

**PLANNING AND ZONING COMMISSION**  
**Workshop Meeting Minutes**  
**Mayfield Village**  
**February 19, 2026**

The Planning and Zoning Commission met in workshop session on Thursday, February 19, 2026 at the Mayfield Village Community Center at 6:00 p.m. Chairman Fikaris presided.

**Roll Call**

**Present:** Mr. Paul Fikaris Chairman  
Dr. Sue McGrath Chairman Pro Tem  
Mr. Michael Girbino Council Rep  
Mr. Jim Kless  
Mr. Henry DeBaggis  
Mr. Randy Weltman

**Also Present:** Mayor Bodnar  
Ms. Diane Calta Law Director  
Mr. John Marquart Economic Dev. Manager  
Gino Carcioppolo Fire Chief  
Paul Matias Police Chief  
Mr. Daniel Russell Building Commissioner  
Ms. Deborah Garbo Commission Secretary  
Ms. Lisa Levine Executive Assistant, Building Department  
Mrs. Mary E. Betsa Clerk of Council

**Absent:** Mr. Tom Cappello Village Engineer  
Ms. Jennifer Jurcisek Council Alternate

Chairman Fikaris stated, this is a reminder that this is a workshop meeting tonight. There will be no vote tonight. Our vote meeting is Monday, March 2<sup>nd</sup>.

Chairman Fikaris stated, I would like to welcome our newest member, Michael Girbino, Village Council Representative to the Planning and Zoning Commission. Welcome Michael. We would also like to welcome Lisa Levine who will be taking over for our Secretary Debbie Garbo. Thank you very much.

**PROPOSAL**

**1. Conditional Use Permit**

Cornerstone Christian Academy  
K-12 Christian School  
Mt. Vernon  
6700 Beta Dr., LLC  
George Simon  
(P & Z w/s 11/20/2025)  
(P & Z w/s 1/15/26 Applicant canceled)

**Abutting Property Owners**

Beta Dr: 6685, 6680  
SOM Ctr Rd: 630, 640, 650  
SOM Court: 6621, 6617, 6613, 6609, 6605, 6601, 6597, 6593, 6589, 6585, 6581, 6568, 6572,  
6576, 6580, 6584, 6588, 6592, 6596, 6600, 6604, 6608, 6612, 6616

Chairman Fikaris stated, before we get started, here's the procedure we're going to follow tonight so we can organize and get all the information we need. First, we'll have the applicant's presentation, then we'll hear from the Mayfield Village Department Heads, then we'll have public comment, and then the Planning and Zoning Commission questions and discussion, the applicant's final remarks, and then we'll go from there. Then we'll adjourn. If you want to speak, we'd please ask that you sign this, and when you come up, state your name and your address for the record, please.

Ms. Calta stated, if anyone is going to be speaking tonight, we're just going to do that all at one time. So even if you're thinking about speaking, if you can all stand up, raise your right hand.

Ms. Calta swore in the individuals who will be speaking tonight. Thank you. Now you're good to proceed.

Jim O'Leary  
6349 West Lake Road  
Concord, Ohio.

Mr. O'Leary stated, my role for the applicant is I am the Board Chair for Cornerstone Christian Academy's School Board. As some of you remember, we were here in November, and we had quite a fun evening in that little conference room across the street. I'm so thankful to have a much larger room today, although I feel a little bit what they must have felt like at Front Row Theater, where you have people around you, and that's a little daunting. But after that meeting, there were several things that we took away that you asked us to do. And so tonight it is our hope and desire that we're going to answer those questions that were raised at the last meeting. We provided you with the traffic study. I don't know about you, but that's a little light reading. Originals were sent to Mayfield Village and were distributed. Andy Comer is here. He's going to come up in a minute and go through the traffic study.

There were some concerns about the layout of the property and where the gymnasium was going to go and the parking. we're going to address that. There were some other questions that came up. We've got a couple of people that are going to address those things, but I just wanted to start off by thanking you for the opportunity to come back also for allowing us to reschedule the January meeting, we had a couple of presenters that could not make it. And we're very appreciative of the extra time and to be here today. So with that, what I'd like to do is turn it over to Mr. Comer to let him go through the traffic study.

## **Presentation *by* Andy Comer**

Andy Comer  
2112 Case Parkway South  
Unit 7  
Twinsburg, Ohio

I'm a Senior Traffic Engineer with TMS Engineers. We prepared the traffic impact study that you see on the screen. I'm going to walk through the document, point out some key findings and some of the data we collected and some of the information that we determined.

Chapter 1 primarily deals with the purpose of the report, our objectives, our analysis measures. This table on page 3 is the intersection level of service. This is what the traffic engineering world uses to grade intersections and their operation. It's based on average vehicle delay; how long a vehicle may sit at an intersection after waiting before it becomes uncomfortable or unbearable. You can see that they're color-coded. It's a little bit like school. As the grades get worse, you need to start seeking mitigation. Typically, the industry standard is intersection approaches and movements (E) better or considered acceptable. The overall intersection is level (D). When we start to see orange and red, that's when we want to start mitigating and when we start to see capacity and operational problems with an intersection.

The first thing we did was our data collection. We went out to the field, observed the intersection, observed the study area, observed the operation of the traffic signal at Beta and 91. This is some information regarding that. Functional classification of roadways - this information is going to be used for our traffic forecast.

The first important part is our traffic data collection. On Tuesday, December 9th, we had traffic counters out collecting the intersection turn volume movements at SOM Center and Beta. We collect those in 15-minute increments to determine when the peak hours are going to be. Both the peak hours on the roadway as well as compared to the peak hours at the school. We wanted to determine when the school is going to have its impact as well as when the roadways peak. In the A.M., the peak hour of the intersection is going to be 7:30 to 8:30, which coincides with the arrival time of the school and falls within that hour with vehicles arriving for both work and for student drop-off.

We found the P.M. peak hour of the intersection would be 4:30 to 5:30. That's when the P.M. volume is the highest. That period, however, did not coincide with when the school would be dismissing students and when the school would be contributing its heaviest volume. That period was from 2:30 to 3:30. So our analysis involved around the 7:30 to 2:30 peak periods.

So we go from there to project our future traffic volume forecast. The first thing we needed to do is determine how much traffic the school is going to generate. What volume of traffic will the school add to the street? We use the ITE Trip Generation Manual. It's a summary of land uses and various studies that are used to predict traffic volume from a site. Our land use for the private school is K-12. We base that on the number of 700 students. I know the existing school is over 500 at this time. We wanted to make sure that our analysis provided for the worst case scenario of growth and to be conservative. So we use 700 students. A 700 student private school K-12 is expected to generate approximately 530 trips in the A.M. peak hour and 346 trips in the P.M. peak hour. About half and half. Not quite half, but it's about half entering and half exiting. The difference between exiting is you're contributing to staff and vehicles that stay on the site.

From there we needed to distribute that to the existing street network. Using our traffic data at SOM Center and Beta, we can tell what percentage of the vehicles are coming from the north, from the south, from the west. And we can distribute that segmented traffic at the intersection. So from there we needed to determine what the future forecast is going to look like. So we need to forecast in the opening year of the school, which was 2027. When a land use generates over 500 trips we typically want to do a 20-year design analysis. Over 500 is for 20 years, usually under 500 we look at a 10-year analysis. We want to ensure that the traffic volume as we grow at the study area can be expected to handle the life of the project as well as the improvements. We don't want to put something in that won't be usable in 5-10 years.

So the first thing we have to do is calculate growth rate. We use ODOT's traffic forecast management system to pull historical traffic data as well as expected future traffic data. We pulled the data for State Route 91 from Interstate 90 all the way through Gates Mills Boulevard. That's broken down by sections. You can see here that the system is not predicting any growth right now on State Route 91. To provide a conservative estimate we therefore did use a growth rate of .25 quarter percent to grow our traffic. You can see our traffic factors there at the bottom. We also want to apply a design artifact to those volumes. We collected traffic on one day out of 365 days of the year. These design artifacts are provided by ODOT. It's similar roadways with similar functional classifications intended to reflect what would be the highest hour of the year. Typically the engineering standard for the industry of traffic is the highest hour for a design condition. So we also multiply all volumes by 1.16 to increase them as well.

These are our peak hour factors. These are used in capacity analysis. These reflect the flow rate of the intersection typically at the peak 50 minutes. You can see the top table. These are the existing peak hours. The closer to 1 indicates that the volume of the intersection is fairly evenly split over 50 minute periods. We adjust our traffic and adjust those peak hour factors. You can see with the school, because of the arrival of those physical times and the increase in those 15 minute periods, those peak hour factors go down. So those are used in capacity analysis. We put all that information together. We come up with two sets of volumes for each of those years. There's a no-build condition.

This is what the traffic volumes would be in 2027-2047 if the school is not added to the site. And then a build condition, which is what the traffic volumes would expect to see in the study area if the school was added.

From there, we jump into our analysis. You can see here, this is the 2027 guide table. Without the school, the intersection would operate at the level of service (A). There's a few movements and approaches at the level of service (C). When we go to the build condition, we're still at a level of service (B), all approaches and movements stay at level of service (C) or better. You can see here peak hours the levels of service again. There's levels of service (C) or better without the school. Adding the school traffic to the study area, we still maintain our levels of service (C) or better.

What you do see in red is a QSR. It's a Q Storage Ratio. Anything over 1 means the storage lane is not long enough to handle the volume of traffic. You can see here in the build condition that that eastbound right turn lane on Beta is exceeding the storage line. Adding school traffic is going to cause that lane to queue back. It's going to block people from getting to the left turn lane. We're going to look at ways to mitigate that here in the next section. We repeat that in the design conditions. Again, we're maintaining levels of service (C) in the A.M. and P.M. Then we also look at the school drive access on Beta. The first thing we want to determine is if that intersection is going to require any additional turn lanes. We use auxiliary turn lane warrant graphs. The graphs show that a left turn lane on Beta, the school drive, is warranted. It's basically a function of the amount of vehicles that are approaching from behind the vehicle waiting to turn left, as well as coming in the opposite direction. This way it would take the vehicles out of the through traffic stream on Beta while waiting to turn left into the center. A right turn lane is not going to be warranted.

So we run capacity analysis of that lane configuration under stop sign control at the school driveway. The (D)'s are the school approach. That's primarily the left turn exiting traffic. It's going to experience a little bit higher traffic than that and wait for gaps in both the east and westbound streams on Beta to turn out whereas the right turn vehicle only requires a gap in eastbound traffic.

From there we do a turn lane analysis. This gets into what we're talking about for the QSR. We're trying to make sure we can stack everything as well as create a left turn lane on Beta.

So, to jump to the recommendation. What you see here is our final recommendation. It is to widen the drive at both the left turn lane and the site, as well as to increase the right turn lane length. These are the minimum distances required for storage based on our analysis. The nice part about this distance is it lines up with the one driveway across. So where it's shown here on the driveway is as close as that driveway could be located without affecting the storage. It could be located further to the west. Moving it to this location would move it away from some existing driveways and create a little more space as well as allow for the taper. This allows us to basically do the widening on the south side of the road where you can then kind of hold the north side curb lane consistent where you can have your water line for your fire hydrant as well as some street lighting. So the widening could be done all on the south side of the roadway to accommodate that.

So that's the recommendation for the access and the turn lanes on Beta. The capacity analysis showed no other improvements were necessary. 91 and Beta and the northbound left turn lane on Beta was found to be long enough to accommodate the school traffic condition to the intersection.

If you have any questions, we can go back over anything. But that's kind of a summary of our report. Thank you.

Mr. DeBaggis asked, did your traffic study include observing the current traffic at the school's current location during peak hours?

Mr. Comer replied, no it did not.

Mr. Fikaris stated, I have a question as well. Was there any thought or study to the impact on the Wilson Mills entry of Beta? Could we assume that folks would be getting off the Wilson Mills exit from 271 and dropping kids off or would they primarily be coming down SOM?

Mr. O'Leary replied, when we spoke to the Village Engineer about the study area, that wasn't one of the intersections he requested us to see. Based on the traffic volumes that we found on Beta at the intersection of 91, we don't expect there to be a significant volume of traffic that uses Beta. It's about 10%. It's about 40-45% from the north to the south and about 5-10% would be coming from the west using Beta as well as exiting in that reverse direction. We obviously went through the study with Mr. Comer and our Board has agreed that we are willing to absorb that cost to add that lane that needs to be added on the north side of what would be our property in order to make Beta large enough in order to be able to put that right turn lane in as well as the left turn lane into the parking lot. Let me turn it over for the property itself as far as the parking is concerned.

George, do you want to come up and go over that a little bit?

## **Presentation *by* George Simon**

George Simon  
6407 Lafayette Boulevard  
Independence, Ohio

I did a little parking analysis for the property with my assumptions that for pre-K about 60% of the students would be in pre-K, 40% would be in high school. If we're looking at 700 students, about 420 in pre-K, about 280 in high school. During that, I was able to calculate using the Village's Ordinance 1183.05 for parking and off-street parking. With pre-K, it requires about 102 spots. With high school, it requires 56 spots, totaling 158 parking spots and 6 handicap spots. Now adding the proposed gymnasium on there, if we're using 300 seat bleachers, we're looking at about another 100 spots. But the gymnasium and spectators does not coincide at peak academic. So even with the 100 spots added on there, we still have 258 spots total needed. I'm showing on this drawing 266 plus another 8 handicap spots. So the parking is there for the whole thing. But with the gym being at

peak time, I can't see the need for those extra 100 spots to be required. That's something I'd have to discuss further with the Building Department. But that's what this is showing, so any questions?

There were none.

Mr. O'Leary stated, you've probably figured this out by now, but just because I don't want to assume that you understand it, this drawing shows losing the second driveway closer to 91 and directing all of the ingress and egress out of the second driveway at the end of Beta, wrapping it around. The blue are the existing buildings, obviously. The gymnasium that's proposed in the original drawing that we brought back in November, we had it closer to 91. Based upon our discussions with Mayfield and the Architect, we moved it over to the west side of the property. But that's subject to further discussion. Obviously, that building doesn't exist, and we'll have to go through all the same zoning. We just wanted to show you how big it would be, where it would be, and how it would be affected by the parking spaces. So with that, I'd like to ask Dan Huffman, who's one of our Board members, to come up and talk about utilization of the property.

### **Presentation *by* Dan Huffman**

#### Dan Huffman

7340 Hillshire Drive  
Concord, Ohio 44077

As you know, Cornerstone wants to locate to Mayfield Village. Hopefully that's perceived as a good thing, at least it is from our perspective. I went back through the Minutes from the last meeting in November, because I was not able to attend that, and wanted to respond in some more detail to most of the guidelines that the City has outlined for a CUP.

So the first few were already established by George Simon. The land use policy - nothing has really changed there. I won't read through it. You can see it. The only thing different there is that we're talking about approximately a 15,000 square foot gymnasium. So I think the one that Mr. Simon had put up showed a broader range than that, but that's the size that we would be building. For Ordinance purposes this proposal promotes the public health, safety, and welfare needs while maintaining the harmonious and orderly land use. I think that's one thing to keep in mind, that keeping the school keeps the area much the same. The gymnasium also enhances the functionality without conflicting with the intent of the office laboratory district.

The next one, the no nuisance component, I would point out also that not only the time range that the school operates, but also make the point that it's not a full year, of course, either. It's also nine to ten months of utilization. The other thing is that we met with residents back on December 9<sup>th</sup>, I think it was, and we did talk about privacy fence and would do what was necessary to allay concerns with that and make it suitable for their privacy as well as our protection as a school, etc. As far as we're concerned, no undue adverse impact on the existing environment. We've already heard from

the traffic study. When you think in terms of compared to potential office or laboratory uses, we think that the building as is will maintain the settings of the neighborhood pretty well.

But maybe more to the point, the no interference with surrounding development. One of the things that I would like to draw your attention to is the fact that in order to allay any concerns and answers from adjacent residents, CCA had an open house at Mount Vernon. This is where I was referring to that December 9<sup>th</sup> meeting. On the conclusion of that meeting, we felt like there was a relatively positive environment. But honestly, the residents are here, so they can tell you whether it was positive or not. But we felt good about at least meeting the residents and talking with them and had good conversations with them. And I would leave it at that. In our judgment, the school would fit very nicely into the existing community. I would point out in that second sentence there, it says, while we realize that the site is currently zoned for office laboratory use, we would also point out that we have offices and labs in our school. And obviously we have classroom space, but we also already have offices and labs. And Ms. Calta said that the Beta Core Overlay District, this is drawn from that November meeting, the quotes here, the Beta Core Overlay District also would allow for eating places, including quick service eating places, serving food in only enclosed buildings.

And it also is zoned for professional offices up to four stories high, but we're not going to violate that, even with our gymnasium. The gymnasium would probably peak out at 30 feet. In our judgment, the current facility, while housing such things as a cafeteria for children, would be a far better fit in the community than a potential fast food place or a four story professional office building.

With regard to adequate facilities, the first paragraph there was already completed in the application, by Mr. Simon. I know that Chief Matias had concerns about the Police Department's capability of providing coverage for our facility. Just a reminder that we hire our own security staff for the school. And also that we have not had any, I think Sandy said we had one police call in five years, and that was unfortunately a false call. So at any rate, we just don't have problems. It's as simple as that.

With regard to traffic congestion, we've already answered that and as you can see that first sentence there, we would agree to modifications for Beta Drive. I would get some qualified input on the cost of doing that. We are very confident we can cover that.

Also in the November 20 meeting, Mr. Russell asked us to provide more information on the gym. Right now, we have a lot of information that we need to gather as far as that's concerned. The main thing that we would point out is that it would be a multi-use facility, primarily an athletic center, if you will. It would be located on the site that Mr. Marquart even suggested to Mr. Simon by e-mail. We are going to follow the stipulations of the city on that.

On item number 8, no destruction of significant features. We have no desire to change the building. We love the building. It's a really nice looking facility.

Regarding compliance with standards, the first paragraph was already in the application. Chief Carcioppolo shared concerns with regard to the Fire Code. We are going to have anywhere from 500 students and 75 staff. Nothing could be more important than meeting your recommendations.

I am honestly saying that sincerely. We don't have any problems with that. We would want to do a walk through with you and our building contractor to get guidance on what we need to do.

With regard to community benefit, the first paragraph was in the application. I perused your website and thought it was interesting because in the drop down under Government, here was your quote from Aristotle: "*All who have meditated on the art of governing mankind have been convinced that the fate of empires depends on the education of youth.*" It's interesting also to note that Aristotle started his own school in Greece. The Fordham Institute was Commissioned by Ohio State University to do a research paper on EdChoice. I know the topic isn't EdChoice here, but it is talking about what's important for communities and cultures within the community. What they basically said was the impact school district enrollments, finances and academics, fair competition is why capitalism has been the greatest force for prosperity row. The study from the Fordham Institute went on to say that EdChoice programs do not harm district students and in fact led to modest achievement gains due to the competition. The research paper also pointed out something that I think is often misunderstood in how schools are funded, particularly at the private level, but parents who are also property taxpayers, choose to send their child to a private school, -0- property tax follows that child. It stays in the community. No property tax goes to the private school. To that end, if a child were to leave a given community and go to a private school, it lowers the dollars per student in the public system.

With regard to economic impact, the income tax from our staff would not be as high. We will admit that. If I understood correctly, the net property taxes that come to the Village is only about \$3,600. To be honest with you, we would be willing to subsidize that and replace that out of our pockets. Mr. Marquart pointed out that the success of the Mayfield City Schools supports the local housing stock because "folks move here, meaning Mayfield Village for the schools." Our response to that would be that there's approximately 347 families that represent the school at this time. They come from four different counties. They send their children to our school because of our school and because of our staff. The success of the school has been around for a long time. It's also very possible people would be inclined to move here just to be closer to where they are sending their child to school.

The other thing I would point out is that those same 347 families if you just do a current median household income in the State of Ohio and multiply by this number of families, there's roughly \$20-25,000,000 per year of income that is going to be coming this direction. They are going to be spending their money at Aladdin's or at Austin's or Yours Truly or Heinen's. It's going to stimulate Mayfield's economy.

That would be our response to some of the concerns that we read and some of the points brought up at the November meeting.

Mr. Weltman asked, the comment about subsidizing the lost tax money, have you talked to the Village about that or is that just an idea that you are floating?

Mr. O'Leary replied, an idea that we are floating. We know there's an economic impact to the city, especially what's happened to Progressive. Hopefully Mr. Simon's group is going to ultimately

lead to some change on that. On number 10 where you talk about community benefit, the thing that I note is the Village back in 2020 did a vision plan. One of the things they said was they wanted to make sure that things were contributed positively to the social and cultural environment. That was a big factor in that vision plan for the community. We have a gem, a multi-purpose facility that can be used by the community. It's not going to be isolated to the school as far as I am concern. Mr. Simon's application said that.

Mayor Bodnar asked, when you said the net property tax to the Village would be \$3,600, is that just to Mayfield Village or is that to Mayfield City Schools?

Mr. Marquart stated, if I can answer to that. That number is specific to the Village. As you know, Mayor, we receive a very small fraction of property taxes. I believe the impact to the school is off the top of my head \$54,000 per year.

Mr. O'Leary stated, and again, just a reminder, property taxes don't change. Before I turn it over for anyone else who would like to speak on behalf of our application, I just wanted it noted that our head of school Sandy Ortiz is here. Our board members are here. Unfortunately one of our board members was traveling and could not attend. If you have any questions after this meeting is over, any of the board members or Ms. Ortiz or myself can hopefully answer your questions. At this point, I would like to turn it over to anyone who would like to speak on behalf of the applicant.

Nancy Ferrante  
6746 Sandalwood  
Mayfield Village, Ohio 44040

I have lived in Mayfield Village since January of 1990. I have worked in commercial real estate since 1983 and actively represent owners, buyers and tenants, specifically on Beta Drive since 2011. The Mount Vernon office buildings were built in 1986. They are the only two multi-tenant office buildings in Mayfield Village. The 86,000 square feet of buildings are dated and obsolete. To bring the Mt. Vernon buildings back to the occupancy levels they were 25 years ago would take significant money that is not economically feasible to spend with rental rates. Even if the buildings were demolished and a new industrial office warehouse building was constructed on the 7.2 acre site, at today's construction cost, a tenant would not agree to pay the rent it would take to pay the costs to demolish the building and construct a new building economically viable much less able to be financed in today's economic environment. The best course of action to reinvigorate and utilize the existing buildings which are not appealing to corporate tenants when they have other alternatives to consider like Landerhaven where there are multiple spaces available to choose from and significant amenities in the immediate area. That's why I recommend to the Mayfield Village Planning Commission to consider approving a conditional use permit to allow a single owner occupier to purchase the buildings and utilize them. The chances of finding a large corporate office user who wants to purchase and redevelop the property are very slim. I have worked in the Beta Drive market for many years and have had to recommend owners to lease space for non-traditional uses that require conditional use permits such as a daycare, autism therapy, physical therapy or fitness uses due to the lack of traditional office tenants wanting to lease significant square footages of space in Mayfield Village. Thank you.

Mr. Weltman asked, are you speaking as a Village resident, or are you giving us expert advice?

Ms. Ferrante replied, I am speaking as both. I am a resident. I watched the community and seen the changes in the community. I have been a commercial professional in this market and worked on Beta Drive for years. I started in 1983 and am very familiar with the evolution of the market. I have worked very hard to find tenants. I know how difficult it is.

Chairman Fikaris stated, that would conclude the Applicant's presentation. Thank you very much. Now we are going to move to the Mayfield Village Department Heads for their comments.

### **Mayor Bodnar**

Mayor Bodnar stated, thank you, Chairman. My comments are related to the economics of the situation to our zoning overlay district. Mayfield Village is only about 4 square miles in size. A while back, the County designated Beta Drive as our Innovation Zone. That is our only commercial area and we have been trying to bring in high paying jobs in that area in order to support the services that we currently provide to our residents as well as to our businesses. In order to do that, we need a good revenue stream. It's more important for us to focus on that than it ever has been before because during COVID, our largest employer went to a work from home model and that leaves us short most likely on a permanent basis, to the tune of about \$10,000,000 in income tax revenue per year. That's a big hit. I am very concerned about that. We make every effort to make sure that there are successful businesses on Beta Drive. We have QED, Canon Healthcare, Mars Electric, Mayfran, OMNI, CBIZ and Process Technology. Many of these businesses have come in within the last 10 years. We want to keep them here. We want to grow them here. We want to provide an atmosphere that is business friendly. In 2021, our voters approved a zoning overlay district to "provide for more efficient, higher and better use of the Village's finite land resources to provide increased opportunities to create more modern market-adaptive commercial real estate to allow for the growth and retention of the Village's employers in place to increase employment opportunities and to increase the value of the Village's commercial properties. It's my belief that if we granted this CUP that is requested, it would actually be contrary to the purpose of the zoning overlay district. I am sure this is a good school. I have no problem with that. But I don't believe that its presence there would do anything to enhance the business community on Beta Drive. It's going to be taking up a valuable piece of real estate, likely for decades to come and it's not going to increase employment or other opportunities. It's going to cause some traffic congestion during some peak hours that will conflict with the use of property by our local businesses and it will establish an environment that is not conducive to creating a more modern commercial real estate. The property was purchased late in 2023 or very early in 2024 and at that time the market for office space had already been significantly reduced. I agree that the property needs to be upgraded and renovated. I don't believe that's been done. As it stands today, the property is leased out. It has tenants in it. I understand it has significant vacancies. But even with that, we are still receiving more income tax dollars from the property than we would if there were a school. This was brought up earlier, if the real estate is purchased by a non-profit, there will no longer be any real estate taxes paid resulting in economic hardship to the Village and significant loss to the Mayfield School District.

I am also concerned about the negative impact to existing businesses on Beta Drive, something the Village cannot afford right now. We have a limited amount of commercial property and with the loss of revenues from Progressive Insurance, we are not sure what is going to be happening with Campus 3, which was just sold at auction. I think it is critical for the Village to retain the revenue that we receive from the successful businesses on Beta Drive. I know John Marquart will be addressing some of these issues, so I don't want to duplicate what John has to say, but I believe that it's going to hurt our bottom line. We need to preserve the property on Beta Drive for commercial purposes. I understand it is difficult to use it as office space, but there may be some alternate uses. We would be willing to look at light industrial or something like that, but it would have to be something that would enhance our bottom line. That's what we are looking to do. It was purchased as office space when the office space market was already flattening out. I would prefer if the Planning and Zoning Commission to deny the application for the CUP based on our economic situation. Thank you Chairman.

Chairman Fikaris stated, thank you, Mayor.

**John Marquart, Economic Development Manager**

Mr. Marquart stated, thank you, Mr. Chairman. My comments very closely mirror those of the Mayor. My latest correspondence to the Commission from January 13<sup>th</sup> pretty closely mirrors what the Mayor had mentioned. The only other thing that I believe that I would add at this point is in speaking with a couple of neighboring businesses along Beta, there was some concern about the interaction of tractor/trailer traffic with school traffic. Our two heaviest truck users on Beta are at the bend of the street 500 feet away. One has between 10 and 20 trucks per day in and out. The other is more like 35 to 50. While they indicated that the majority of those head westbound toward 271, there is the chance that they would interact with school traffic. More than the safety concern of such interaction, their concerns were that if a truck is sitting in traffic, it's costing money. If an employee is sitting in traffic, he is going to think twice about staying there. If a perspective employee is sitting in traffic waiting to get to his interview, he may reconsider that position. Those are the concerns coming out of these industrial neighbors along Beta. That would conclude my comments. Again, my most recent memo very closely echoes the Mayor's comments.

Chairman Fikaris stated, thank you very much.

**Daniel Russell, Building Commissioner**

Mr. Russell stated, thank you, Chairman. From what I saw on the board, they did provide the additional information I asked for relative to setbacks. That all has to be reviewed. This is the first time I have seen this, so I don't know if it complies. That's all I have right now.

Chairman Fikaris stated, thank you.

**Engineer**

Mr. Fikaris asked, Ms. Calta, do you have any additional remarks from Tom Cappello, the City Engineer.

Ms. Calta replied, yes. Unfortunately Mr. Cappello cannot be with us this evening. He prepared a memo with an analysis of the traffic impact study that was presented this evening. He highlighted some of the things already highlighted for you tonight, the A.M. and P.M. peak hours, what the current level of service was determined. The no-build conditions. He also summarizes the build conditions. I won't repeat that in the interest of efficiency here tonight, but I will point to some of the observations that he had.

The Beta Drive and school driveway A.M. peak hour traffic analysis does state that the northbound approach on the property will have a level of service of (D). It's on page 32 of the report. There's also a conflict in the proposed site plans. There is a relocated entrance/exit drive in the report which would be the traffic impact study. The figure on 1.2, page 51 shows the proposed drive further west than the recommended traffic study location shown on figure 4.2, page 63. The actual relocated drive entrance at those locations will need to be clarified. What all that means is we have seen a couple different site plans. There was one submitted with the application where the gymnasium was on the east side of the property. In the traffic impact study, the gymnasium was moved to the west part of the property. What was shown tonight in the traffic impact study as to where the recommended driveways should be is different than the site plan that was shared by Mr. O'Leary. Essentially we have some questions on the site plan. Also the site plan submitted does not have dimensions of driveways, parking spaces and setbacks. There was no summary of parking spaces. I know some of that information was shared tonight, but we did not have that before tonight. He also wanted to point out that the Village has plans on starting the Beta Drive Improvement Project this summer. The project is to include concrete pavement repair, total curb replacement, a walk replacement and the asphalt resurfacing of Beta Drive. That's all along Beta Drive. It is slated for this summer of 2026.

In closing he says this proposed use would require pavement improvements to Beta Drive and will affect the traffic flow on SOM Center Road during both A.M. and P.M. peak hour traffic and Beta Drive P.M. peak hour traffic. Also this study does not address possible increases in traffic on Wilson Mills at the Beta Drive intersection.

Chairman Fikaris replied, thank you.

**Paul Matias, Chief of Police**

Chief Matias stated, thank you, Mr. Chairman. First I want to address the police coverage. I don't have any concerns about the call volume increasing for the school. I talked with Chief Naegele from Willoughby Hills and he said you have very little call volume. I know Willoughby Hills has a side job where an off-duty officer is paid by the school to be on-site during the school day. I just want to clarify that I have a smaller department. We are already stretched pretty thin with side jobs. The staff and the parents need to understand we are not going to be able to provide that security detail. My concern is once the school opens and people start asking where the officer is and I get contacted I am going to tell them I can't provide that.

The other concern was with the traffic. Looking at the single entrance and exit and the flow of traffic, during morning and afternoon drop off, you are going to have basically six things happen at one time at that drive. It's going to cause a bottleneck. Along with the impact it is going to have on Beta Drive, there's also the impact on the property. We know that parents want to get on the property, drop their kids off and get back on the road so they can get to work or drop their kids off at another school or whatever and what I see happening is delays in being able to get back on to Beta Drive. If you look at the left turn lane, they will have to yield to eastbound through traffic, westbound through traffic and then the westbound left turn. If there's a lot of car activity and you have that bottleneck, it's going to be difficult to get out. Again, once this is realized and the parents seek a solution I am not going to be able to give a solution to that. We don't have the staff to do traffic control either off duty or with the on-duty officers during the peak hours of the school day. Again, my concern is with the bottleneck on Beta Drive and then again with the delays with the parking lot.

Chairman Fikaris stated, thank you, Chief.

**Eugene Carcioppolo, Fire Chief**

Fire Chief Carcioppolo stated, thank you Mr. Chairman. First off I want to thank the school for their attention to any safety requirements that I have. I did prepare this memo for Jan 13<sup>th</sup>, and I did want to go over the last paragraph talks about a citation issued to the current building owner. I just wanted to state that that has been satisfied so there is no more outstanding citation. The fire code has been complied with. In your presentation you talk about sprinklers and in my first memorandum I said there was a lot more than sprinklers. There is an alarm system. There is a lot of different items that are hard to encapsulate without doing an official plan review. So I am not opposed to if this was to go forward, walking around with your contractor, but understand that would be in addition to a formal plan review where things may change because it is hard to encapsulate everything that needs to be done. Given the walkthrough it needs to be on paper and we have to have time to review it. In looking at the site plan in the traffic study in the addition of the gym moved to the western side of the property, we may need to look at the fire department access to the entire structure. And I believe Chapter 5 of the Fire Code would require fire department access road around all the buildings in order to comply with the 150 rule.

So these are just again, this isn't a formal plan review. It's just giving you guys brief little glimpses of things that I am seeing along the way to try to help educate everyone as to where it'd be. In the deletion of the eastern driveway in and out, I wouldn't be comfortable with that because I wouldn't want to limit us to only one means egress in and out of the property. When you're dealing with emergency access depending on what you have if something were to block the only means of egress that would really be detrimental to our ability to provide service. And when we do have an event there's a potential for a large amount of equipment to be coming there whether it be Police, Fire EMS. So those are just the initial things I wanted to mention off the top of my head. Chapter 5 of the fire code means that we need to have multiple means of egress. It requires the fire department access road within a 150 ft of all portions of the structure. So that is all I really have. Is there any other questions for me?

Mr. O'Leary said, I would like to ask a question. With the second driveway just because you brought that up, would it be possible to put a gate up there so it could be closed at certain times of the day and open otherwise per your concerns about ingress and egress?

Chief Carcioppolo replied, I would have to look at the code, but I do believe we have the ability to have emergency access.

Mr. O'Leary said, That's what I am thinking about is what the police chief has said. If we were able to have a gate that would be easily doable to utilize in order to be self-contained at some times, but open at others. I would hope that that would take care of some of that.

Chief Carcioppolo said, Yes I believe that would be. I would have to review the code but I think that is doable.

Mr. O'Leary asked, Do you know why you didn't require access to the building when they built it?

Chief Carcioppolo replied, I don't, I was 5 when it was built. I can give you an example, our current High School has 3 means of egress in and out and has a looped road all the way around. Center School in the same parking lot does not have a looped road around and if I had a method to enforce it I would, but I don't. But this being a change in use to an education facility and it being moved into under that promise I believe the code would require that access within 150 ft of all portions of the buildings. The easiest way by looking at this would just be to put a loop around the whole thing.

Mr. O'Leary said, Okay, thank you.

Chairman Fikaris stated, thank you, Chief.

Chairman Fikaris stated, now the next item on our agenda is public comments. So anyone having any questions or comments please either come to the podium and introduce yourself if you can. Thank you.

### **PUBLIC COMMENTS**

Andrew Krembs  
6584 SOM Court  
Mayfield Village, OH

My name is Andrew Krembs, I live at 6584 SOM Court. Before I begin can I have your indulgence to let me have these photographs passed around. The photos basically just show the distance between the building that is now standing as Mount Vernon and the property line or for that matter the actual buildings of SOM Court. I was over there and I didn't have a tape measure so I best guessed from pacing it off is that it would be roughly 80 to 85 ft to the fence behind the

building and an equivalent distance to the nearest condominium from the hedge or the viaduct. It raises some serious concerns in my mind about noise. If we have anywhere from 2-400 students and I have heard a bunch of numbers on that and then greater than 400 as I heard today. With that many students the noise level when we are literally 150 ft. away, I don't care how many barrier walls or fences are put up, but I don't think it would do much to address the noise problem for the people that live on SOM Court. One of the things the Chief mentioned about the fire departments requirements I don't know that you could get a road behind that building that goes all the way around the property because it is so close to the SOM Court property. If they did it would be just another traffic concern for the people that live on SOM Court. I don't think we need another school in Mayfield Village. I think it's a loose, loose proposition for both tax reasons and a number of others. We have within a very short distance 3 excellent schools here in Mayfield Village and I don't even know where the others are. There maybe more. The loss of taxes is a very big concern for me especially after what the Mayor had to say about things economically. I think it's a serious problem to give up the taxes in order to have a school on property. I think I worry even though I heard differently from the Fire Chief and the Police Chief that it would not tax the departments anymore to have more to have 400 kids in a school with all the teachers and all the staff. I guess I am concerned that it would tax the people that are already at their limit for the whole building. The noise is what drives me a little crazy, I think the noise would be a very significant concern for those who are on SOM Court. It's not a big neighborhood. And anything you have going on in either direction, North or South, pretty much anybody in the neighborhood hears. There is a long standing common law in Ohio and elsewhere that provides the people have a right to the quiet enjoyment of their property. It's been around forever. And it applies not only to rental properties, but personally owned properties. If you consider the amount of noise that is going to be associated with construction which can't possibly be completed within a year and maybe beyond. This construction and the news I hear today that they are going to move the gymnasium from being near SOM Ctr Rd. over to the West side of the property just makes everyone on the end of SOM Court hear even more. Both estimating the construction and ultimately it's use when they are going to have afterschool athletic activities and so on. I think the number of cars is a serious problem if you have a school there. And we have heard enough about that from the traffic study as well as comments that have been made by the experts who are at this table. I think even after the completion of construction and the amount of noise, there is still going to be a significant irreparable indifference for the people living on a very quiet one block street. But there are 25 or 26 homes on that small street and I think that may force some people to sell their homes and move out of that neighborhood as much as we love it. As much as we like being in the middle of everything with the building offices, the restaurants, and grocery stores, if it turns out to be too much of a noisy mess, I have a feeling that more than one home would be sold and hopefully reoccupied. Thank you very much.

Chairman Fikaris stated, thank you. Are there any other further comments?

Rosemarie Fabrizio  
6588 SOM Court  
Mayfield Village, Ohio

Ms. Fabrizio said, Here is what we know. Mayfield Village is a small community. We also know that Beta Dr. is our industrial parkway. Other communities have industrial parkways, we have Beta Dr. We enjoy wonderful services and amenities and it is incumbent upon every member of the Village to protect those services and amenities. So we come here tonight not only as residents of SOM Ct, but as residents of Mayfield Village because this proposal impacts all of us. So what do we have? We have a charter school request on Beta Dr which is again our Innovation Zone. This is not a referendum on the fine people of Cornerstone Academy. This is basically what it represents. They use educational choice and they are an SGO, Scholarship granting organization. Again not a referendum on either of those programs. Just the reality that both of those programs take tax dollars away from Mayfield Schools. As we were told it doesn't change our property taxes, but what will happen if Mayfield students enroll in Cornerstone, their state funding goes with them. So eventually we as tax payers in Mayfield Village will be called upon to increase our property taxes to pay for the fine schools we have. We also know that we would also have another school zone on SOM Ctr. Rd and we know that there is a patrol car police presence during school hours for Center School. We would assume we would have to do the same thing or our service department would be called upon. We also know that businesses would be reluctant to either expand or come next to a school. Sadly schools are not attractive for business and light industry which is our bread and butter on Beta Dr. And finally there is no revenue and we talked about that. There won't be any property tax or income tax and especially in relationship to the number of people that would be using the facilities. They hope to grow by 40% or up to 700 students. The number of people using the facilities during the day and the income provided would really be nothing for us. So we come tonight as residents of Mayfield Village and we ask this Commission to please deny the CUP. Thank you.

Chairman Fikaris stated, thank you.

Chairman Fikaris stated, I am just going to follow off the list if you haven't spoken yet if you signed up and if you wish to we have Nancy\_Ferrante next. Okay I am sorry Nancy. I am going with Nicky Castleberry, someone stated she had to leave. And how about Tom? He stated he is good. And now Randy Verdy.

Chairman Fikaris then asked if there were any other questions or comments?

Ms. Calta said, there was one individual that wanted to speak before. The gentleman replied that issue was already covered.

Dan Huffman approached the podium and began to speak-

Ms. Calta advised, now we are going to go on to the discussion portion here and then we will let you talk at the end. The order we wanted to go in was Public comments then we wanted to have the Commission have discussion and questions and then back to give you the opportunity.

Chairman Fikaris asked if the Commission has any questions or general comments for the applicant?

Ms. Calta said, I was just going to ask a couple questions about the site plan from Dan's perspective just for the record just to clarify. There was a site plan used on the screen this evening that had some distances set back distances and one that also addressed parking. Did you receive those before tonight?

Mr. Russell stated, No I did not.

Chairman Fikaris asked if there were any other questions or comments from the board. Okay now we invite the applicant to hear your final remarks.

Mr. O'Leary asked if there were any comments on the traffic study as it pertains to what was raised tonight because you are the expert in this, not I.

#### **APPLICANT FINAL REMARKS**

Mr. Comer said, Just a couple things to note, the access route we recommended is based on the closest location it can be to SOM. It could remain at the West edge of the property, but it is closer than what we had shown would interfere with the cues and the storages. We had a preliminary site plan at the time and that is where our analysis showed it could go. It could also stay where it is as well and that would allow additional stacking in that section. As it pertains to school zones, there would almost likely be one on Beta, that is where the access point is and where the traffic is. There would not necessarily have to be one on SOM Ctr unless there was the presence of students in the area walking things like that. It's just vehicular traffic. On SOM you would not necessarily have to put the school zone on SOM, but you would definitely want one on Beta at the access drive. So that would be a discussion for Police and the Village Engineer to have with regards to SOM. There wouldn't necessarily need to be one there.

Chairman Fikaris said, thank you.

Mr. Huffman said, I have a couple of points. I think the Mayor mentioned the idea of an Innovation Zone. In seeing that education is crucial to that. You know internships that work with employee, employers and that's what we do. So that's a huge factor. I can't speak for Mayfield Village, Mayfield Village Schools what they do, but that's what we do. The other is with all do respect to the citizen here with respect to school funding there's just a huge misunderstanding by a lot of people. The fact is that property taxes do not go with the child to the private school. The private school gets no property taxes, none, zero. It is a line item on the budget of the state that has

nothing to do with property taxes. Property taxes paid by residents of Mayfield Village will stay with the Village Schools and Mayfield Schools. So please understand that if you are going to make a decision, make sure it is based on the right information.

Chairman Fikaris said, thank you.

Mr. O'Leary said, I can't address all the things that were mentioned here. When we approached you all about this in November we were saying this wasn't going to have any impact. But this is an opportunity to take an existing building that is 40 - 45 % full with tenants that needs tender loving care. In discussing things with folks that are the realtors that understand the commercial market here in Mayfield, it's not there. The opportunity to take this structure, have it under one single ownership, an existing business 26 years ongoing, the existence just 4 miles north of here. It is a great opportunity for this community to see that building refreshed and reinvested in this community. And I would like to ask this Commission grant the CUP so we can at least get before Council and have the opportunity to get into the weeds on some of these things that at this point we really can't talk about. And I would like to in closing invite the opportunity to meet with the Mayor at your discretion to discuss what we can bring to Mayfield Village. We would love that opportunity. Thank you.

Chairman Fikaris said, thank you. If there are no further questions or comments. The vote meeting is scheduled March 2<sup>nd</sup>, Monday at 6:00 pm. So without any further discussion I could entertain a motion to adjourn.

### **ADJOURNMENT**

Jim Kless, seconded by Mr. Fikaris made a motion to adjourn the meeting.

**ROLL CALL** Ayes: All      **Motion Carried**  
Nays: None      **Meeting adjourned at 7:25 p.m.**

*Respectfully Submitted,*  
*Mary E. Betsa, Clerk of Council, Acting Secretary*  
*Lisa Levine, Executive Assistant, Building Department*

enclosures: property pics x 3