

**ARCHITECTURAL REVIEW BOARD  
MEETING MINUTES  
Mayfield Village  
Jan 9, 2025**

The Architectural Review Board met in regular session on Thurs, Jan 9, 2025 at 6:00 p.m. at the Mayfield Village Civic Center, Main Conference Room. Chairman Miozzi presided.

**ROLL CALL**

**Present:**

Mr. Carmen Miozzi Chairman	Mr. Daniel Russell, Building Commissioner
Mr. Steve Varelmann Chairman Pro Tem	Mr. Al Meyers, Councilman
Dr. Jim Triner	Mr. John Marquart, Economic Dev Manager
Mr. Matt Phillips	Ms. Deborah Garbo, Secretary
Mr. Bob LaRiche	

**CONSIDERATION OF MEETING MINUTES:** **Nov 14, 2024**

Mr. Miozzi, seconded by Dr. Triner made a motion to approve the minutes of Nov 14, 2024 as written.

**ROLL CALL**

Ayes: Mr. Miozzi, Mr. Varelmann, Dr. Triner, Mr. Phillips, Mr. LaRiche  
Nays: None Motion Carried  
Minutes Approved

**OATH OF OFFICE**

- Mr. Carmen Miozzi, Re-Appointment to ARB
- Mr. Robert LaRiche, Re-Appointment to ARB

**ORGANIZATIONAL MEETING 2025**

- Election of Chairman
- Election of Chairman Pro Tem
- Election of Secretary

**PROPOSAL**

1. Concrete "Jersey" Barrier Wall  
(Solar & Substation Protection)  
Progressive Insurance Co.  
300 North Commons Blvd  
David Dischinger, PRG Ins  
Ohio Paving & Construction Co.

**OPEN PORTION**

Chairman Miozzi called the meeting to order. We're going to push the Organization portion of the meeting back to after we go through the proposal. Our proposal tonight is for a concrete jersey barrier wall for solar and substation protection for Progressive Insurance Co., 300 NCB. Whoever is here to present, please state your name for the record.

**Presentation *by* Kevin McGrath, Progressive Ins. Co.**

Kevin McGrath, Director Real Estate Development, Progressive Ins Co. introduced himself. If any of you are aware of the past several years, we've had two incidences with cars that come off I-271 and hit our solar panels to which we've made repairs and wondered how did cars get so far off I-271.

Obviously the solar panel field is there, first impacted, but more critically this is a substation here that feeds not only our Campus but our Data Center. So we are very concerned about someone coming off and hitting that, which frankly is closer to the highway than the solar panels are. In an effort to prevent that from happening, it would be bad for us and bad for the person coming off I-271, we reached out to First Energy and ODOT to see if we might create some type of barrier to prevent someone from coming off the highway and getting into the substation. We retained Chagrin Valley Engineering who is an ODOT Certified Engineering Firm to help us develop solutions.

What we come asking for your consideration is a combination of things, jersey barriers that would hug up against the ODOT fence that is there on the side of the right-of-way and we're also proposing small landscaping rocks because this is a wetland area here to the south of the substation, and we don't want to put the jersey barriers on that ground. So we proposed the solution with small rocks, it would just slow somebody down before they came to the substation here. Obviously the angle of attack being if someone's coming off going 70 mph, they're more likely to not come in and angle there through the wetlands. The wetlands would slow them down but we wanted to make sure with rocks, that would prevent the car from getting too far. So that's the proposal.

Chairman Miozzi asked, what about the laying of the barriers as for straight and flat. The solar panels are all up and down.

Kevin McGrath replied, we're going to put a rock base, so we're going to make them level, not to be above the height of the fence that's right next to it. They're not going to be with the natural terrain of the land. It's pretty flat there anyways running parallel with the fence. It's going to be a flat level wall.

Chairman Miozzi asked about the easement. I know your office has been in contact with CEI, but if something happens it's CEI's responsibility? It used to be that whatever's put on an easement they only had to take it back to grass.

Mr. Russell replied, I don't know the answer to that question. The Village Engineer wrote up a site plan review for the proposal and one of the items is that anything placed in that easement, First Energy has to approve.

Chairman Miozzi stated, I'm saying if something happened that they had to dig up the lines or do something that the barriers have to come down. I don't know whose responsible it is for putting them back.

Kevin McGrath replied, everything is above ground, CEI's equipment and the overhead lines. The barriers are movable and CEI knows that they're movable because they asked us not to affix them in place, so that they can move them in the event they need a bucket dropped.

Dr. Triner asked, is this behind the highway fence?

Kevin McGrath replied, the highway fence is here and we're proposing our wall being about 2.5' off that fence, we'll hug it up close.

Mr. LaRiche asked, what size are those boulders?

Kevin McGrath replied, we're proposing 3' - 5' in width and probably 2' max in height. Obviously we've heard concern and voiced by others about the size of the boulders, somebody coming into a boulder. We understand that, we're talking about something that's low enough that it would slow the under carriage of your car.

Mr. LaRiche asked, there's nothing a little more aesthetic that you could do besides the concrete jersey barriers? I drive by there, it's not very appealing.

Kevin McGrath replied, the whole place is not pretty, I'll give you that. I don't think our jersey barriers are going to change the aesthetic.

Mr. LaRiche asked, you couldn't talk ODOT in doing something like they did down by Chagrin with the barrier they did on the side along the freeway?

Kevin McGrath replied, we could not. We met with them pretty regularly, they wanted it as low tech a solution as possible for the movability. So we proposed the barriers that not only are movable but they also allow water to flow.

Mr. Varelmann asked, could you elaborate on the footing for these? You said it's gravel but how thick is it, how deep is it?

Kevin McGrath replied, I do not know about the thickness of the base material.

Mr. Varelmann said, I don't know that it's been addressed. Typically with Engineer drawings it would specify the depth and things like that. I just see the detail about precast for the barrier walls. I don't see anything relating to the footers. I agree with Carmen, we learned a lesson on those solar

panels, that they need to be in a straight line. The grade here is relatively flat, so I would like to see them level, not just a straight line, but level.

Kevin McGrath asked, do you have a suggested base material depth you'd like?

- **Grade Changes & Leveling Barrier Wall**

Mr. Varelmann replied, I don't know how critical that is for these, but typically that would be engineered. And there is a grade change, I think the grade change should happen with a step up or down versus gradual because that's what happened with the solar panels and they don't look good at all, they're very unattractive. Had they been all level and straight, they'd look pretty good.

Chairman Miozzi said, I don't know about so much as perfectly level, they actually follow the freeway.

Kevin McGrath replied, you just want gradual level, you don't want an absolute level, we don't want to dig out, but I hear what you're saying, you don't want it undulating.

Mr. Varelmann said, if you're going to put in a gravel base, there's some amount of digging and I would expect that you would use the gravel base for leveling.

Kevin McGrath replied, sure.

Mr. Varelmann asked, so how do we define this?

Chairman Miozzi stated, the road's pretty much straight so if they just kept the elevation equal to the road.

Dr. Triner asked, are these actually going to be on the road?

Kevin McGrath replied, on the grass area. We'll trench out, put the base material in and set the jersey barriers on there.

Chairman Miozzi said, if it follows the grade of the road-

Mr. Varelmann stated, these are the topo lines and these don't follow the road exactly. How do we define that they're going to be in a straight line for some distance? If the percent of grade changes over a certain period of time, distance, then how do you define how far they go before they change that grade?

Chairman Miozzi replied, if they follow the elevation of the road, not at the same height-

Mr. Varelmann asked, how many lineal feet of barrier do you have?

Kevin McGrath replied, 240'. If I'm reading this correctly, we have a one foot elevation change over 200' and then another-

Mr. Varelmann said, but we don't know what's happening between that line and that line.

Kevin McGrath said, I understand the spirit of what you're saying, you want it to be kind of uniform, even if it is changing elevation, it's a gradual.

Mr. Varelmann replied right, we just need to be able to define that when we make that as noted.

Kevin McGrath stated, I'd be glad to have my team do that. I understand the spirit of what you're saying, so however you'd like to word the condition like that.

Mr. LaRiche stated, and along with that there should be something on the thickness of the base material.

Chairman Miozzi asked Dan, is that something they'll have to submit to you for approval, the foundation?

Mr. Russell replied yes, it should show a footing for a base.

Chairman Miozzi asked, should we word it that the elevation does not change more than the road itself even though the grade may be going up one foot?

Mr. Varelmann replied, it's a straight line, before that changes grade, I think it should be fine to put that distance in. Pick a number, 60 feet? You have about three grade changes, that's a straight line for some distance, we're talking about following grade at a straight line. So we're talking about segments that are straight lines, so how far would that be before it starts to look like this.

Chairman Miozzi asked, do you think it would be a big undertake if we did a straight line for the whole 250 feet as long as we know it's going to be an angle or whatever the pitch is, it would be the slope, it would just be a straight line.

Kevin McGrath stated, I'm thinking when we put the base material down they'll be able to make sure that it's a straight line.

Mr. Varelmann said, I'd be okay giving them some leeway of one or two changes. It's 240', so if you did 4 times at 60', pick a number. We know it's going to be on a slope, it's not going to be dead level, so that's an angle, but we want that in a straight line, but there's going to be a point where they need to change that, so we want that to be the straight line. There's a problem with grade, we just want to follow it in a straight line.

- **Site Review**

Mr. Russell stated, you have one elevation change.

Mr. Marquart stated Mr. Chairman, might it make sense to condition the top of the barrier maintaining consistent relationship with the top of the ODOT fence? I just thought maybe there was a top rail on that fence that we could stay consistent with.

Mr. Varelmann replied no, the fence is going to follow the grade and go up and down. I would just define this as straight lines at intervals of none less than 'x' number of feet, 60', 100' whatever. If we did 80', 80' & 80'.

Chairman Miozzi replied, that's no more than two slope changes over the course of the 240'.

Chairman Miozzi asked, any other concerns about the wall?

Mr. LaRiche stated, down by Chagrin, they actually did it at the freeway. The wall is like 5' or 6' tall, if not more. It's right at the freeway, not in the property.

Kevin McGrath stated, to your point, we did ask ODOT about could we do something within the right-of-way. They were very consistent that they didn't want anything in the right-of-way because they were concerned about creating an accident and a lawsuit inside the right-of-way and we understood that.

Chairman Miozzi stated, I haven't paid attention to the fence, is this behind there?

Kevin McGrath replied, 2.5 feet off the back side of the fence.

Dr. Triner asked, how does ODOT decide whether they're going to put up a high barrier or not, those barriers you see along the freeway.

Mr. Russell replied, I think those are sound barriers.

Chairman Miozzi stated, I don't have any objection, the barriers are so far away.

Dr. Triner asked, how much do each of those barriers weigh?

Kevin McGrath replied, I do not know.

### **DECISION**

Mr. Varelmann, seconded by Dr. Triner made a motion to approve the Concrete Jersey Barrier Wall for Progressive Ins. Co., 300 North Commons Blvd conditioned as noted;

- **Straight line segments not to exceed three slope changes.**

### **ROLL CALL**

Ayes: Mr. Miozzi, Mr. Varelmann, Dr. Triner, Mr. Phillips, Mr. LaRiche

Nays: None

**Motion Carried**

**Drawings Approved as noted**

**OATH OF OFFICE**

- Mr. Carmen Miozzi, Re-Appointment to ARB
- Mr. Robert LaRiche, Re-Appointment to ARB

Chairman Miozzi stated, our next order of business is swearing in two of our Board Members.

Councilman Al Meyers administered the Oath of Office to both Carmen Miozzi and Robert LaRiche for Re-Appointment to the Architectural Review Board.

**ORGANIZATIONAL MEETING 2025**

- Election of Chairman
- Election of Chairman Pro Tem
- Election of Secretary

**Election of Chairman for 2025**

Chairman Miozzi stated, I would like to open the floor for nominations for Chairman 2025. Do I have any nominations?

Dr. Triner, seconded by Mr. Phillips nominated Carmen Miozzi for Chairman 2025.

Chairman Miozzi asked, are there any other nominations for Chairman? There was none.

Dr. Triner, seconded by Mr. Phillips moved to close the nominations for Chairman 2025.

Chairman Miozzi asked for a roll call vote.

**ROLL CALL:**

Ayes: Mr. Miozzi, Mr. Varelmann, Dr. Triner, Mr. Phillips, Mr. LaRiche

Nays: None

**Motion Carried**

**Carmen Miozzi to serve as Chairman for 2025**

**Election of Chairman Pro Tem for 2025**

Chairman Miozzi stated, I would like to open the floor for nominations for Chairman Pro Tem 2025. Do I have any nominations?

Chairman Miozzi, seconded by Mr. Phillips nominated Steve Varelmann for Chairman Pro Tem 2025.

Chairman Miozzi asked, are there any other nominations for Chairman? There was none.

Chairman Miozzi, seconded by Mr. Phillips moved to close the nominations for Chairman Pro Tem 2025.

Chairman Miozzi asked for a roll call vote.

**ROLL CALL:**

Ayes: Mr. Miozzi, Mr. Varelmann, Dr. Triner, Mr. Phillips, Mr. LaRiche

Nays: None

**Motion Carried**

**Steve Varelmann to serve as Chairman Pro Tem for 2025**

**Election of Secretary for 2025**

Chairman Miozzi stated, I would like to open the floor for nominations for Secretary 2025. Do I have any nominations?

Dr. Triner, seconded by Mr. Miozzi nominated Deborah Garbo for Secretary 2025.

Chairman Miozzi asked, are there any other nominations for Secretary? There was none.

Dr. Triner, seconded by Mr. Miozzi moved to close the nominations for Secretary 2025.

Chairman Miozzi asked for a roll call vote.

**ROLL CALL:**

Ayes: Mr. Miozzi, Mr. Varelmann, Dr. Triner, Mr. Phillips, Mr. LaRiche

Nays: None

**Motion Carried**

**Deborah Garbo to serve as Secretary for 2025**

**ADJOURNMENT**

Chairman Miozzi, seconded by Dr. Triner made a motion to adjourn the meeting.

**ROLL CALL**

Ayes: All

Nays: None

**Motion Carried**

**Meeting adjourned at 6:30 p.m.**

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Chairman

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Secretary