUTHORIZING THE MAYOR AND THE DIRECTOR OF FINANCE TO DO ALL THINGS NECESSARY TO ENTER INTO AGREEMENTS IN CONNECTION THEREWITH; AND DECLARING AN EMERGENCY.

Motion by Mr. Dooner to suspend the rules requiring every ordinance or resolution to be read on three different days, second by Mr. DeMio. All members present voted aye and the motion carried.

Motion to adopt by Mr. Dooner, second by Mr. DeMio.

Roll Call: All ayes. Motion carries. Ordinance No. 2016-110 ADOPTED.

Resolution No. 2016-111 by Mr. Carbone. A RESOLUTION GRANTING PERMISSION TO TRANSFER CERTAIN CERTIFICATES FOR BURIAL RIGHTS IN THE STRONGSVILLE MUNICIPAL CEMETERY [John Stoll].

Motion by Mr. Dooner to suspend the rules requiring every ordinance or resolution to be read on three different days, second by Mr. DeMio. All members present voted aye and the motion carried.

Motion to adopt by Mr. Dooner, second by Mr. DeMio.

Roll Call: All ayes. Motion carries. Resolution No. 2016-111 ADOPTED.

Resolution No. 2016-112 by Mr. Carbone. A RESOLUTION GRANTING PERMISSION TO TRANSFER CERTAIN CERTIFICATES FOR BURIAL RIGHTS IN THE STRONGSVILLE MUNICIPAL CEMETERY [Brenda Stoll].

Motion by Mr. Dooner to suspend the rules requiring every ordinance or resolution to be read on three different days, second by Mr. DeMio. All members present voted aye and the motion carried.

Motion to adopt by Mr. Dooner, second by Mr. DeMio.

Roll Call: All ayes. Motion carries. Resolution No. 2016-112 ADOPTED.

ORDINANCES AND RESOLUTIONS (cont'd):

Ordinance No. 2016-113 by Mayor Perciak and Mr. Schonhut. AN ORDINANCE AMENDING SECTIONS 1420.01, 1420.02, AND 1420.04 OF CHAPTER 1420 OF TITLE FOUR OF PART FOURTEEN OF THE CODIFIED ORDINANCES OF THE CITY OF STRONGSVILLE TO UPDATE BUILDING DEPARTMENT FEES; AND DECLARING AN EMERGENCY.

Motion by Mr. Dooner to suspend the rules requiring every ordinance or resolution to be read on three different days, second by Mr. DeMio. All members present voted aye and the motion carried.

Motion to adopt by Mr. Dooner, second by Mr. DeMio.

Roll Call: All ayes. Motion carries. Ordinance No. 2016-113 ADOPTED.

COMMUNICATIONS, PETITIONS AND CLAIMS:

(None)

MISCELLANEOUS BUSINESS:

Mr. Southworth – Miscellaneous business?

(None)

ADJOURNMENT:

There being no further business to come before this Council, President Southworth adjourned the meeting at 10:26 p.m.

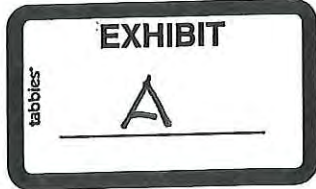
Signature on File
Aimee Pientka, CMC
Clerk of Council

June 6, 2016
Date of Approval



Google earth

feet
meters





Google earth



EXHIBIT
tabbles
 B



Google earth



EXHIBIT
C

Home

3265 Morse Rd., Columbus, OH

Services

GooGoo 3 Minute EXPRESS WASH

3265 Morse Rd
Columbus, OH 43231

614-476-1000

8:00 AM until 8:00 PM Monday through
Saturday

9:00 AM until 7:00 PM Sunday

[DIRECTIONS](#) (courtesy of Mapquest)

[CONTACT US](#)



Relax In Your Car-We Do The Washing For You!



Aimee Pientka

From: Isaac Smith <ids@clevelandmetroparks.com>
Sent: Monday, May 16, 2016 1:07 PM
To: Aimee Pientka
Subject: RE: Notice of Public Hearing Ordinance No. 2016-056
Attachments: EXEC-DOC-05_13_16-15_39_04.pdf; EXEC-DOC-05_13_16-17_01_31.pdf

Dear Aimee Pientka,

Thank you for providing Cleveland Metroparks with the Notice of Public hearing for Ordinance No. 2016-056, reclassification of zoning for real estate at 9200 Pearl Road (PPN 395-03-006). Attached you will find a letter in response to the notice, along with Exhibit B from the application which is referenced in the letter. If you have any questions, you may contact me directly.



**Cleveland
Metroparks**

Sincerely,

Isaac D. Smith
Conservation Program Manager
(216) 635-3290 (office)
(216) 217-3037 (cell)
clevelandmetroparks.com



Cleveland
Metroparks



May 13th, 2016

Aimee Pientka, CMC
Clerk of Council
City of Strongsville
16099 Foltz Parkway
Strongsville, OH 44149-5598

RE: Notice of Public Hearing – Ordinance No. 2016-056

Dear Aimee Pientka,

Thank you for providing Cleveland Metroparks with notice for Ordinance No. 2016-056 which proposes to reclassify zoning for 9200 Pearl Road (PPN 395-03-006) which is adjacent to Cleveland Metroparks Big Creek Reservation. Cleveland Metroparks has reviewed the request to reclassify the zoning for 9200 Pearl Road (PPN 395-03-006) and the proposed land use therein. Cleveland Metroparks has also researched deed restrictions related to PPN 395-03-006. Cleveland Metroparks owns deed restrictions upon the property, which are outlined as follows:

1. Thirty (60) foot setback from Cleveland Metroparks property for any building or structure.
2. Three Hundred (300) foot setback from Cleveland Metroparks property for any land use other than agricultural, gardening or single-family residential use. No apartment buildings, flats, or multi-family structures may be built within this setback.
3. Three Hundred (300) foot setback from Cleveland Metroparks property for any signboard, billboard, or advertising device.
4. One-hundred (100) foot setback from Cleveland Metroparks property for any telegraph, telephone, or electric poles.

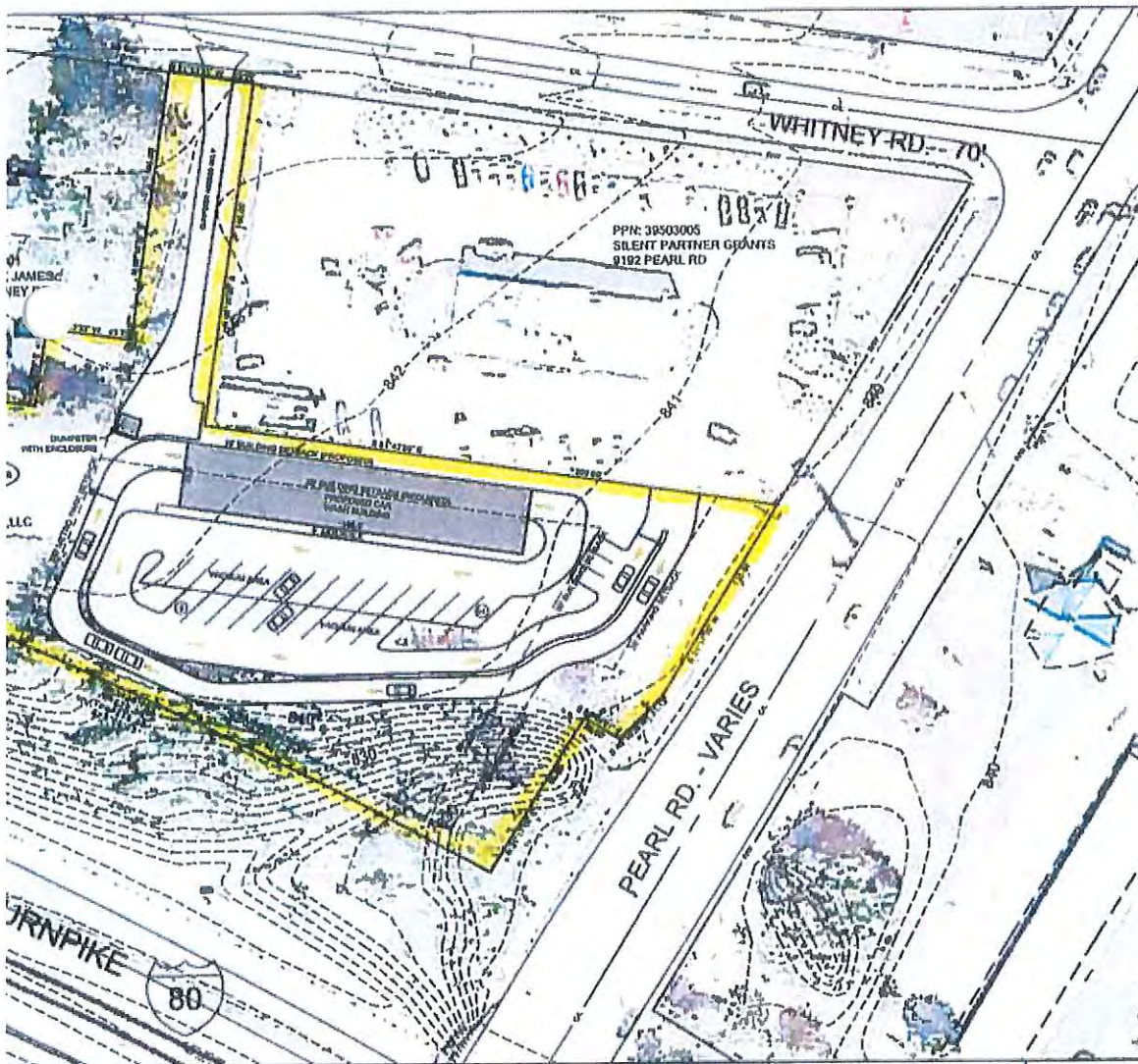
The proposed car wash for PPN 395-03-006 as depicted in Exhibit B (attached) does not violate the recorded deed restrictions. However, Cleveland Metroparks requests that the City strictly adhere to the best management practices for stormwater quality and quantity releases from the property. Deed restrictions are legal property rights under Ohio law and Cleveland Metroparks considers deed restrictions such as these to be a critical mechanism to maintaining the integrity of the natural and cultural resources of the Park. If future construction or land uses are planned for the property, they must conform to the recorded restrictions outlined above. Cleveland Metroparks appreciates the opportunity to review this request and values the continued notification of such proposals. If you have questions or concerns, please do not hesitate to contact me by phone at (216) 635-3290.

Sincerely,

Isaac D. Smith
Conservation Program Manager

CC: Rose Fini, Chief Legal & Ethics Officer
Kyle G. Baker, Senior Assistant Legal Counsel

COME OUT & PLAY



GRAPHIC SCALE
 0 15 30
 (1 INCH) = 30 FEET

NOTES:
 Existing topographic information per City of Strongsville 1995, has map and aerial information. This information should not be considered to be an actual boundary or topographic survey. Parties should not guarantee the accuracy of the information used to establish the background plan.

DEVELOPER INFORMATION:
 CONTACT: BOB BEEBE, BOB BEEBE, INC.
 881 COCA COLA BLVD
 COLUMBUS, GA 31906
 PH: 706-321-1111
 FAX: 706-321-1110

PARCEL DATA:
 PARCEL IDENTIFICATION: P111 0000000
 TOTAL DEVELOPMENT ACREAGE: 1.84 ACRES
 CURRENT ZONING: P111-1 (RESIDENTIAL) RECREATION SERVICE
 PROPOSED ZONING: M11-1 (MEDIUM-DENSITY) RESIDENTIAL

ZONING DATA:

	CURRENT IS TO	REQUIREMENTS	PROVIDED
MINIMUM FRONT SETBACK	125 Feet CL	125 Feet CL	130y
REAR SETBACK	10' Between Walls	27'	10y
MINIMUM SIDE SETBACK	20'	20'	10y
REAR SETBACK	10'	10'	10y

*SETBACKS SHOWN ARE ADJUSTED FROM PERMITS/DISTRICT.
 **REQUIRE SIDEYARD MANEUVER REQUIRED.

EXHIBIT B

811 G.U.P.S. REFERENCE
 3 WORKING DAYS BEFORE YOU DIG CALL 811
 G.U.P.S. UTILITIES PROTECTION SERVICE NON-EMERGENCY
 MUST BE CALLED DIRECT

EXISTING UNDERGROUND UTILITIES NOTE:
 THE SIZE AND LOCATION, BOTH HORIZONTAL AND VERTICAL, OF THE UNDERGROUND UTILITIES SHOWN HEREON, HAVE BEEN OBTAINED BY A SEARCH OF AVAILABLE RECORDS. THE EXACT LOCATION OF UNDERGROUND UTILITIES CANNOT BE ACCURATELY COMPLETELY, AND RELIABLY DISPLAYED HEREON. VERIFICATION BY FIELD OBSERVATION HAS BEEN CONDUCTED, WHERE PRACTICAL. HOWEVER, POLANS ENGINEERING & SURVEYING, INC. DOES NOT GUARANTEE THE COMPLETENESS FOR ACCURACY THEREOF.

NOTE: THIS SURVEY SUBJECT TO CHANGE UPON RECEIPT OF ANY ADDITIONAL AVAILABLE UNDERGROUND UTILITY INFORMATION.

DATE: APRIL 2011
 SCALE: HORIZ. 1"=30'
 VERT. 1"=10'
 FILED BY: [unclear]
 FILE NAME: [unclear]
 TALK TO: [unclear]
 DRAWN BY: [unclear]

GOO GOO CAR WASH
 9200 Pearl Road
 CITY STRONGSVILLE - CUYAHOGA COUNTY - OHIO



POLANS ENGINEERING & SURVEYING, INC.
 18000 CHARLTON ROAD - SUITE 10
 WILLOUGHBY HILLS, OHIO 44095
 440-944-4444 FAX 440-944-4447
 www.polans-oh.com

CONCEPTUAL DEVELOPMENT PLAN

CONTRACT NO. 16014
 SHEET 01 OF 01



OHIO DEPARTMENT OF TRANSPORTATION

DISTRICT 12, 5500 TRANSPORTATION BLVD., GARFIELD HEIGHTS, OHIO 44125-5396
216-581-2333 FAX 216-587-1730

November 21, 2000

Walter F. Ehrnfelt, Mayor
City of Strongsville
18688 Royalton Road
Strongsville, Ohio 44136

NOV 28 00 A 9:55

**Re: I-71/Boston Road Interchange
Justification Study (IJS)**

Dear Mayor Ehrnfelt:

In order to assist the cities of Strongsville and Brunswick in completing the IJS phase of the subject project interchange, the Department agreed to provide Planning monies to NOACA in their annual work program for work on this study. The draft 1999 IJS Study distributed July 13, 1999 completes our commitment.

The next action in accordance with NOACA policy required by the cities to advance this project is completion of a Major Investment Study (MIS). The IJS Study did not provide a recommended interchange configuration as this would occur as part of the MIS process.

Please be reminded traffic and other information in the IJS may need to be updated depending on the timing of your MIS.

If you have any questions please contact this office.

Respectfully,

A handwritten signature in dark ink, appearing to read "D. Schiavoni".

Dale A. Schiavoni, P. E.
Transportation Planning &
Programs Administrator

DAS:kr

c: D. Coyle
L. Sutherland
P. Taylor
R. Chesla
H. Maier
file

PETITION TO STOP THE BUILDING OF THE I-71/HOWE/SHURMER ROAD SLIP RAMP

Dear Citizens,

The City of Strongsville, Ohio ("City") and the Ohio Department of Transportation ("ODOT") are partnering to build a slip ramp from southbound I-71 ("Slip Ramp") to allow traffic to bypass the crowded Route 82 exit and go directly to the intersection of Howe and Shurmer Roads. The City and ODOT did not solicit any public input before moving forward with this solution. The City expects this solution to alleviate rush hour and holiday traffic on Route 82 near I-71 and South Park Mall. However, the residents of the area in close proximity to the proposed slip ramp, believe that:

- The Slip Ramp is a short-sighted solution that has had little, if any, public input;
- The increase in local residential traffic will devalue our properties;
- The increase in local residential traffic will create more dangerous intersections;
- The increase in local residential traffic will increase noise pollution;
- The increase in local residential traffic will increase air pollution;
- The increase in local residential traffic will place young children at risk; and
- The widening of the road will place traffic closer to residential structures.

We, the undersigned tax-paying citizens of the City, petition to stop the building of the Slip Ramp and request an alternative solution that includes public input. The Slip Ramp is not in the best interest of our community.

SIGNATURE	NAME	ADDRESS	PHONE
<i>Marty Winch</i>	MARTY WINCH	9758 Brookmeadow	440-268-7750
<i>Maryann Dakas</i>	MARYANN DAKAS	14413 PEARLVIEW	7-212-5903
<i>George Douglas</i>	GEORGE DOUGLAS	14413 PEARLVIEW	216-287-6409
<i>Katie Lawrence</i>	Katie Lawrence	13046 Boston Rd	4-476-7427
<i>Karen Lawrence</i>	KAREN LAWRENCE	12860 Webster Rd	440-665-1082
<i>Wesley Robinson</i>	Wesley Robinson	16071 LANIER	440-572-1262
<i>Simon Van Bavel</i>	Simon Van Bavel	16155 LANIER	440-572-1589
<i>Synthia Van Bavel</i>	Synthia Van Bavel	16155 Lanier	440-572-1589
<i>Robin Meczka</i>	Robin Meczka	16519 LANIER	440-872-0938
<i>L. Albrecht</i>	L. ALBRECHT	16409 LANIER	440 238 9508
<i>W. A. Nispele</i>	W. A. NISPELE	16650 LANIER	440 238 8827
<i>Linda R. Mulloy</i>	Linda R. Mulloy	16608 LANIER	440 570 5620
<i>Allen D. Mulloy</i>	ALLEN D. MULLOY	16608 LANIER	440 570 5620
<i>Mary Van</i>	MARY VAN	16469 Ranier	440-238-9431
<i>Mary Pedero</i>	Mary Pedero	16381 Lanier	440 238 3754
<i>Kim Manner</i>	KIM MANNER	63633 DRAKE	440 571 0894
<i>Julia (Gannon)</i>	Julia (Gannon)	18900 Westwood	216-502-6675
<i>Thomas F. Paton</i>	Thomas F. Paton	1157 Gabbitus	440 211 2526
<i>Tracy Kelly</i>	Tracy Kelly	10688 Lake Meadows	440 503 5107
<i>Teery Veroski</i>	Teery Veroski	19629 BENNINGTON	440 846 6620
<i>Laura Wolford</i>	Laura Wolford	19423 Stony Point	440-665-5833
<i>Lori Silvis</i>	Lori Silvis	14686 Camden Drive	440-268-0534
<i>John Silvis</i>	JOHN SILVIS	14686 CAMDEN DRIVE	440-268-0534
<i>Tracie Camp</i>	Tracie Camp	19118 Drake Rd	216-375-5014
<i>Debra Kilpatrick</i>	Debra Kilpatrick	11700 Park Pt. Strongsville	440-465-5993
<i>Linda Cienial</i>	Linda Cienial	11700 Park Pt. Strongsville	440-376-3144
<i>Karen Wise</i>	Karen Wise	22185 Sprague Rd	440-826-3578
<i>Michaelan Capitori</i>	Michaelan Capitori	18353 Concorde Dr.	216 536 9306
<i>Annette Bokar</i>	Annette Bokar	10487 Lake Meadows	216-536-3600
<i>Albert Bokar</i>	Albert Bokar	10487 Lake Meadows	216-534-3600