

BRUNSWICK CITY COMMITTEE-OF-THE-WHOLE

Agenda

JANUARY 13, 2020

6:30 PM

In Caucus Room

or immediately following the Services, Utilities, Technology & Cable Committee Meeting

1. Discussion Items

- (a) Discussion and Motion to appoint Vice Mayor of Council;
- (b) New Vice Mayor to choose a Vice Mayor Pro Tem;
- (c) Discussion on Seat Assignments;
- (d) Review of Council Rules 2020-2021 for any changes;
- (e) Discussion on Committee assignments;
- (f) Consideration to reschedule 2020 Council Meetings with legal holiday conflicts;
- (g) Discussion on suggestions that have been made from Envision Group, Planning Commission, Planning & Zoning Committee, and Economic Development Committee for the Brunswick Comprehensive Plan.

2. Motion Items

- (a) Motion to approve the revised detailed site plan for The Orchard Apartments, Pearl Road and Magnolia Drive, extending south to Beverly Hills Drive.
- (b) Motion authorizing the City Manager to advertise for public bids for the Plum Creek Restoration and Drainage Project
- (c) Motion to appoint Clerk of Council Fijabi Julien-Gallam as Designee for all elected officials to attend public records training as required by Section 149.43 and 109.43 of the Ohio Revised Code.

3. Review Legislation

- (a) **RES. NO. 2-2020** - An emergency resolution authorizing the City Manager to enter into a one (1) year contract for property, automobile, inland marine, general liability, public officials liability, police liability, boiler and machines, crime coverage, cyber coverage, employment practice and umbrella insurance coverage. - **1st Reading** (To be brought from Committee-of-the-Whole, *Administration/Carl DeForest*)

(b) **ORD. NO. 3-2020** - An emergency ordinance to approve the editing and inclusion of certain ordinances as components of the codified ordinances; to provide for the adoption of new legislation in the updated revised codified ordinances; and to repeal ordinances in conflict therewith. **1st Reading** (To be brought from Committee-of-the-Whole, Administration/*Fijabi Gallam*)

4. General Discussion

5. Executive Session

(a) Motion to go into Executive Session to discuss the appointment, employment, dismissal, discipline, demotion or compensation of a public employee.

6. Adjournment

RULES OF COUNCIL

CITY COUNCIL BRUNSWICK, OHIO

2018 - 2019

Updated on: February 8, 2018
Adopted on: February 12, 2018

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RULES OF COUNCIL
Governing the Council of the City of Brunswick

These Rules of Council (“Rules”) are established pursuant to Section 3.13(e) **Rules and Journal**, of the Charter of the City of Brunswick, Ohio (the “Charter”).

I. COUNCIL MEETINGS

A. Regular Council Meetings. (Charter Section 3.13 (a))

1. Scheduling: Except as otherwise provided by law, Council shall meet at 7:30 p.m. on the second (2nd) and fourth (4th) Mondays of each month, except in instances when such regularly scheduled meeting day falls upon a holiday.

2. Recesses: Council may recess the week of Christmas and may reschedule the meeting if needed, and may recess during the month of August pursuant to Section 3.13(d) of the Charter.

3. Cancellation: The Mayor or the Vice-Mayor/President may cancel regular or special Council meetings due to adverse conditions but only with the concurrence of the Safety Director, and/or the Service Director, and/or the City Manager, and three or more contacted Council Members. An attempt will be made to contact all Council Members.

4. Location: All meetings shall be held in the Council Chambers in the Municipal Complex, unless otherwise ordered by Council.

B. Special Council Meetings. (Charter Section 3.13(b))

1. Authority to Call: Special Meetings may be called by the Mayor, the Vice-Mayor/President of Council, or by three (3) or more members of Council.

2. Notice: At least twenty-four (24) hour notice, in writing, shall be given of each Special Meeting, which shall be served personally upon each member of Council or left at his/her usual place of residence; provided, however, that no such notice need be served on any Council person present at a meeting of Council at which the Mayor, the Vice Mayor/President, or three (3) or more members of Council, may give oral notice of the time and purpose of such Special Meeting.

3. Content of Notice: Such notice shall state the subject or subjects to be considered at the meeting and no other subject(s) shall be considered.

4. Waiver of Notice: The attendance at any Special Meeting of Council by any Council member shall be considered a waiver of notice by that Council member, and at least if two-thirds (i.e., 5 or more) of the members elected to Council are present, the meeting may proceed as a duly called Special Meeting even if the required notice has not been given to any of those members in attendance.

C. **Public Meetings and Executive Sessions.** (Charter Section 3.13(c))

1. **Public Meetings:** Subject to the provisions herein for Executive Sessions, all meetings of Council, whether Regular or Special, shall be open to the public.

2. **Executive Sessions:** The Council may adjourn from any Regular or Special Meeting for the purpose of discussing, in a closed or Executive Session limited to its own membership and any persons authorized by law and designated by Council to be in attendance, any matter set forth under Section 121.22 (F) and (G) of the Ohio Revised Code known as the "Sunshine Law," including without limitation the following subjects;

- a. Personnel matters;
- b. Purchase or sale of property;
- c. Matters of pending or imminent litigation;
- d. Negotiations or bargaining sessions with public employees concerning compensation; or
- e. Any reason authorized for Executive Sessions by law as the same exists now or in the future.

3. **Minutes of Executive Sessions:** The minutes of any closed or executive session need only refer to the general matter of discussion in the session but final action thereon shall not be taken by Council until the matter is placed on the regular Council agenda.

4. **Confidentiality of Executive Sessions:** Council Members shall each regard all information disclosed or discussed at or during any Executive Session to be absolutely privileged and confidential. It shall be the personal duty of each Council Member to refrain from disclosing directly or indirectly to any third parties ("Third Parties") any and all information disclosed or discussed at or during any Executive Session.

a. **"Third Parties":** For purposes of this Rule, "Third Parties" does not include the following:

- (i) The City Manager or his Executive Assistant;
- (ii) The Law Director or his Executive Assistant;
- (iii) Any participant invited to such Executive Session;
- (iv) Other members of Council or the Clerk of Council; or
- (v) The Mayor

b. Specific information disclosed or discussed at or during any Executive Session may be disclosed by any Council Members(s) only under one or more of the following circumstances:

(i) When such disclosure is expressly authorized by a vote at a public meeting by a majority of the members of Council, but only to the extent so authorized;

(ii) When such disclosure is expressly requested to be made by the City Manager at any public meeting of Council, at which four (4) Council Members are present, but only to the extent of such request;

(iii) When such disclosure is otherwise required by law; and

(iv) After such information has become part of the public record.

c. Improper Disclosures: When in the determination of any four (4) Council Members one or more other Council Members are reasonably suspected to have violated this Rule, the Remaining Members of Council (i.e., the “Remaining Members,” meaning all Council Members excluding the Member(s) believed to have violated this Rule), shall appoint one of the Remaining Members to preside over an investigation into such charges, to be conducted in accordance with the procedure set forth in Section 3.11 of the Charter of the City of Brunswick. The Member(s) charged with violating this Rule shall be afforded reasonable notice and an opportunity to be heard on the charges, and are entitled to be represented by legal counsel. If a Majority of the Remaining Members subsequently determine that the Member(s) charged with violating this Rule has/have in fact violated this Rule, the Remaining Members shall have full power to determine such penalty for the violation(s) as a majority of them deem fit pursuant to applicable law.

d. These provisions are in addition to and cumulative of all other statutes, rules, ordinances and regulations pertaining to Council Member’s obligations respecting Executive Sessions, including without limitation the Ohio Public Meetings laws under Rev. C. § 121.22.

(Section 2.5 adopted 11-15-04)

D. General Procedures for Council Meetings.

Except to the extent modified elsewhere in these provisions, the following procedural rules shall govern Council Meetings.

1. Quorum: A majority of the members of Council, (four (4) members), shall constitute a quorum to do business, but a lesser number may receive committee reports, hear petitions and adjourn from time to time.

2. Presiding Officers: The Vice-Mayor/President shall preside at all

Regular and Special meetings of Council at which the Mayor is not present. In the absence of the Vice-Mayor/President, the Vice Mayor Pro Tempore shall preside in his/her stead. In the event of the absence of the Vice Mayor/President and the Vice Mayor Pro Tempore, members of Council shall elect a member to serve as the Presiding Officer of the meeting with all powers of the office and with the right to vote.

a. Preservation Of Order: It is the duty of the presiding officer to maintain order and decorum, prevent personalities or impugning of members' motives, confine members in debate to the question under discussion, confine the public to the question under consideration, and to decide all points of order, all of which shall be subject to a direct appeal to the Council.

b. Ejection from Meeting: Without limiting the grounds for ejection, disorderly conduct, abusive language or profanity by anyone may be deemed by the Presiding Officer to be grounds for his/her ejection from any Council Meeting by persons designated for that purpose. Appeals may be made directly to Council from any order of the Presiding Officer to eject any person(s) from a Council Meeting.

3. Order Of Business: The order of business of Council shall be as follows:

- a. Prayer and Pledge of Allegiance;
- b. Roll Call of Members;
- c. The presentation of selected correspondence, reading and action;
- d. The action on Minutes;
- e. The Mayor's Report;
- f. The Clerk of Council's Report;
- g. The reports of Council Committees;
- h. The submitted reports of other committees, boards and commissions;
- i. The presentation by the general public of petitions, grievances and problems concerning only legislative matters;
- j. Reading of legislation and action on legislation;
- k. The City Manager's report;
- l. The reports of Administrative Officials;

- m. Open Forum;
- n. Unfinished Business;
- o. New Business; and
- p. Adjournment.

4. Agenda: The Clerk of Council shall put into the possession of the Mayor and each member of Council, not less than seventy-two (72) hours in advance of any Regular Meeting, written copies of the agenda for that meeting, as well as reports and ordinances/resolutions included in said agenda. Any addition thereafter to such materials, intended for consideration at the meeting, shall be accepted only with the approval of three-fourths of the members of Council present.

5. Preparation and Review of Minutes: The Clerk of Council shall prepare written copies of the minutes of the last previous Regular and/or Special and/or Committee-of-the-Whole Meeting of Council and distribute them to Council for its review not less than seventy-two (72) hours prior to the next Regular Meeting.

6. Roll Call of Council: Every member shall be in his/her seat at the time of roll call; otherwise, he/she shall not be recorded as present except upon special order of Council.

a. Excusing Council Members From Meetings: In order to be excused from any Council Meeting, the Council Member must contact the Council Clerk in advance of the meeting and provide a reason to be excused. The Council Clerk shall type this excuse and provide it to all Council Members in advance of the meeting that is to be missed. If the Council Clerk is unavailable, the member seeking excuse shall contact the Vice Mayor/President or Vice Mayor Pro Tem. Council shall thereafter decide by motion whether to excuse such member from the meeting.

7. Duty To Vote: Every member present shall vote aye, nay, abstain, or pass on all questions upon the call of the ayes and nays, unless excused by the Presiding Officer. No Council person shall be permitted to change his/her vote as recorded after the roll call has been verified and the result declared by the Clerk of Council.

8. Right Of Floor: When any member is about to address the Council, he/she should respectfully address himself/herself to the Presiding Officer, and when recognized by such Officer, confine himself/herself to the question under debate, avoid personalities and refrain from impugning the motives of any other member's argument or vote. When two (2) or more members ask recognition at the same time, the Presiding Officer shall name the member who is first to speak and the exercise of such discretion by the Presiding Officer shall not be subject to appeal. The Presiding Officer shall in all cases give priority in recognizing members (1) to members who have not yet spoken on an issue over members who have; and, otherwise (2) to members first seeking recognition to speak.

9. Time Limitations On Speaking:

a. No member of Council, or of the audience, shall be allowed to speak for more than five (5) minutes at any one time.

b. No member of Council shall speak more than once on the same motion until every other Council member desiring to speak on that motion shall have had an opportunity to do so.

c. Neither the City Manager, nor any Director or City employee, when requested for an opinion, shall speak longer than five (5) minutes upon the same motion, ordinance or question.

d. No member of the audience shall speak more than once on the same matter under discussion, nor shall one audience member's relinquishment of time to another member of the audience be permitted.

e. All time limitations imposed by this Rule may be expanded or reduced during any Council Meeting, for purposes of that meeting only, upon the assent of five (5) members of the Council.

10. Members Called To Order: If any member in speaking, or otherwise, transgresses these Council Rules, the Presiding Officer shall call the offending member to order. The member so called to order shall immediately take his/her seat unless permitted by the Presiding Officer to explain. Any member may, by raising the point of order, call the attention of the Presiding Officer to such transgression. The point of order shall be decided by the Presiding Officer without debate.

11. Members Called To Order: Any member of Council or of the audience may appeal to the Council from a ruling of the Presiding Officer. The member or person(s) making the appeal may briefly state the reason for such appeal, and the Presiding Officer may briefly explain his/her ruling, but there shall be no debate on the appeal and no other member or person(s) shall participate in the discussion. The Presiding Officer shall then put the question, "Shall the decision of the Chair be sustained?" If the majority of the Council members present vote aye, the ruling of the Chair is sustained; otherwise, it is overruled.

12. Personal Privilege: Any Council member may rise and assert a matter of personal privilege, to explain a matter personal to himself/herself, and on stating that it is such a matter, he/she shall be recognized by the Presiding Officer, but shall not discuss a question or issue in such explanation until recognized by the Presiding Officer. Such explanation shall not consume more than five (5) minutes of time unless extended by consent of a majority of the members of Council present, excluding the member raising the point of personal privilege. Matters of personal privilege shall yield only to a motion to recess or adjourn.

13. Petitions From The Public: All persons desiring to present grievances, problems or petitions to Council may do so in the form of a letter addressed to the Clerk of Council in advance of Regular Meetings or may register his/her name, address and the subject matter on forms provided for that purpose at any Council meeting, to enable the Presiding

Officer to allocate time for such presentation. The Presiding Officer, subject to disapproval by a majority of Council members present, may limit the number of speakers to be heard and/or the total length of time to be allocated for discussion by all persons interested in being heard on any single problem or subject.

14. **Seating at Council Meetings:** Seat assignments for all Council meetings shall be established no later than the second Regular Council Meeting following the commencement of terms after a councilmanic election. Unless he/she elects otherwise, the Vice Mayor/President shall sit next to the Clerk of Council at all Council meetings. Subject to the Vice Mayor/President's seat selection, seating preferences for all remaining Council members will be determined by them, with the most senior member(s) selecting first, the second most senior member(s) selecting second, and so forth. All unresolved disputes regarding seat assignments shall be resolved by the Vice Mayor/President.

II. FILLING OF COUNCIL VACANCIES (Charter Section 3.06)

A. **Notice of Vacancy:** As soon thereafter as a vacancy in Council occurs pursuant to Section 3.06 of the Charter, the Clerk of Council shall cause to be published a notice of vacancy with a stated application receipt deadline, in the next edition of the Brunswick Sun Times, the Post and in the Medina County Gazette. Notice shall also be broadcast on local access cable television.

B. **Scheduling of Interviews:** At the next Regular Meeting of Council following the occurrence of a vacancy, a Special Council Meeting shall be immediately scheduled to conduct interviews of all individuals who submit a timely application, with written notice of the Special Meeting to be mailed via Regular First Class U.S. mail to each applicant.

C. **Conduct of Interviews:** Interviews shall be limited to fifteen (15) minutes unless a majority of Council deems a different limitation necessary or advisable. Council may adjourn to Executive Session to conduct all interviews and discussions.

D. **Voting:** All voting shall occur in a public session.

III. CLERK OF COUNCIL (Charter Section 3.08)

A. **Selection of Clerk and Council Employees:** Council shall choose a Clerk and other officers and employees, including without limitation any Assistant Clerk(s), as it may deem necessary and fix their compensation.

B. **Responsibilities of the Clerk and Council Employees:** Without limiting the scope and nature of such duties, the Clerk's duties shall include the following:

1. Keeping the record of the Council and its committees, and a proper file of all papers and documents which are part of the transactions and meetings of the Council, and of its committees, and all orders of Council and its committee:

2. Complying with the duties of the Clerk specifically set forth in the Rules of Council, the Charter, and those otherwise required by law;
3. Filing and indexing all ordinances and resolutions of Council;
4. Keeping a record of roll calls in regard to all Council legislation and committee activity and making sure that Council's public records are available to the public during regular business hours at City Hall;
5. Preparing Council's and Council Committees' Agendas, Addenda and Public Hearing notices, records, and other papers;
6. Preparing legislation packets for distribution to Council members no later than 72 hours in advance of regular Council Meetings and before the Committee-of-the-Whole Meeting on the third Monday of each month;
7. Performing tasks for other City Departments, but only with the prior approval of the majority of Council;
8. Preparing Council's Committee Assignment Sheet, as well as assisting in the planning and preparation for Council and Council committee meetings;
9. Responding to requests of Council committee chairpersons regarding the gathering of information for committee assignments;
10. Responding to requests of Council members regarding pending legislation;
11. Responding to miscellaneous requests by members of Council for information concerning matters not related to pending legislation but relating to Council business; and
12. Performing such other responsibilities relating to Council or Council Committee business as Council deems appropriate or necessary.

Any Assistant Clerk(s) employed by Council shall share responsibility for the foregoing duties and shall be under the immediate direction and supervision of the Clerk, and ultimate direction and supervision of Council.

C. **Temporary Substitute Clerk:** In the absence of the Clerk of Council, he or she, with the approval of the majority of Council, will designate his or her own substitute for any Council meeting(s). If the Clerk of Council is unable to designate a substitute, the majority of Council will select a temporary replacement for him or her.

D. **Notice Council Resignations/Removals:** The Clerk of Council shall advise all members of Council, in writing, of the following, and shall place in each Council member's City Hall mail box, within one business day of receipt, a copy of the following:

1. Any resignation or removal of a Council member, or of a Board or Commission member whose appointment is approved by Council; and
2. Any and all correspondence or documents directed expressly to Council.

E. **Supervision:** The Vice Mayor/President shall be principally responsible for the immediate supervision of the Clerk of Council, but the full Council, or its designees, shall be ultimately responsible for supervising the Clerk of Council.

IV. COUNCIL COMMITTEES

A. **Committee of the Whole.**

1. **Scheduling:** Regular Committee-of-the-Whole Meetings shall occur every **second (2nd)** and **fourth (4th) Monday** of each month, prior to the regular Council meeting, unless canceled or rescheduled. Special Committee-of-the-Whole meetings may be held on the call of the Vice-Mayor/President of Council, or of three or more members of Council. At least twenty-four (24) hour notice in writing of such special Committee-of-the-Whole meeting shall be given, served personally on each member of Council, or left at his/her usual place of residence. Such notice shall state the subject(s) to be considered at the meeting and no other subjects shall be considered, except for general discussion. The Clerk of Council shall notify the press of special Committee-of-the-Whole meetings. The attendance at any special Committee-of-the-Whole meeting shall be considered a waiver of notice, and if five (5) of the members elected to Council are present, the meeting may proceed as a duly called special Committee-of-the-Whole meeting provided that all absent members were given proper notice thereof.

2. **Agenda:** The Vice Mayor/President shall be responsible for assembling the agenda for Committee-of-the-Whole meetings, but all Council members may suggest items for inclusion thereon. The agenda shall be prepared at least seventy-two (72) hours in advance of the meeting and promptly distributed to Council members, listing the items for consideration including support documentation.

3. **Presiding Officer:** The Vice-Mayor/President shall be the Presiding Officer of the Committee-of-the-Whole. At the organizational meeting of Council, referenced in Section 3.10 of the Charter, the Vice-Mayor/President shall designate a member of Council as Vice Mayor Pro Tempore, to act in his/her absence.

4. **Quorum:** A majority of the members of Council, (four (4) members), shall constitute a quorum for purposes of Committee-of-the-Whole meetings.

5. Approval of Unbid Expenditures: The Committee-of-the-Whole may, upon the assent of a majority of the members present at a duly noticed Committee-of-the-Whole meeting, approve any non-emergency City expenditures not in excess of that amount authorized to be spent by the limitations of general State Law, except as may otherwise be provided by the Charter or ordinance of Council, which are exempt from the bidding requirements under Charter Section 7.09(b)(2). Such expenditures may be presented for this consideration by the City Administration to Council at such Committee-of-the-Whole meetings in a summary format deemed acceptable by Council.

B. Standing Committees.

1. Standing Committees: The Vice-Mayor/President shall appoint the following standing committees after the organizational meeting and no later than the second Regular Meeting following the commencement of terms after a Councilmanic election:

- a. Finance Committee;
- b. Safety and Environment Committee;
- c. Services, Utilities, Technology and Cable;
- d. Planning and Zoning Committee;
- e. Building and Building Code Committee;
- f. Economic Development;
- g. Parks, Recreation and Community Committee;

2. Committee Assignment Sheet: Each Committee shall establish a Committee Assignment Sheet so as to allow the public to track the various items assigned to the committees.

3. Committee Composition: Standing committees shall be composed of three (3) members of Council and the Vice-Mayor/President, **if necessary to establish a quorum**. The members and the Chairperson of each committee shall be appointed as soon as convenient after election and the organization of Council, but not later than the second Regular Meeting following a councilmanic election. Standing committee vacancies arising from the death or resignation of a member or the Chairperson shall be filled by the newly appointed Council person.

4. Committee Quorum: Two (2) members shall constitute a quorum for the transaction of committee business.

5. Committee Meetings: Each committee shall hold its regular meetings at the time and place fixed in the schedule as prepared by the Chairperson of the Committee, with

the consent of the Committee Members. Such schedule shall be posted upon the bulletin board in the Council Room by the Clerk of Council.

a. Notice of Meeting Changes: The Clerk will insure that twenty-four (24) hour notice be given to each Committee Member, and the news media, of any changes in time or place of committee meetings.

b. Agenda: The Chairperson of each Committee shall be responsible for creating and monitoring the agenda for the Committee's activities and the Clerk shall prepare that Committee Agenda twenty-four (24) hours ahead of a scheduled meeting for posting and notification to Council Members.

c. Public Meetings: All committee meetings shall be open and a record of the attendance of members of the committee and the action taken shall be kept in a record provided for that purpose.

d. Member Absences: Absence of a committee member from three (3) consecutive meetings, unless authorized by the committee's Chairperson, may, with or without the recommendation of such committee, cause the removal of such member from such committee by the Vice-Mayor/President.

e. Procedural Rules: Unless specifically addressed in this Article, or except in case of obvious inconsistency or inapplicability, committee hearings or meetings shall be governed by the rules applicable to Council proceedings, which include formalizing of votes and minutes taken.

f. Electronic Participation in Committee Meetings:

1. Council members may participate by electronic media, including without limitation via telephone, Skype, or other similar electronic medium, in any meeting of a standing committee of which they are a member.

2. They shall give the Chairman of the committee advance notice, oral or written, of their intention to do so.

3. They shall be solely responsible for securing functional equipment to facilitate their electronic participation.

4. They may participate in all committee discussions during such meeting but they shall not be counted towards any quorum required to do business.

5. They shall not vote on any matter coming before the committee.

6. The minutes shall record them as absent, excused or otherwise as the committee members personally attending so decide, and shall document both the fact that and the medium by which they participated electronically in the meeting.

6. Assignment of Legislation to Committees: Legislation to be introduced to Council will first be placed in the proper committee by the Vice-Mayor/President. A Council person or the Mayor may introduce legislation at a Regular or Special Meeting of Council, to thereafter be placed in the proper committee by the Vice-Mayor/President. All members of Council will receive notice of proposed legislation from the Clerk of Council.

7. Committee Action: No ordinance, resolution, petition or other matter referred to a committee for action shall be approved or disapproved and reported out until it shall have first been considered at a committee meeting called as provided for herein:

a. Committee Voting: The question of the committee's recommendation for approval (or for approval as amended by the committee) of legislation on its agenda, shall be put to vote by the committee Chairperson upon motion of any member, which shall not require a second. If a majority of the members of the committee vote affirmatively, such legislation shall be reported forthwith to Council as recommended for passage, but if a majority of the members of the committee vote negatively on such question, such legislation shall be reported forthwith to Council as an adverse recommendation of such legislation.

b. Committee Reports and Minutes: The vote on all matters before a committee shall be recorded in the minutes of the committee meetings. When a majority of the committee has reported, either recommending or not recommending the passage, adoption or approval of the legislation under consideration, the minority may present a minority report. All such reports shall be in writing and signed by the minority.

C. **Special Committees and Civilian Members.**

1. Special Committees: Council may, from time to time, appoint such other and special committees and/or subcommittees as it deems necessary to properly execute its responsibilities. Such special committees and/or subcommittees shall in all cases have at least one Council member assigned to them as its chair, and shall to the furthest extent practicable remain subject to all of the rules governing Standing Committees. Such special committees may be terminated, with or without notice, upon a majority vote of Council at any Committee-of-the-Whole meeting.

2. Civilian Advisory Membership: Civilian advisory members may at any time be appointed to and removed from any Standing or Special Council Committee, by such Committee, with the approval of a majority vote of Council at the Committee-of-the-Whole meeting either prior to or following such appointment.

V. **MOTIONS**

A. **Precedence of Motions:** When any question of a proposition is before Council or a committee, or is under debate, no motions shall be received except the following, which several motions shall have precedence in the following order:

1. To adjourn to a time certain;

2. To adjourn sine die;
3. For the previous question;
4. To postpone to a date certain;
5. To commit;
6. To amend; or
7. To postpone indefinitely.

B. **Withdrawal of Motions:** Any motion may be withdrawn by the maker before it has been amended or voted upon. After a vote is taken, any action thereby approved may be reconsidered, at any time thereafter, following assent by a majority of the Council members to a motion to reconsider such action. A motion to reconsider may be made only by a member who voted with the majority on the action to be reconsidered, and must be approved by the same voting margin that was required for adoption of the original action to be reconsidered.

C. **Limitations on Debate:** The motion to adjourn and the motion for previous questions shall be put to a vote without debate; the motion to fix the hour of adjournment shall be debatable only as to the time of such adjournment and all other motions shall be debatable.

D. **Limitations on Motions to Adjourn:** A motion to adjourn is not in order when:

1. it is made without intervening business or discussion;
2. it is made as an interruption of a member while speaking;
3. the previous question has been ordered (i.e., a question has been moved and seconded and thereafter Council passes a motion by a member to close debate and for an immediate vote on the question so moved and seconded, a motion referred to as one calling for a vote on the “previous question”);
4. or while a vote is being taken.

E. **Motions to Amend Ordinances/Resolutions:** It shall be in order to amend an ordinance or resolution at any time when not in the hands of a committee. A majority vote of all the members elected to Council (i.e., four (4) members) shall be necessary for the adoption of an amendment to any legislation pending before Council.

1. **Exceptions:** No ordinance or resolution may be amended to change its time and adopting clause or to change its character to or from emergency legislation.

2. **Amendments as to Form Only:** Amendments as to the form and not the substance of an ordinance or resolution, including motions made on the question of whether an

amendment is to the substance or to the form of such legislation, may be passed by a majority of a quorum present at any duly noticed Council Meeting.

VI. CONFIRMATION OF APPOINTMENTS TO BOARDS AND COMMISSIONS (Charter Section 6.01(b))

A. **Timing of Submission of Nominees to Council:** To facilitate Council's consideration, all proposed board or commission appointments by the Mayor under Charter Section 6.01(b) shall be submitted to Council sufficiently in advance so as to permit Council's review of same during at least one regularly scheduled Committee of the Whole meeting occurring before the date of the regularly scheduled Council meeting at which Council's confirmation of such appointment is sought.

B. **Disclosure of All Applicant Materials:** In making such submissions, the Mayor shall provide to Council copies of all applications and materials received from all prospective candidates seeking appointment to a Board or Commission, along with the name of the Mayor's proposed appointee, for Council's consideration for confirmation pursuant to Article VI of the Charter.

C. **Nominee Interviews:** Requests by Council to interview nominees shall be made, if at all, to the Clerk of Council by the close of business on the Thursday before the regularly scheduled Council meeting at which confirmation of the nominee is sought, else Council shall be deemed to have declined such interview. If Council elects to interview a nominee, the question of that nominee's confirmation shall thereafter be placed on the agenda of the next regularly scheduled Council meeting following the interview.

D. **Administration of Oaths:** Unless otherwise stipulated by a majority of Council, or unless it to be administered other than at a Council meeting, the oath of office shall be administered to any person whose appointment to a City board or commission is confirmed by Council no sooner than the first regularly scheduled Council meeting following the Council meeting at which the vote confirming such appointment is made.

E. **All Appointments and Re-Appointments:** The procedures under this section governing confirmation of appointments to Board and Commissions shall apply to all appointments and to all re-appointments of members to those Boards and Commissions.

VII. EXPENSE REIMBURSEMENT POLICIES

A. **Out-Of-State Conferences, Meetings, Expense Reimbursement:** Any Council Member desiring to attend any out-of-state conference or meeting, that will incur an expense by the City, shall, at least thirty (30) days prior to such conference or meeting, so inform the remainder of Council of such conference or meeting and his or her intent to attend. Such Council Member shall within that same time period also verify with the Finance Committee that the appropriate funds are available. Emergency exceptions can be considered by Council.

B. **“City Business” Defined:** For purposes of this Article VII, "City Business" is defined herein as training, education, conference, or seminar associated with organizations respecting which the City Council, and/or any members thereof, and/or the Mayor are members, including without limitation: Ohio Municipal League (OML), National League of Cities (NCL), and Brunswick Area Chamber of Commerce.

C. **Reimbursable Expenses:** Reimbursable City Business expenses that apply to City Council members and the Mayor include the following:

1. **Memberships:** To organizations that apply to the office held, including but not limited to, with approval of City Manager:

- a. Ohio Municipal League (OML);
- b. National League of Cities (NLC);
- c. Greater Cleveland Suburban Council;
- d. Brunswick Area Chamber of Commerce;
- e. Northeast Ohio Area Coordinating Agency (NOACA);
- f. Greater Akron Area Chamber of Commerce formerly Akron Regional Development Board; and
- g. Medina County Economic Development Corporation.

2. **Events:** Events associated with the memberships such as:

- a. seminars;
- b. conferences;
- c. training;
- d. informational meetings excluding fund raisers; and
- e. breakfast, lunch and/or dinner meetings.

3. **Travel Outside of Brunswick:** City Council members and the Mayor will be reimbursed for allowable expenses incurred while traveling outside of the city on official City Business. Expenses are not allowable and will not be reimbursed unless travel was both authorized by the City Manager, and the City Council was notified in writing of it, at least 30 days prior to the event, or at the latest, immediately following first notice of the event. The City Council member or Mayor must submit appropriate receipts to document all claimed expenses. Under no circumstances will overnight travel and all related expenses be reimbursed without the advance written approval of City Council prior to the expenses being incurred.

4. Specific Expense Items:

a. Commercial air flights: Reimbursement is available for air flight expenses only when the cost of the flight is less than the cost of automobile mileage or where travel time is of significance.

b. Bus, limousine, or taxi: Employees are to use the most economical means available when traveling on City business.

c. Automobile: Shall be reimbursed at the rate set by ordinance for travel. Such payment is considered to be the total reimbursement for all vehicle-related expenses (e.g., gas, oil, depreciation, etc.). Mileage reimbursement is payable to only one of two or more City Council member and/or Mayor traveling on the same trip, in the same vehicle. Rental of a vehicle is not reimbursable, unless car rental while out of town is less costly than other transportation. Reimbursement is subject to approval of City Manager prior to rental and/or for payment or reimbursement.

d. Registration fees: Registration fees will, whenever possible, be paid in advance by the City upon presentation of an invoice, notice or registration form.

e. Meals: If meal expenses are included in registration fees, duplicate meals are not reimbursable. Reasonable expenses incurred for meals while on official City business are reimbursable. Receipts for meals must list what was ordered and the total bill. Credit card receipt with signature only is not acceptable.

f. Lodging: City Council member and/or Mayor will be reimbursed for reasonable and necessary lodging expenses at the least expensive room rate.

g. Phone Calls: Phone calls necessary for official City business are reimbursable.

h. Parking and Tolls: Expenses for parking, highway, bridge and tunnel tolls are reimbursable. Parking expenses including parking outside the City providing the employee is on official City business.

5. Not Reimbursable: The following items are not subject to reimbursement:

a. Fundraising events or dinners;

b. Alcoholic beverages;

c. Entertainment;

d. Laundry and dry cleaning;

- e. Room Service charges;
- f. Expenses of spouse traveling with employee; and
- g. Any allowable expense where no receipt is provided as documentation by the City Council member and/or the Mayor.

6. Expense Reports: Expense reports shall be submitted to the City Manager by the City Council member(s) and/or the Mayor for approval after the event, detailing all pre-approved costs and expenses with receipts attached.

7. Other Reimbursable Expenses: Reimbursable expenses or items provided to City Council member and/or the Mayor, which will be discontinued or returned when no longer holding office, may include but are not limited to:

- a. Beeper;
- b. Shredder;
- c. Fax Machine/Printer;
- d. Computer; and
- e. All keys, fobs, and/or other security access devices.

VIII. MISCELLANEOUS

A. Amendments To Rules Of Council: The foregoing rules may be amended or new rules adopted by a vote of majority of the members elected to Council, in the manner provided by law, and, unless stated otherwise herein, may be temporarily suspended for no longer than one (1) meeting by the vote of five (5) members of Council.

B. Robert's Rules Of Order: In the absence of a controlling provision within the Charter or these Council Rules, the most current version of Robert's Rules of Order shall control.

C. Gift Expenditures for Council Members: No expenditure shall be made from Council funds for any gifts for any Council Member, or any other person, unless approved in advance by the assent of four (4) or more Council Members. All proposals for the purchase of such a gift shall be presented first to the Vice Mayor/President for review and presentation thereafter to the Committee of the Whole for consideration.

D. Harassment Policy for Council Members: Council Members shall comply with all Harassment Policies in effect for City Employees, as contained in the Employee Handbook, as same may be amended from time to time. Council Members shall provide written

confirmation of receipt of all applicable Harassment Policies on an annual basis or upon any amendment thereto.

THE CITY OF BRUNSWICK

DISCUSSION



DATE: 1/13/2020

TO: Vice Mayor Michael Abella Jr. and Members of City Council

FROM: Carl S. DeForest, City Manager

COPY: Mayor Ron Falconi

DISCUSSION: Consideration to reschedule 2020 Council Meetings with legal holiday conflicts;

BACKGROUND: For the city's 2020 Calendar.

**PURPOSE AND
EXPLANATION:**

The purpose of this discussion is to move the regular council meetings that fall on a legal holiday to another date. Adopting the new dates at the beginning of the current year is to allow the cable department to update the city's communication outlets and for the administration to plan accordingly.

**IMPLEMENTATION
SCHEDULE:**

**FINANCIAL
INFORMATION:**

**FINANCIAL
SUMMARY:**

**RECOMMENDED
ACTION:**

Memorial Day, Monday, May 25, 2020
Columbus Day, Monday, October 12, 2020
Monday after Christmas, Monday, December 28, 2020 (City Hall is open)

**ADDITIONAL
INFORMATION:**

THE CITY OF BRUNSWICK

DISCUSSION



DATE: 1/13/2020

TO: Vice Mayor Michael Abella Jr. and Members of City Council

FROM: Carl S. DeForest, City Manager

COPY: Mayor Ron Falconi

DISCUSSION: Discussion on suggestions that have been made from Envision Group, Planning Commission, Planning & Zoning Committee, and Economic Development Committee for the Brunswick Comprehensive Plan.

BACKGROUND: Suggestions from all parties attached.

**PURPOSE AND
EXPLANATION:**

**IMPLEMENTATION
SCHEDULE:**

**FINANCIAL
INFORMATION:**

**FINANCIAL
SUMMARY:**

**RECOMMENDED
ACTION:**

**ADDITIONAL
INFORMATION:**



City of Brunswick, Ohio

2019

Comprehensive Plan

Update

DRAFT



**City of Brunswick
Comprehensive Plan Update**

Draft Version
Revised July 18, 2019

City of Brunswick Planning Commission recommended adoption on **INSERT DATE**

Adopted by the City of Brunswick City Council on **INSERT DATE**

Prepared by:



Envision

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Acknowledgments

City of Brunswick

City Officials

Carl DeForest

City Manager

Ron Falconi

Mayor

City Council

Mike Abella (Ward 1, Vice Mayor/President of Council)

Nick Hanek (Ward 2)

Andrea Rodriguez (Ward 3)

Anthony Capretta (Ward 4)

Joe Delsanter (at Large)

Pat Hanek (at Large)

Brian Ousley (at Large)

Planning Commission

Voting Members

Joe Shirilla, Chairman

Jeff Arona, Vice Chairman

John Rocha, Recording Secretary

Abbas Hasan

Brad Saeger

Non-Voting Members

Grant Aungst, Community & Economic Development Director

Nick Hanek, Council, Ward 2

Pat Hanek, Council, at Large

Matt Jones, City Engineer

Brian Ousley, Council, at Large

Pamela A. Plavecski, Planning & Zoning Coordinator

City Staff

Grant Aungst, Community & Economic Development Director

Paul Barnett, Public Service Director

Tom Keppler, Information and Public Communications Manager

Betsy Lehky, Administrative Assistant to the City Manager

Julie Murawski, Administrative Services Manager

Acknowledgments

City of Brunswick

Steering Committee

Maryann Chandler, Citizen / Brown, Amodio & Chandler, A Legal Professional Association

Kelly Clement, Mapleside

Greg Crane, Citizen

Bethany Dentler, Medina County EDC

Mike Esber, Brunswick Hills Twp

Terri Greene, Leadership Medina County

Bobby Knight, Knight Development

Michael Mayell, Brunswick City Schools

Bob Murawski, Citizen

Pastor Richard Power, Grace Baptist Church

Richard Prospal, Citizen

Father Bob Stec, Saint Ambrose Church

Economic Development Working Group

Jim Burns, Hinckley Township

Bethany Dentler, Medina County EDC

Ed Gonzales, Pilot Signs / FASTSIGNS

Al Matyas, Southwest General Hospital

Mark Priebe, Proximity Marketing

Active Transportation Working Group

Nate Eppink, Medina County Park District

Leslie Farley, ODOT District 3

Phil Gabel, ODOT District 3

Tom James, Medina County Park District
(retired)

Mike Salamone, Medina County Public Transit

Melissa Thompson, NOACA

Infrastructure Working Group

Jared Bartley, Rocky River Watershed

Leslie Farley, ODOT District 3

Phil Gabel, ODOT District 3

Ed Kelly, Rocky River Watershed

Melissa Thompson, NOACA

Consultant Team

Emil Liszniansky, Envision

Ryan Smalley, Envision

Jennifer Syx, inSITE Advisory Group

Janie Hanna, inSITE Advisory Group

Kevin Westbrook, GPD Group

Ivan Valentic, GPD Group

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Implementation Strategy 88

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Executive Summary

In January 2018, the City of Brunswick embarked on an update of its Comprehensive Plan from 2005. The nearly year-long planning process included several rounds of public and stakeholder engagement, including a series of four Steering Committee meetings, three Public Forums, and two rounds of Stakeholder Working Groups. In addition to meetings, an online community survey and traveling comment boards, posted at the municipal building, library, and recreation center, were utilized to gauge community desires and preferences.

The public and stakeholder feedback gathered was used, in conjunction with an assessment of existing and future conditions, to develop the recommendations summarized in this Executive Summary and detailed within the plan. Recommendations were grouped in two categories:

1. Overarching community-wide **Universal Themes** that applied across the entire City; and
2. Site-specific **Planning Initiatives** corresponding to a series of geographic Focus Areas.

Universal Themes

The following broad themes emerged across the community as a whole:



Update Development Regulations - The City's Zoning Ordinance would benefit greatly from an update that modernizes the code to encourage desired development. The update would also provide flexibility for private market conditions through the use of modern zoning tools for overlay districts, access management, parking requirements, and sustainability.



Continue Business-Friendly Approach - Given the City is approaching buildout, it is critical that the City continue its ongoing efforts to attract new businesses and retain those businesses that already call Brunswick home and encourage them to expand in the City.



Strengthen Public-Private Partnerships - Recent partnerships with regional partner agencies should continue and new opportunities for collaboration should be explored to leverage outside assistance and resources to reduce the burden on municipal finances.



Brand and Market a Cohesive Identity - The City would benefit greatly from the development of a fresh, energetic brand representative of the transformation that has taken place in Brunswick over the last two decades as part of a proactive approach to marketing the community.

Planning Initiatives

Planning strategies within targeted geographic Focus Areas present opportunities for catalytic development City-wide:



Enhance the Brunswick Lake Town Center through targeted investments in the Brunswick Lake area that: (1) attract and retain an appropriate mix of commercial tenants; (2) leverage the partnership with the Medina County Park District to provide greenspace and recreational upgrades; (3) promote and market as centerpiece of new community branding effort; and (4) extend placemaking efforts north of SR 303.



Revitalize corridors and neighborhoods by: (1) sparking reinvestment along the Pearl Road commercial corridor; (2) locating multi-family residential uses in areas of limited commercial development potential and/or existing blight in close proximity to business districts to create walkable neighborhoods; (3) allocating sufficient resources to code enforcement; (4) enhancing Community Gateways to create positive first impressions of the community for visitors; and (5) leveraging Mapleside as a Northern Gateway anchor.



Connect community assets by: (1) establishing a Plum Creek Greenway linking Brunswick Lake Town Center to Plum Creek Park, City parks, schools and local neighborhoods; (2) creating trail spurs, sidewalks, and on-street bike routes that radiate east-west to other bicycle/pedestrian generators; (3) enhancing Pearl Road as a pedestrian corridor; and (4) providing safe routes to schools.



Strengthen the municipal tax base by: (1) implementing overlay districts to stimulate infill redevelopment along Pearl Road and at the North Town Center; (2) exploring creation of a Community Improvement Corporation (CIC) to facilitate economic development; (3) refining the industrial area zoning to ensure the highest and best use of remaining available commercial properties; (4) facilitating neighborhood-scale gateway commercial development at Bennett's Corners; and (5) building partnerships with neighboring Townships as the City approaches buildout.

Introduction

Establishing a Cohesive, Long-Term Vision

This Comprehensive Plan Update provides the City of Brunswick a vision for the future with input from residents, the administration, and City Council. It serves as a guide for the City, and informs City officials and administrators, governmental agencies, organizations, and private individuals. The Plan Update is long-range and is intended to provide a framework for future land use decisions and ensure future development is consistent with community goals.

The Plan Update is broken down into four sections:

- **Key Findings** - The Plan Update opens with an in-depth inventory and analysis of current conditions in the City with an examination of key topic areas including demographics, housing, economy; environmental features; transportation, community facilities and infrastructure; and existing land use. In these sections of the Plan, existing conditions in the City are described and mapped, trends are analyzed, and emerging issues are discussed.
- **Desired Outcomes** - Based on existing and future needs identified through the Key Findings assessment, a series of recommendations section outlines citywide "Universal Themes" and area-specific "Planning Strategies."
- **Focus Areas** - While some guiding policies will encompass the entire City, this section delineates targeted geographic focus areas (e.g. neighborhoods, corridors, districts, etc.) that warrant special attention when addressing planning strategies.
- **Implementation Strategies** - The Plan Update concludes with a series of toolkits outlining strategies that address planning issues through a combination of relevant programs, funding sources, and incentives that may be utilized to facilitate implementation of plan recommendations. The toolkits are intended to be flexible rather than prescriptive so that Administration and Council may select programs/projects during each year's annual budget process based on available funding levels.



**KEY
FINDINGS**



**DESIRED
OUTCOMES**



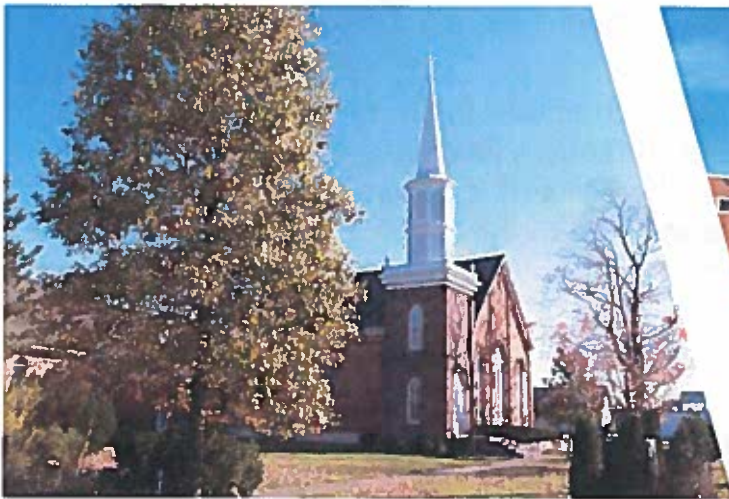
**FOCUS
AREAS**



**IMPLEMENTATION
STRATEGIES**



KEY FINDINGS



Regional Context

Excellent Access

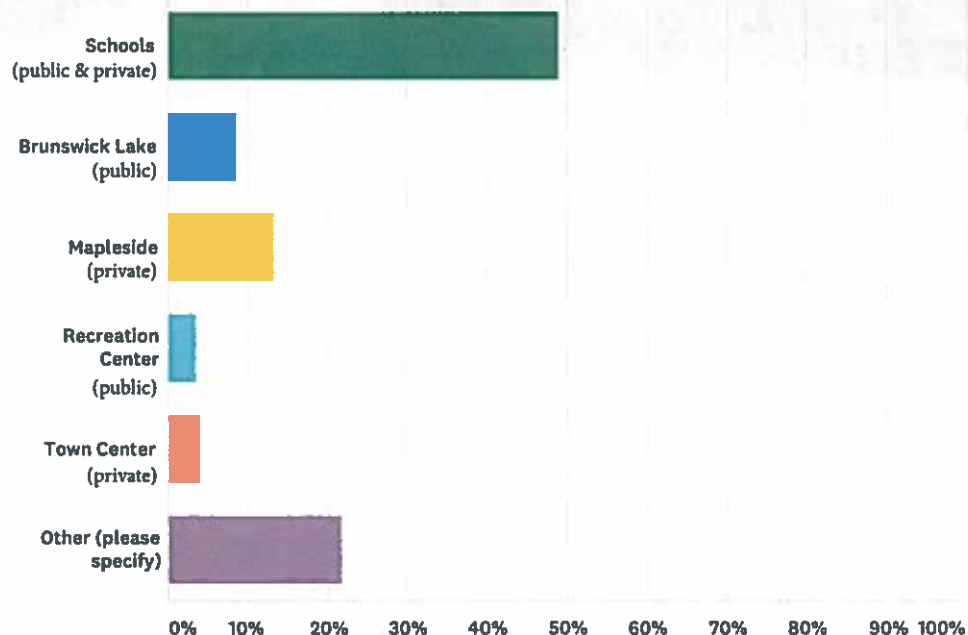
Central Location in Northeast Ohio Market

The Regional Context map illustrates the City of Brunswick's position in the overall Cleveland Metropolitan Area. Regionally, the City lies on the fringe of suburban development for the City of Cleveland. Brunswick is located halfway between Cleveland and Akron. With access to I-71, the City is in an ideal position for business operations serving the two larger cities, as well as Northeast Ohio and beyond.

In looking at development surrounding the City, much of the land in Hinckley (to the east) has the potential for industrial development and currently is interspersed with low density residential. Brunswick Hills Township (to the south and west) is generally rural, open space interspersed with low density residential. In Strongsville to the north of Brunswick, the primary land uses are pockets of commercial, particularly along Pearl Road and Boston Road, interspersed with residential.

Community Survey

What is
Brunswick's
greatest
asset?





Demographics

Population

Growth in Outer Ring Suburbs

Outward Migration from the Region's Urban Core

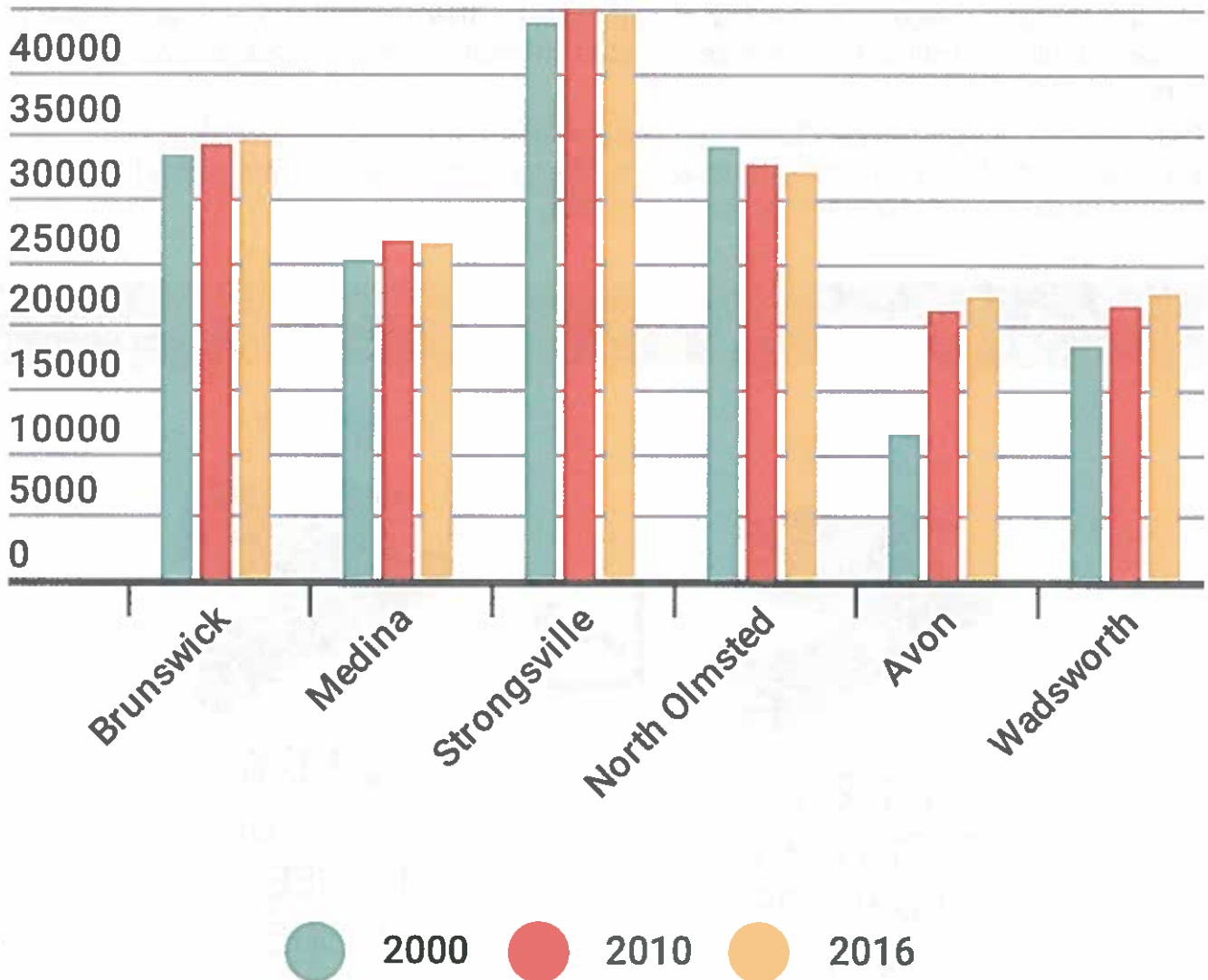
The City of Brunswick, like many other outer ring Cleveland suburban and exurban communities, has experienced steady residential growth over the past several decades. The City's population was estimated to be 34,578 according to the U.S. American Community Survey (ACS) 5-year Estimates, which represents a 1.0% increase since the 2010 Census and a 3.4% increase since the 2000 Census.

This increase in population contrasts with an overall regional decrease in population over the same time period within the Cleveland-Elyria-Mentor, OH Metropolitan Statistical Area (MSA), which includes Cuyahoga, Geauga, Lake and Medina Counties. Population within the MSA decreased (-1.0%) across the same time period.

According to the Northeast Ohio Areawide Coordinating Agency (NOACA), this outward population migration during the last 20 years is reflected in local land development patterns. The NOACA region's core cities, including Cleveland, experienced typical outward migration to adjacent suburban and exurban areas that experienced significant housing development during the last 20 years. The most significant movement roughly followed the region's Interstate Highway network—along I-90 through Lorain and Lake Counties and along I-71 through Medina County.

Population

Brunswick's population has slowly increased over the last two decades, in line with other NE Ohio suburban communities.



Source: ACS 5-year Estimates

Demographics

Wealth Indicators

Increased Buying Power

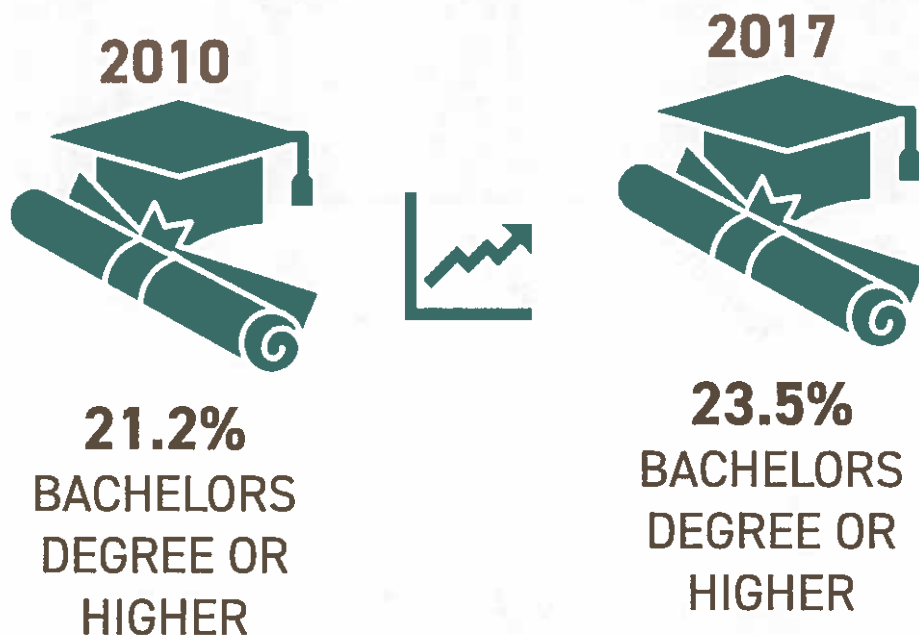
Heightened Wealth & Educational Attainment Present Opportunities

Median household income in Medina County in 2016 was \$69,319 according to ACS 5-year Population Estimates. Countywide, the median value of owner-occupied housing units was \$182,100.

Median household income in the City of Brunswick in 2016 was \$64,706 according to ACS 5-year Population Estimates. Citywide, the median value of owner-occupied housing units was \$159,400.

Interestingly, median household income levels in Brunswick fall between Strongsville (\$80,323) and Medina (\$60,706), two cities Brunswick is often compared and contrasted with given their relative proximity and commercial retail amenities.

Educational Attainment: Population 25+ (Source: ACS 5-Year Estimates)

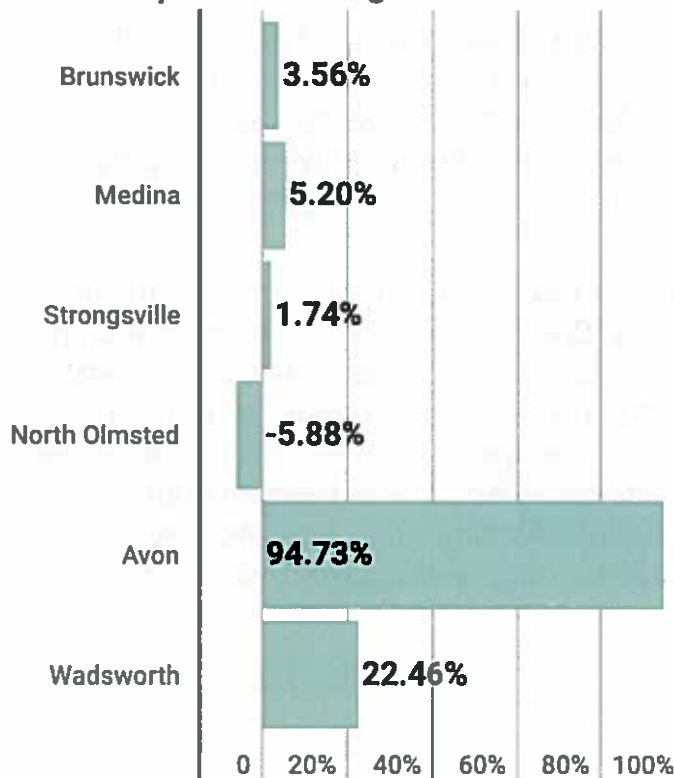


Key Findings

Population

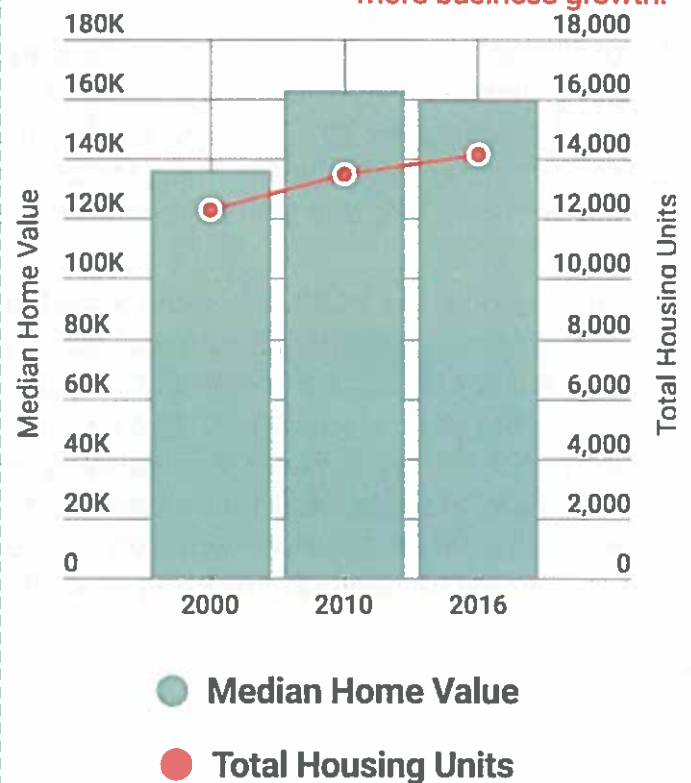
Brunswick has maintained steady growth since 2000 in line with its immediate neighbors.

Population Change 2000 to 2016



Housing

Home values have risen significantly along with housing units, which indicates more local buying power and could aid in attracting more business growth.



Source: ACS 5-year Estimates

Housing

Local Needs

Diversity in Housing Stock

Multi-generational Changes in Living Preferences

A Citywide moratorium on multi-family housing went into effect in 2018. City officials agreed that with a growing number of multi-family complexes being built in the City, and more requests to construct new complexes coming in on a regular basis, City officials wanted to steady construction on such dwellings in order to have time to review both the approval process for multi-family dwellings as well as determine a long-term strategy for multi-family complexes in the City.

According to the U.S. Department of Housing and Urban Development (HUD) Comprehensive Housing Market Analysis of the Cleveland-Elyria MSA, during the 3-year forecast period, demand is estimated for 1,625 new market-rate rental units in the suburban submarket. Demand is expected to be strongest for one-bedroom units, with monthly rents ranging from \$950 to \$1,149, and for two-bedroom units, with monthly rents ranging from \$1,075 to \$1,274.

As evidenced by the HUD data summarized on the next page, the City has future demand for more housing units to support workforce in the \$40,000 to \$45,000 annual income range most prevalent for local employment based on HUD's affordability index of 30% of annual income being dedicated to rent. This workforce housing need, coupled with growing multi-generational desires to live in minimal-maintenance or maintenance-free units as a preferred housing type, indicates that future demand for multi-family housing will remain high, as evidenced by recent development trends. The provision of multi-family housing plays a key role in maintaining a vibrant housing mix, affordable housing, and cycle of ownership.

Cleveland-Elyria Suburban Market Housing Demand (Source: HUD)

Demand for Market Rate Rental Housing Units - 2016-2019

520
1-BEDROOM
UNITS



\$850-1,050
PRICE RANGE
MOST PREVALENT

600
2-BEDROOM
UNITS



\$1,000-1,200
PRICE RANGE
MOST PREVALENT



AFFORDABLE FOR WORKERS EARNING
\$34K to \$48K ANNUAL SALARY
BASED ON 30% OF INCOME SPENT ON HOUSING

MEDIAN MANUFACTURING SALARY IN MSA: \$35,620
(MANUFACTURING IS THE MOST PREVALENT INDUSTRY SECTOR IN
THE BRUNSWICK INDUSTRIAL PARK)

Workforce

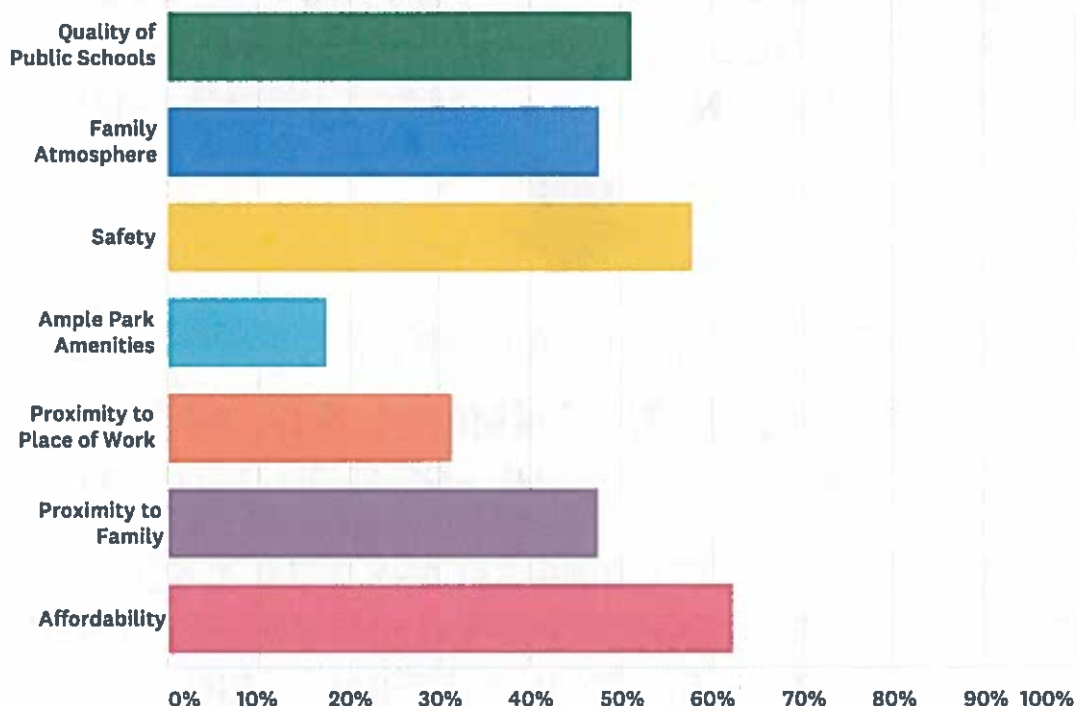
Commuting

A Bedroom Community

A Net Exporter of Workers

Commuter studies show that people make decisions about where to live and work by considering the tradeoffs of wages, housing prices, and commuting costs. School quality, transportation network quality, crime levels, and the local unemployment rates are additional factors that influence why people choose to commute rather than to live closer to their place of employment. With Brunswick boasting excellent interstate freeway access, having affordable housing relative to the surrounding market, and being a safe community with quality schools, it is a very attractive location for families to live.

Community Survey: Why do you choose to reside in Brunswick?

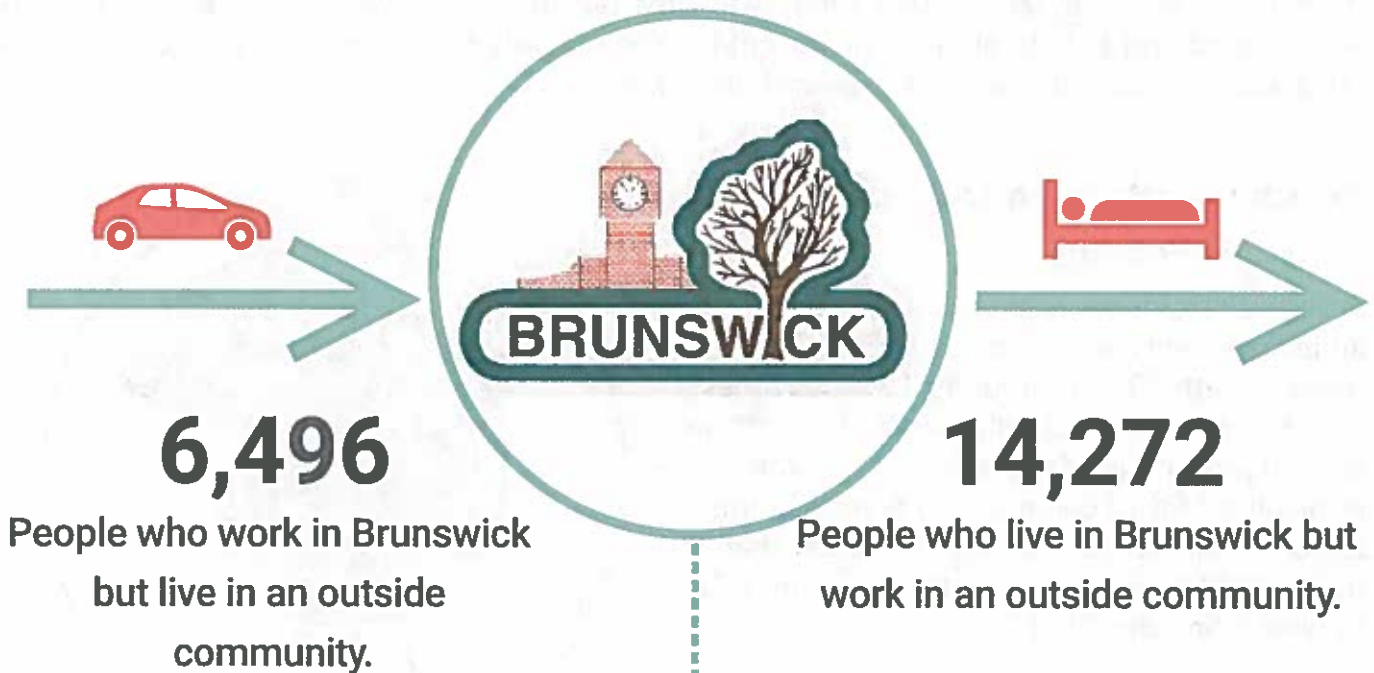


A Bedroom Community



1,656

People who work and live in Brunswick



Source: U.S. Census Bureau Longitudinal Employer-Household Dynamics (LEHD)

Workforce

Employment in Brunswick

Major Industry Sectors

Per U.S. Census Bureau Longitudinal Employer-Household Dynamics (LEHD) data, five major industry sectors in Brunswick combine to account for over 60% of the City's employment base: retail trade (19%), manufacturing (12%), food services (11%), educational services (11%), and health care (10%). Maintaining a strong employment base is critical to the overall financial health of the City, as income tax is the largest revenue source of the City comprising 69% of its receipts. As of January 1, 2018, the City income tax rate is 2.0% with a tax credit of 1.0% for wages taxed and paid to another city or entity. The majority of City income taxes collected for 2019 will be allocated towards police and fire services.

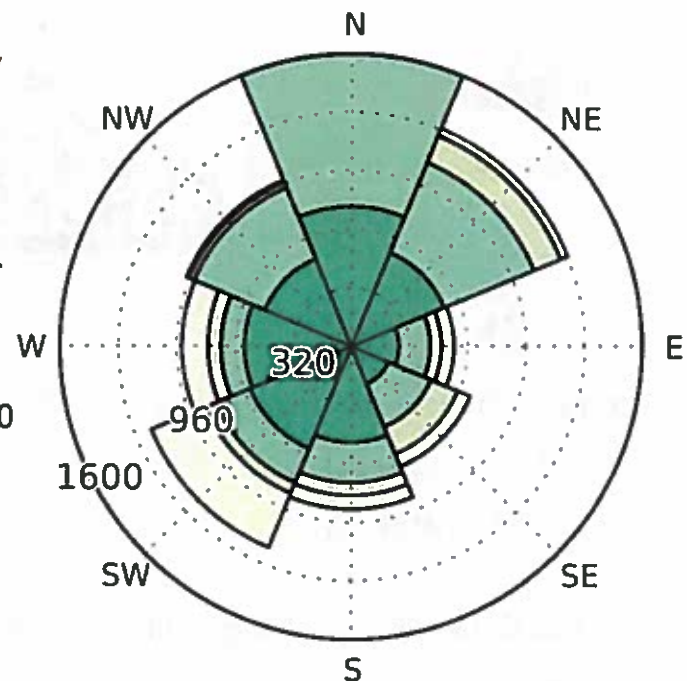
Residents Working Outside the City

Commute Patterns

Brunswick residents working outside the City limits have fairly well-dispersed commute patterns with 50% commuting 10-miles or less. 34% commuted 10-25 miles, with half of those trips to jobs in Cleveland or Akron. Of the remaining 16% of commutes, 7% were in the 25 to 50-mile range. Commutes longer than 50 miles (10%) were mostly southwest along I-71 or west along the Ohio Turnpike.

Overall, the vast majority of Brunswick residents work in either:

- Cuyahoga County (46.5%)
- Medina County (24.1%) or
- Summit County (10.3%).



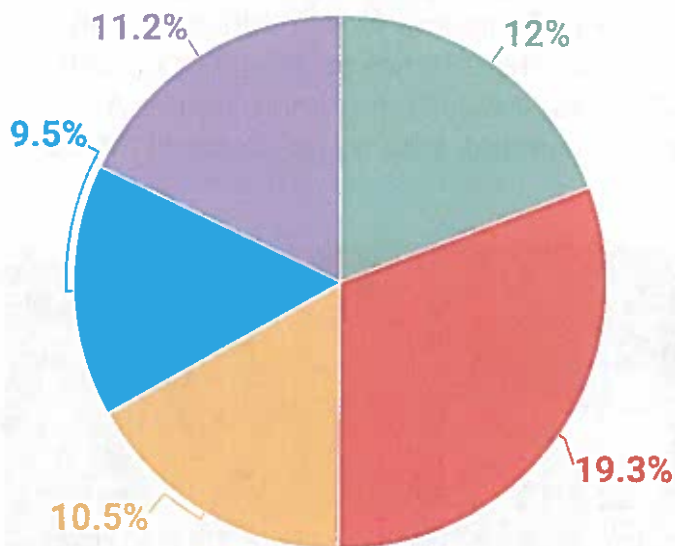
Brunswick resident work commute direction (Source: U.S. Census LEHD)



Brunswick Workforce

The 5 major industry sectors shown below account for over 60% of the jobs within Brunswick.

*Major Industry Sectors
in Brunswick*



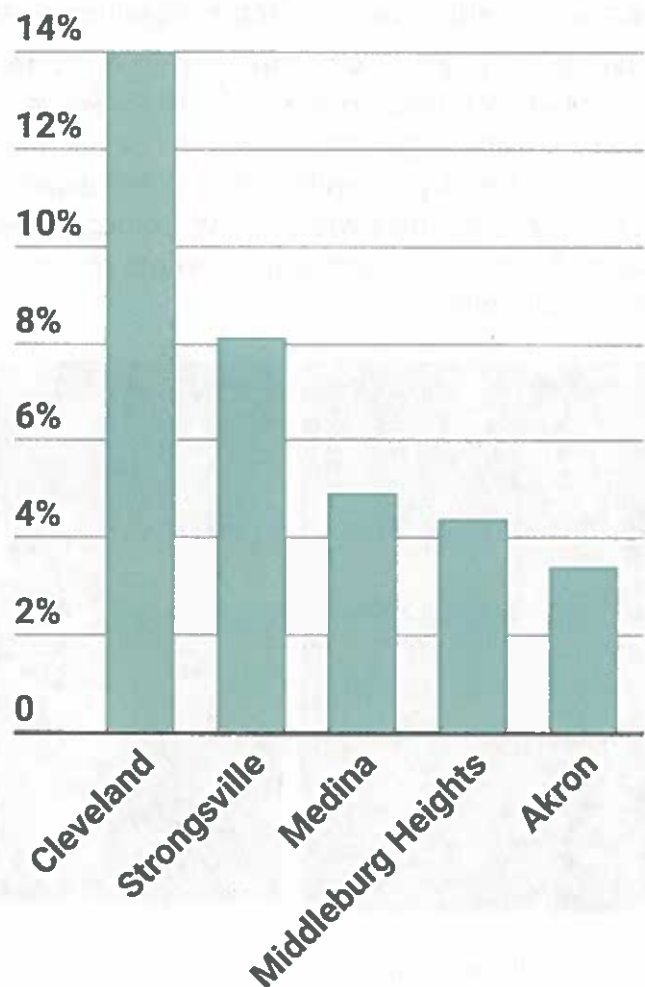
- Manufacturing ● Retail Trade
- Educational Services ● Health Care
- Food Services

Source: U.S. Census LEHD



Where Brunswick Residents Work

While generally scattered throughout NE Ohio, over 22% work in Cleveland or Strongsville.



Land Use & Mobility

Suburban Development Patterns

Car-Centric Community

Nearly half (49%) of Brunswick is occupied by property classified as Single Family Residential. While the street grid varies by residential subdivision, generally older subdivisions constructed in the 1950s between Sleepy Hollow Road and Laurel Road exhibit a more connected, traditional urban block street grid, while newer subdivision constructed since the 1970s contain a combination of curvilinear streets with many cul-de-sacs which inhibit connectivity and walkability. This street grid pattern and the concentration of commercial uses on the City's two primary thoroughfares, Center Road and Pearl Road, create a community that is very auto-centric with limited convenience retail within walking distance of most residents.

Walkability in Brunswick ranks similarly to neighboring Strongsville, but lower than Wadsworth and Medina based on the City's Walk Score. Walk Score measures the walkability of any address using a patented system. For each address, Walk Score analyzes hundreds of walking routes to nearby amenities. Points are awarded based on the distance to amenities in each category. Amenities within a five-minute walk (0.25 miles) are given maximum points. A decay function is used to give points to more distant amenities, with no points given after a 30-minute walk.

High Traffic Volumes

SR 303 (Center Road) has highest non-freeway traffic volume in Medina County with over 40,000 vehicles per day.

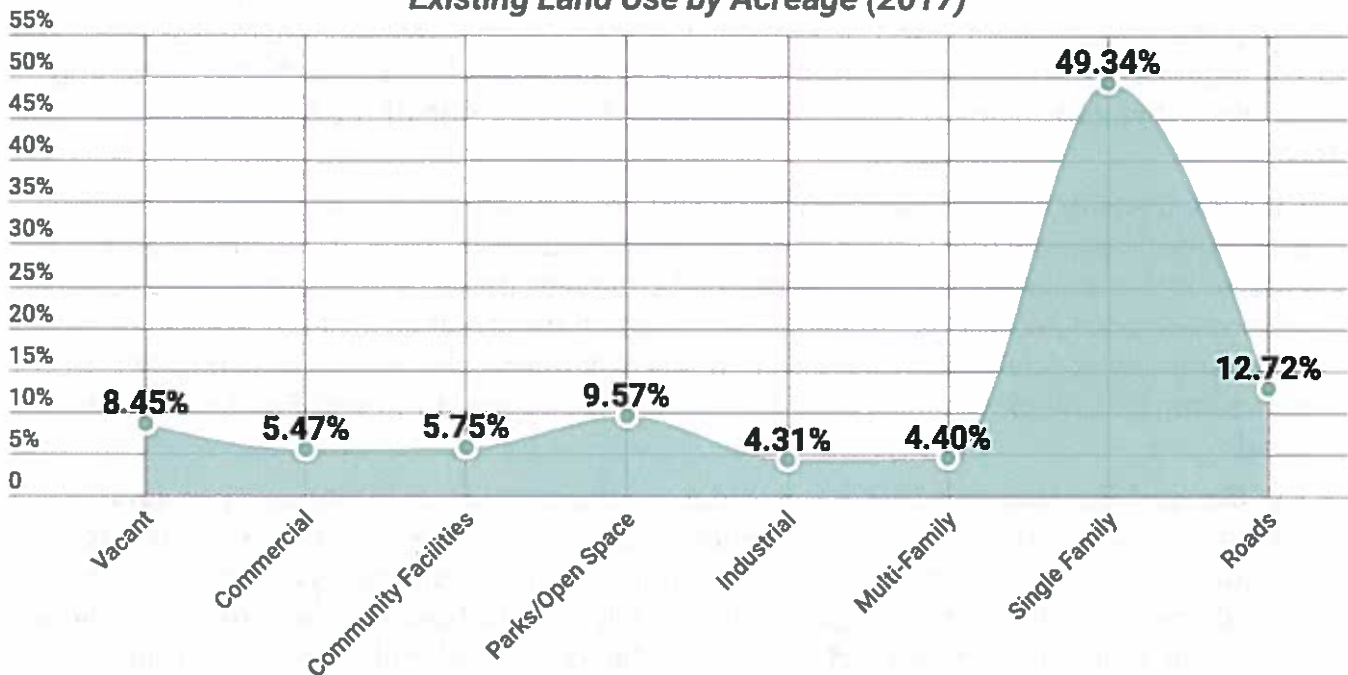
Source: ODOT TIMS



Land Use

Brunswick is Primarily Residential.

Existing Land Use by Acreage (2017)

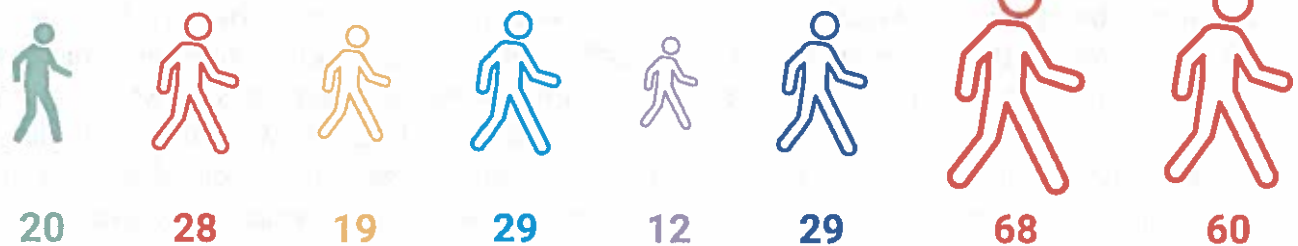


Source: Medina County GIS, Aerial Mapping & Field Observations

Walkability

Brunswick is a Car-Centric Community.

Walk Score (out of 100)



Walk Score measures a community's walkability based on criteria including accessibility to parks, schools, jobs, public transit & businesses along with quality of infrastructure including sidewalks & trails. Source: www.walkscore.com

● Brunswick
 ● Medina
 ● Strongsville
 ● North Olmsted
 ● Avon
 ● Wadsworth
 ● Lakewood
 ● Cleveland

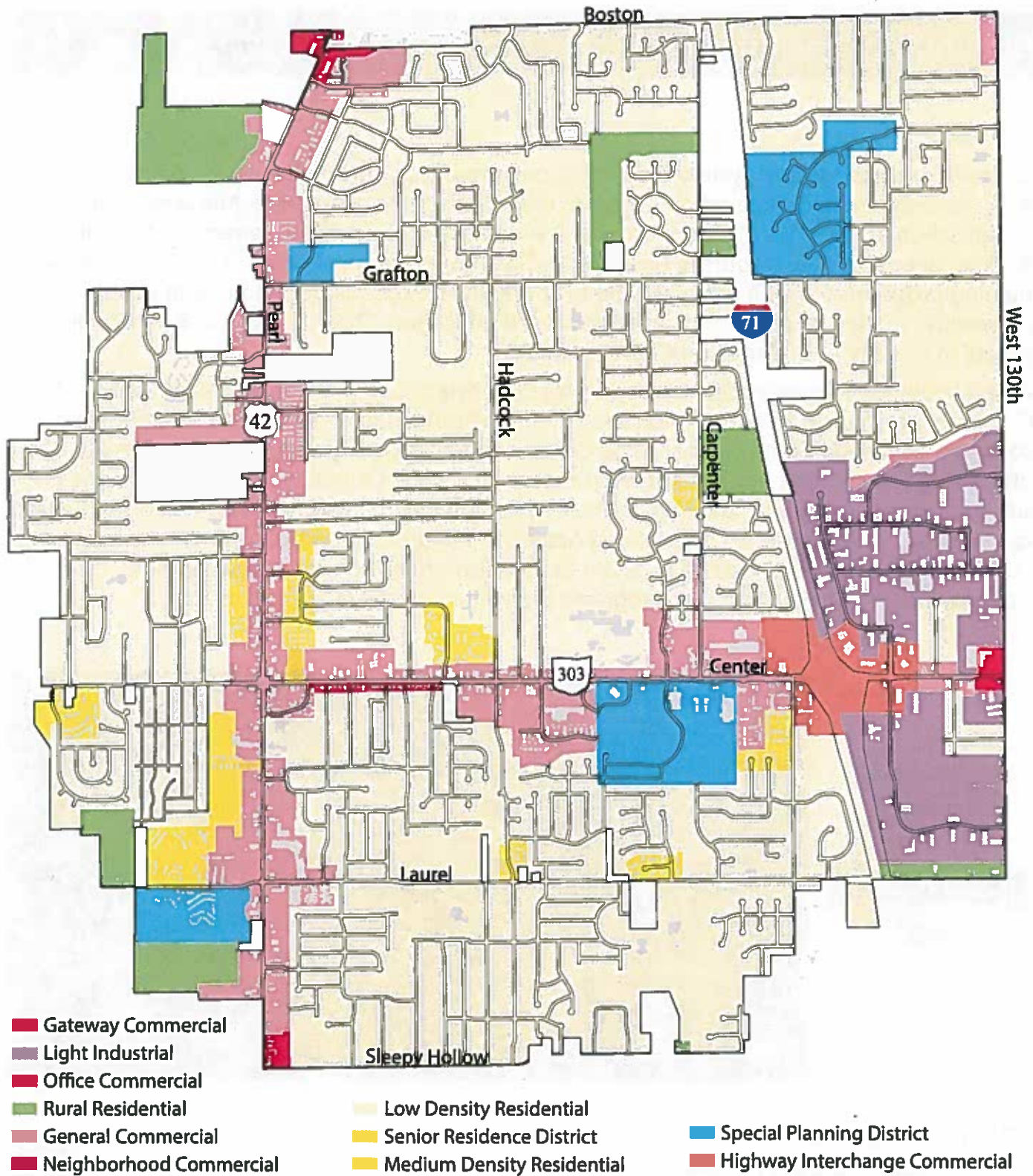
Source: WalkScore.com

Zoning

The City of Brunswick is comprised of a mostly Euclidean form of zoning where uses of land are separated into distinct geographic districts. While the City currently has 11 zoning classifications, the vast majority of land in Brunswick falls into one of the following three districts:

- The **Low Density Residential District** consists of 71% of the land area of the City of Brunswick. The district provides for single-family detached dwellings on half-acre lots. Smaller lots are allowed up to a density of 2.2 families per acre in cluster developments with open space provisions. Churches, schools and other public facilities are allowed in this district by special use permits. With a few exceptions, this district occupies almost the entire area outside of the industrial district and not adjacent to Pearl Road and Center Road.
- The **General Commercial District** provides for the location of businesses providing common goods and services for the general community. Uses allowed in this district include retail outlets, financial institutions, offices, clinics, restaurants and nightclubs. Conditional permits can be issued for automobile related business, cemeteries, religious and public buildings. The district also allows the location of multi-family housing complexes, as long as they don't detract from the commercial potential of other properties within the district. The district generally consists of the properties fronting Pearl Road and Center Road except at the I-71 interchange and areas west of Pearl Road on Center Road. In some areas, the General Commercial District includes parcels removed from these corridors. Site plan review is required for all new developments within this district. In this district several single-family dwellings exist as non-conforming uses.
- The **Light Industrial District** is established in the eastern portion of the City, between I-71 and West 130th Street from just north of Laurel Road to south of the Benjamin Farms subdivision. Its location provides separation from residential properties as well as access to I-71. The district occupies 4.0% of the City's land area. Uses allowed in this district include small scale manufacturing industries, fabricating, research and development, food processing, contractor equipment yards, and corporate offices. Design standards ensure that the industrial parks are developed in an attractive manner and site plan review is required.

Existing Zoning



Community Facilities

Schools

Brunswick's public school system consists of one preschool, seven elementary schools (grades K-5), currently three middle schools (grades 6-8) moving into a single middle school, and a high school (grades 9-12). The preschool is housed in C. R. Towslee Elementary School. Additional educational resources available to City of Brunswick residents include vocational training programs for high school students at Medina County Career Center and several universities in the surrounding area for advanced education. There is also a K-8 parochial school in the City at St. Ambrose Catholic Parish.

An extension of Cuyhoaga Community College's Western Campus, the Brunswick University Center, offers affordable and convenient options for obtaining an education to residents of southern Cuyahoga County and Medina County. Tiffin University and Franklin University also offer extended learning options at the Brunswick University Center, which provides many on-site services to help guide students on their educational paths. At Brunswick University Center, students can take classes to complete an Associate's degree or earn transfer credits to a four-year institution. The Brunswick University Center also offers workforce development, career training and personal enrichment programs for senior citizens in the community.



Scholastic Achievement

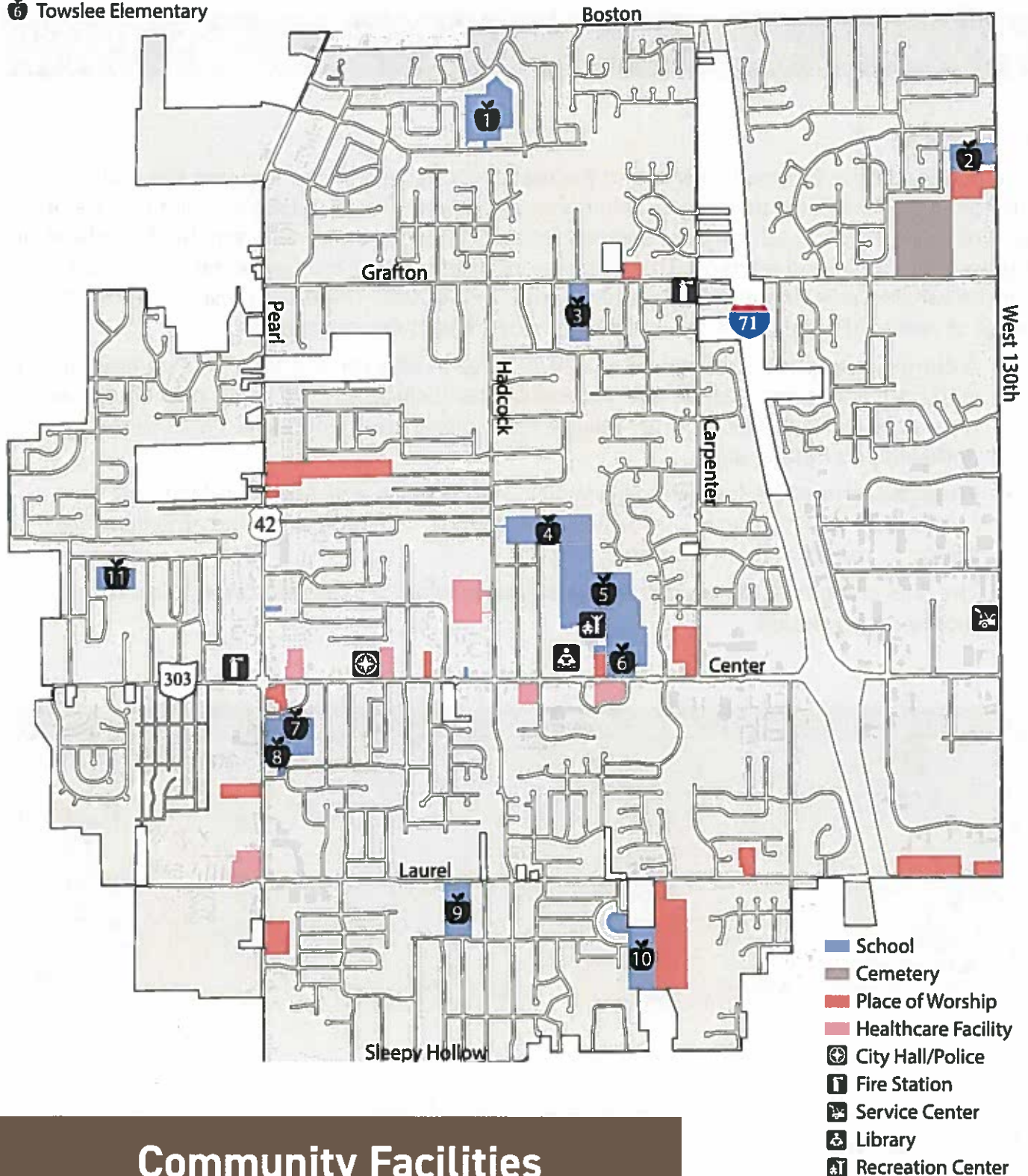
Brunswick City Schools

Brunswick High School was among the top Ohio Public High Schools included in the U.S. News and World Report Best High Schools list. Brunswick High School ranked 96th in the state, earning the high school a silver medal award. The U.S. News rankings include data on more than 22,000 public schools in 50 states and the District of Columbia. Schools were awarded based on their performance on state assessments and how well they prepare students for college.

Source: Brunswick City Schools 2017 Quality Profile

Brunswick City Schools

- | | |
|---------------------------------|-----------------------------|
| 1 Brunswick Memorial Elementary | 7 Visintainer Middle School |
| 2 Crestview Elementary | 8 Edwards Middle School |
| 3 Walter Kidder Elementary | 9 Applewood Elementary |
| 4 Willets Middle School | 10 Huntington Elementary |
| 5 Brunswick High School | 11 Hickory Ridge Elementary |
| 6 Towslee Elementary | |



Community Facilities

Parks & Recreation

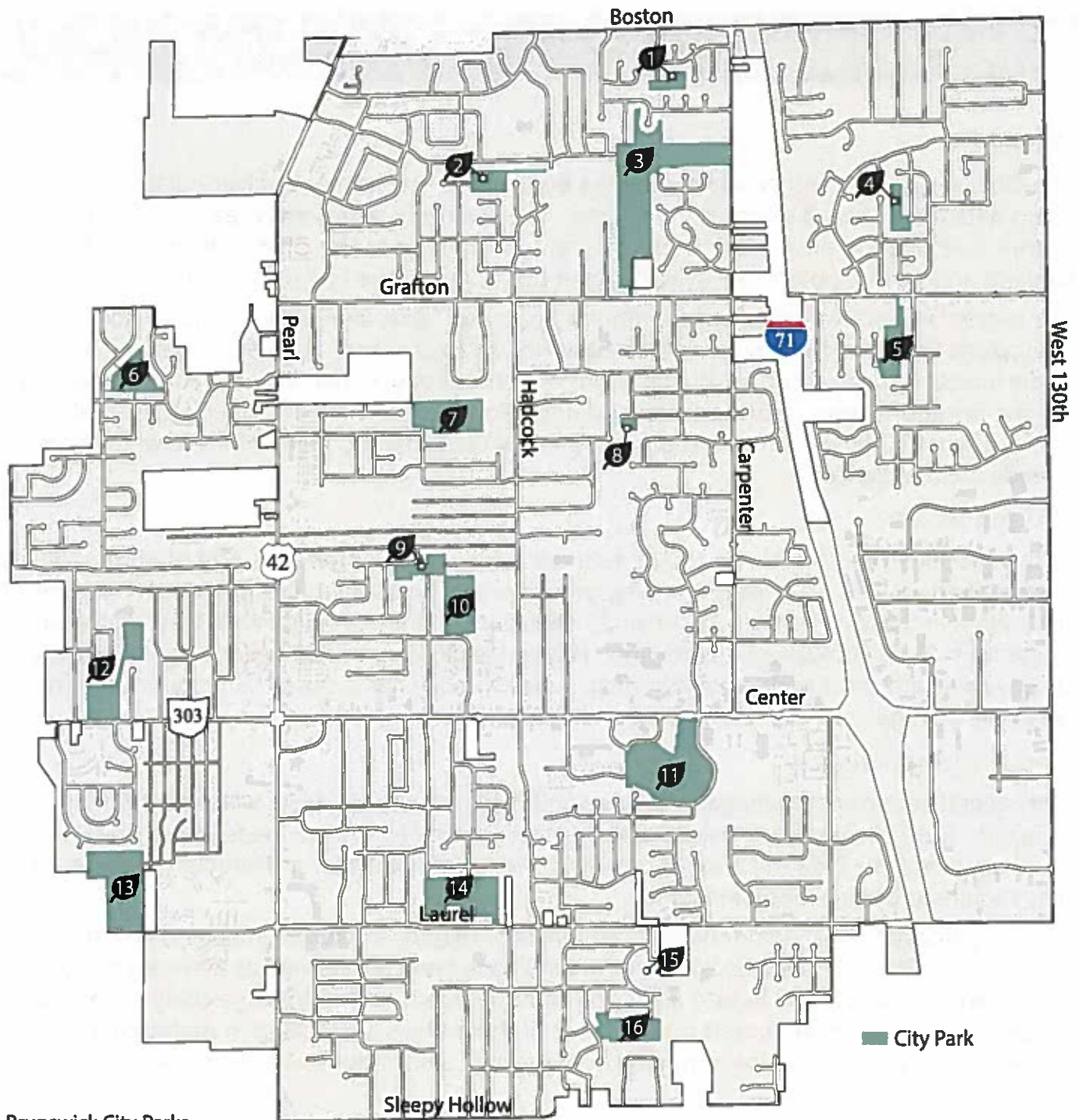
City Parks

The mission of the Brunswick Parks and Recreation Department is to improve the quality of life for all Brunswick residents by providing an opportunity for individuals to spend time on leisure, culture, social, educational and recreational activities that encourage health, relaxation, fitness, enjoyment and learning. The park system of the City of Brunswick has been created for the use and enjoyment of City residents and their guests. There are presently a total of 335 acres of parkland within the City. Parks are divided into three categories:

- A **community park** is a larger site, 15-100 acres in size, serving the entire community with both active and passive use. Amenities may include athletic fields, play equipment, tennis courts, basketball courts, walking trails, picnic areas and pavilions as well as undeveloped natural areas.
- A **neighborhood park** is typically smaller, 3-10 acres in size, and found within a residential neighborhood. These sites serve a 0.5-1 mile radius and the amenities are similar to those found in a community park.
- The final category is **undeveloped open space**, which is land dedicated to remaining mostly undeveloped.

Community Parks	Neighborhood Park	Undeveloped Open Space
City Dog Park	Boston Knolls	Huntington Circle
Heritage Farm	Bridgeport	
Hopkins	James	
Mooney	Pepperwood	
Neura	Pumpkin Ridge	
North	Rolling Hills	
Brunswick Lake	Shenandoah	
	Venus	

City Parks



Brunswick City Parks

- | | | | |
|----------------------|----------------------|-------------------|----------------------|
| 1 Boston Knolls Park | 5 Pumpkin Ridge Park | 9 Shenandoah Park | 13 Heritage Park |
| 2 Venus Park | 6 Pepperwood Park | 10 City Dog Park | 14 Hopkins Park |
| 3 North Park | 7 Rolling Hills Park | 11 Brunswick Lake | 15 Huntington Circle |
| 4 Bridgeport Park | 8 James Park | 12 Neura Park | 16 Mooney Park |

Ecological Resources

Wetlands

The Ohio wetland inventory was completed by the Ohio Department of Natural Resources using data that is based on satellite imaging. The inventory represents areas that require further investigation on a location specific basis. According to the Ohio wetland inventory, wetland areas cover potentially over 7% (over 600 acres) of the City of Brunswick.

The largest areas of wetlands appear around Brunswick Lake, along Healey Creek, northeast of Hopkins Park, and the now drained Sleepy Hollow Lake. There are several wetland areas in the industrial parks, both north and south of Center Road. Other wetlands in the inventory are the result of storm water retention and detention basins. There are many other smaller wetland areas in the inventory throughout the City of Brunswick, many of these which have already been mitigated.

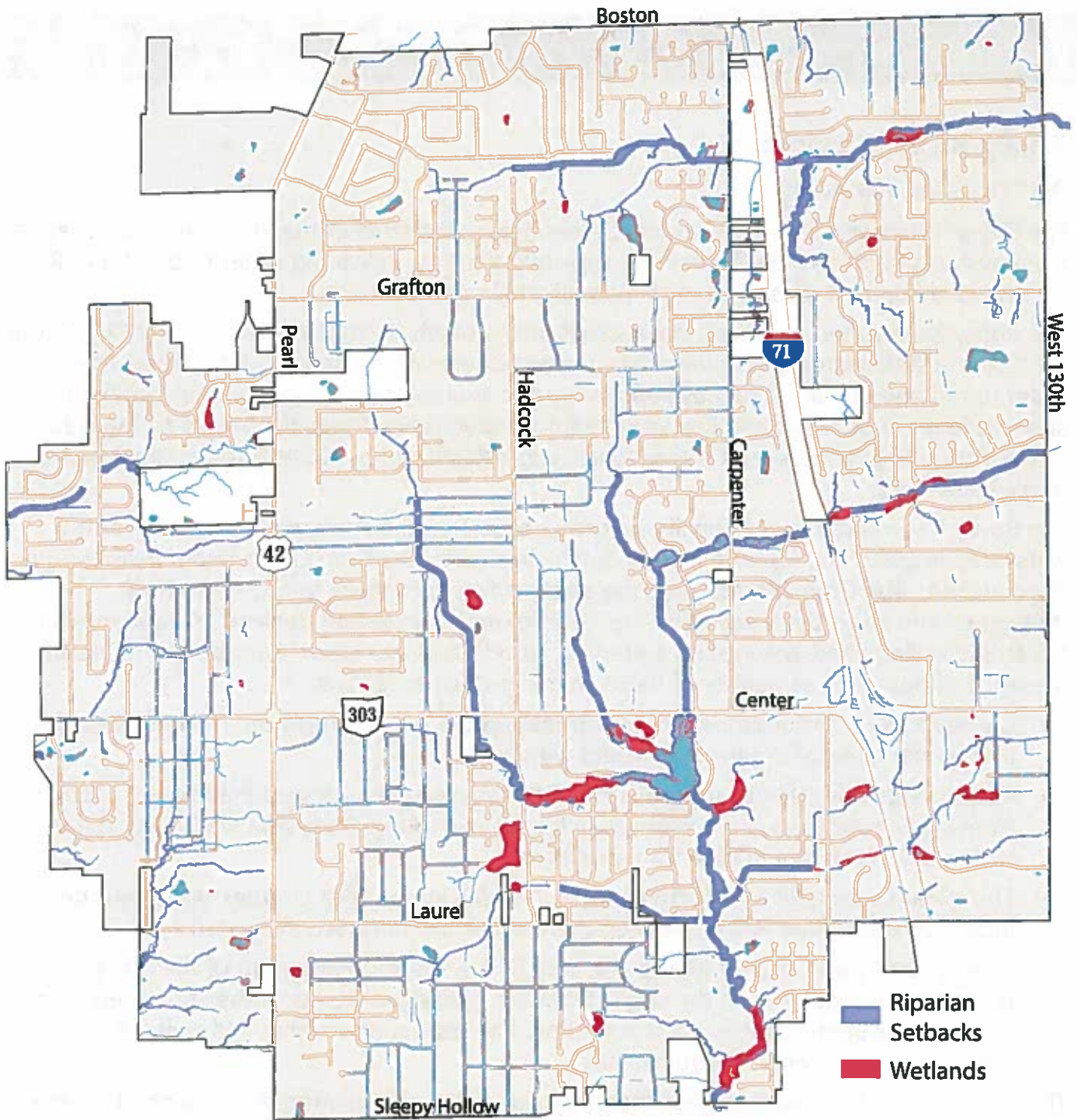
Ground Water

With a glacial till substratum on top of a sandstone layer of bedrock, the City of Brunswick sits on top of an aquifer. In most of the City, ground water yields are only adequate for private use. Wells in these areas yield less than 25 gallons per minute. Along Pearl Road, yields can range from 25 to 100 gallons per minute. Higher yields of up to 350 gallons per minute may be possible with short periods of pumping. Since the City has a closed sanitary sewer system, very little sewage can seep into the ground water.

Flood Hazard Areas

The Federal Emergency Management Agency (FEMA) inventories areas where flooding is likely to occur. The 100-year flood hazard areas, established by FEMA, are areas where there is a 1% chance that the area will flood in any given year. Any buildings constructed in these areas may require additional flood insurance.

Many municipalities including the City of Brunswick require stricter building codes in these areas. In the City of Brunswick, 246 acres of land have been designated as 100-year flood hazard areas. These flood hazard areas are found adjacent to the drainage channels of Plum Creek, Healey Creek and Cossett Creek. Most of these areas are located in municipal parks or are open space areas that are owned by homeowners associations within each subdivision.



Streams & Wetlands

Watersheds

Rocky River Watershed

Part of Great Lakes Basin

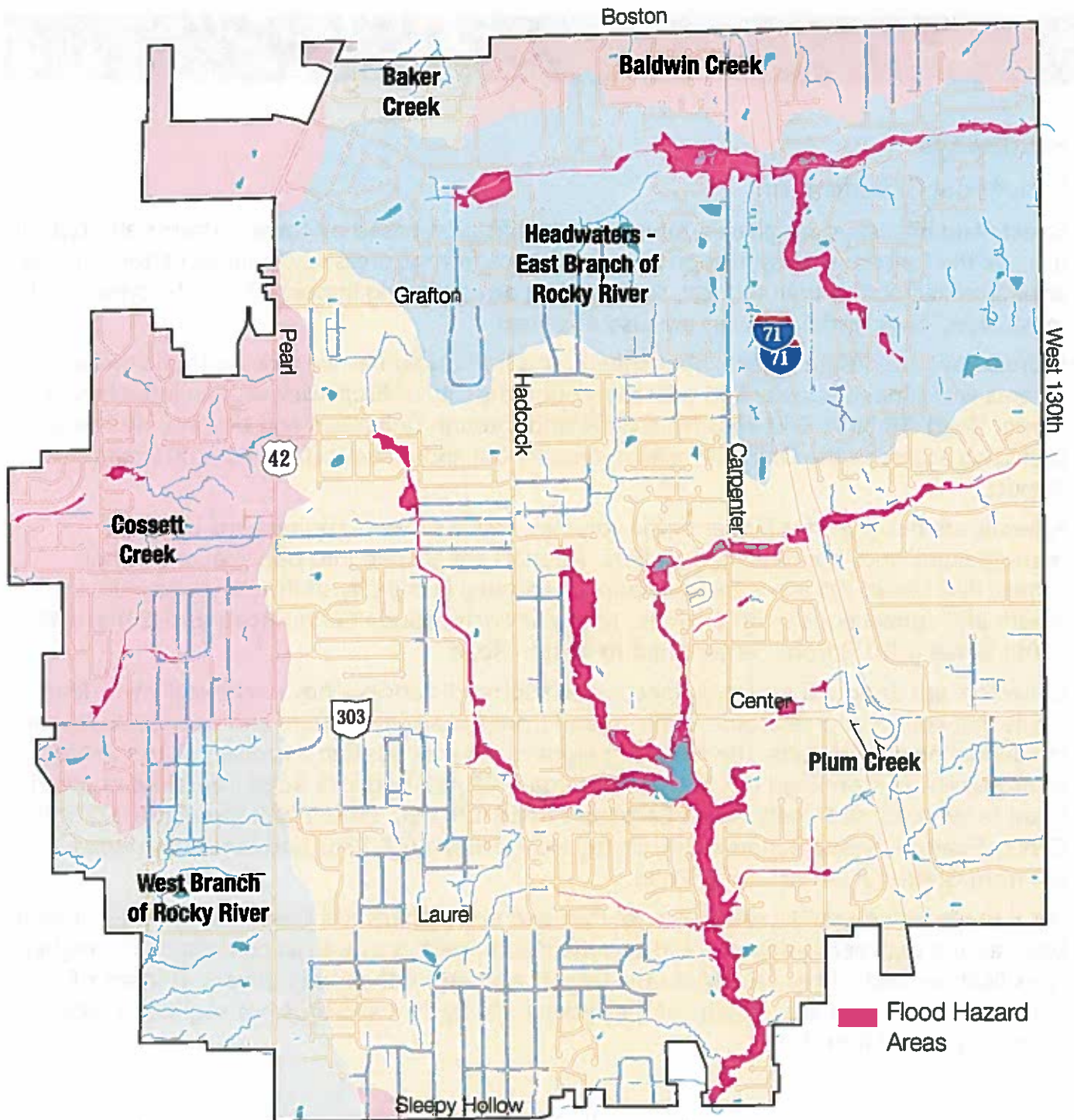
The City of Brunswick lies in the middle of the major watershed of the Rocky River with several creek systems (as shown on the next page) within the City, delivering water to the Rocky River via several different routes which all eventually drain into Lake Erie.

The Rocky River watershed faces many issues, many of which originate outside the City. These problems include increased sedimentation from soil erosion caused by unmanaged storm water runoff and uncontrolled development, point source pollution and contamination from animals, farming practices and raw sewage from septic tanks. These factors led to the creation of the Rocky River Watershed Council, which was established by NOACA to manage the health of the watershed.

The Rocky River Watershed Council prepared a report on the environmental health of the watershed in 2002. The report included data collected by the Ohio Environmental Protection Agency (EPA). The Ohio EPA assessed the streams that contribute to the Rocky River Watershed and rated them based on the levels of macro-invertebrates and fish that inhabited the streams. Simplified, their rating system of 'good,' 'fair' and 'poor' is based on the healthy presence of both, one or neither of these animal groups as follows:

- **Cossett Creek** was evaluated as '**marginally good**' based simply on its small size, which limited the types of organisms present within it.
- **Plum Creek** was rated as **poor** in 1997. Field observations showed that excess siltation from urban runoff was the major cause for the low rating. Excess silt was filling in gaps where organisms would hide from predators.
- The stream quality of the **North Branch**, in which Plum Creek empties, was **good** due to increased water flow. Recent data on Plum Creek has not been evaluated.
- **Healey Creek** was also rated as **poor**. Due to the intermittent nature of the creek, there was a lack of organisms in the creek. However, subsequent tests of the creek were good and the East Branch was in good condition. The tests conducted in this review were based on the existence of aquatic life.

The creeks within Brunswick did not show any signs of contamination due to a point source within the City.



Watersheds

Transportation

Roadways

Functional Classification

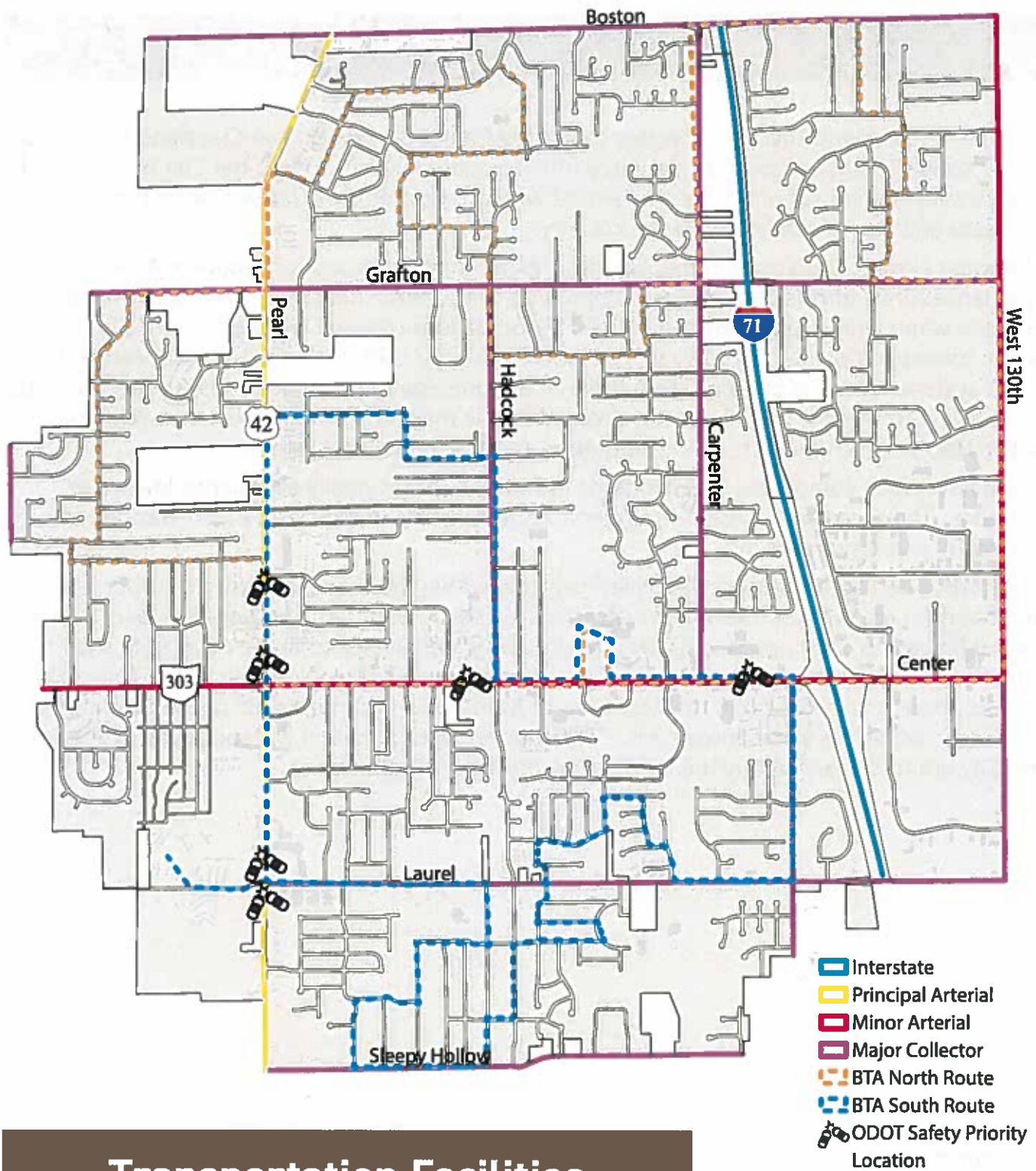
Streets and highways are given a functional classification based on travel patterns and typical use. As the functional classification of a road drops from expressway, principal arterial, minor arterial, collector and then to local, so does the corresponding importance of the type, and in most cases lower traffic volumes are also observed.

Expressways are designed for higher speeds and traffic volumes for moving traffic through an area with limited access. I-71 passes through the City of Brunswick with an interchange at Center Road (SR 303). I-71 runs from Cleveland through Columbus and beyond, while also providing access to the Ohio Turnpike (Interstate 80) and Cleveland-Hopkins International Airport.

Arterials are designed for higher traffic volumes, which serve as connections between municipalities or to the interstate system. Arterials are divided into principal and minor routes. Pearl Road (US 42) is the only principal arterial in the City of Brunswick based on its length and connections to other cities. Minor arterials include Center Road (SR 303) and W. 130th Street (CR 17) from Center Road to Boston Road.

Collectors are designed for lower speeds and shorter distances. They are typically two-lane roads that collect and distribute traffic to and from the arterial system and connect them with residential neighborhoods. The following eight roads are classified as collectors in the City of Brunswick: Boston Road (CR 13), Grafton Road (CR 42), Hadcock Road, Laurel Road (Pearl Road to West 130th Street), North Carpenter Road (CR 103), West 130th Street (CR 17) from Center Road to Sleepy Hollow Road, Sleepy Hollow Road (CR 136), and Substation Road (CR 38) from Grafton Road to Center Road.

Local roads include public roadways not included in a higher-level classification. They provide basic access between residential and commercial properties as well as connections to higher classification roads. They usually are the largest element of the road network in terms of mileage. Local roads are not part of the Federal-Aid System and thus not eligible to receive federal transportation funds.



Transportation Facilities

Utility Infrastructure

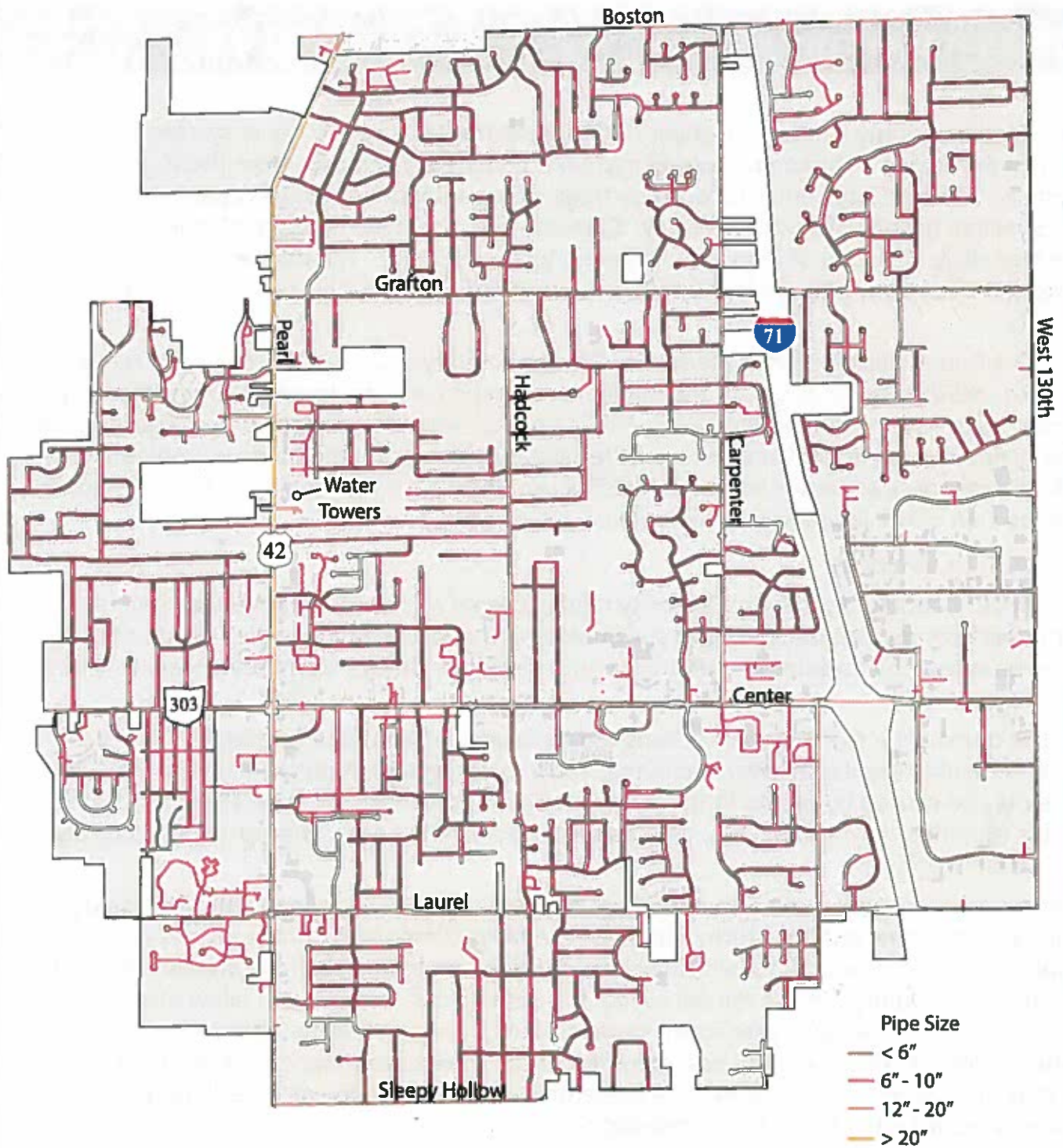
Water

The City of Cleveland Division of Water serves the City of Brunswick. The Cleveland Division of Water serves 1.5 million people in an area of 640 square miles including the City of Cleveland and 70 surrounding suburbs. The Cleveland Division of Water is the largest water system in the state and one of the largest in the country.

The water system was awarded the American Water Works Association National Award of Excellence for its efforts of continually improving the system. Receiving its water from Lake Erie, the water works can produce over 100 billion gallons of water per year from its four water-processing plants. The City of Brunswick uses only 1.6% of the water produced by the water system. Water is pumped from three of the processing plants to Brunswick via pumping stations in Strongsville and North Royalton. Water is then stored in two water towers on Keller-Hanna Drive where it is allowed to flow into the Brunswick system.

There have been complaints that residents east of I-71 occasionally experience low water pressure. The Cleveland Division of Water acknowledged and indicated that it was due to periods of increased demand.

Unincorporated areas of Brunswick Hills Township within the City of Brunswick corporation limits cannot receive new Cleveland water service. Based on a 1977 Judgment Order, "The City of Brunswick shall not be obligated to provide water service to those areas until such time as those properties are annexed to the City of Brunswick." In addition to the Township islands, there is an area within the Township of Brunswick Hills (northwest of the City limits) that is subject to the same agreement. Two undeveloped parcels in the southwest corner of the City are to be serviced by the Medina County Water Department.



Water Lines

Utility Infrastructure

Sanitary

The Medina County Sanitary Engineer (MCSE) operates the sanitary sewer system in the City of Brunswick. The sanitary sewer system is completely separate from the storm water system. The MCSE system is serviced by three sewage treatment plants capable of treating 19.5 million gallons of sewage per day. Currently the plants are treating 10 million gallons of sewage daily. The City of Brunswick is served by two of them. The northern third of the City uses the Hinckley facility while the southern two-thirds of the City is serviced by the Liverpool facility.

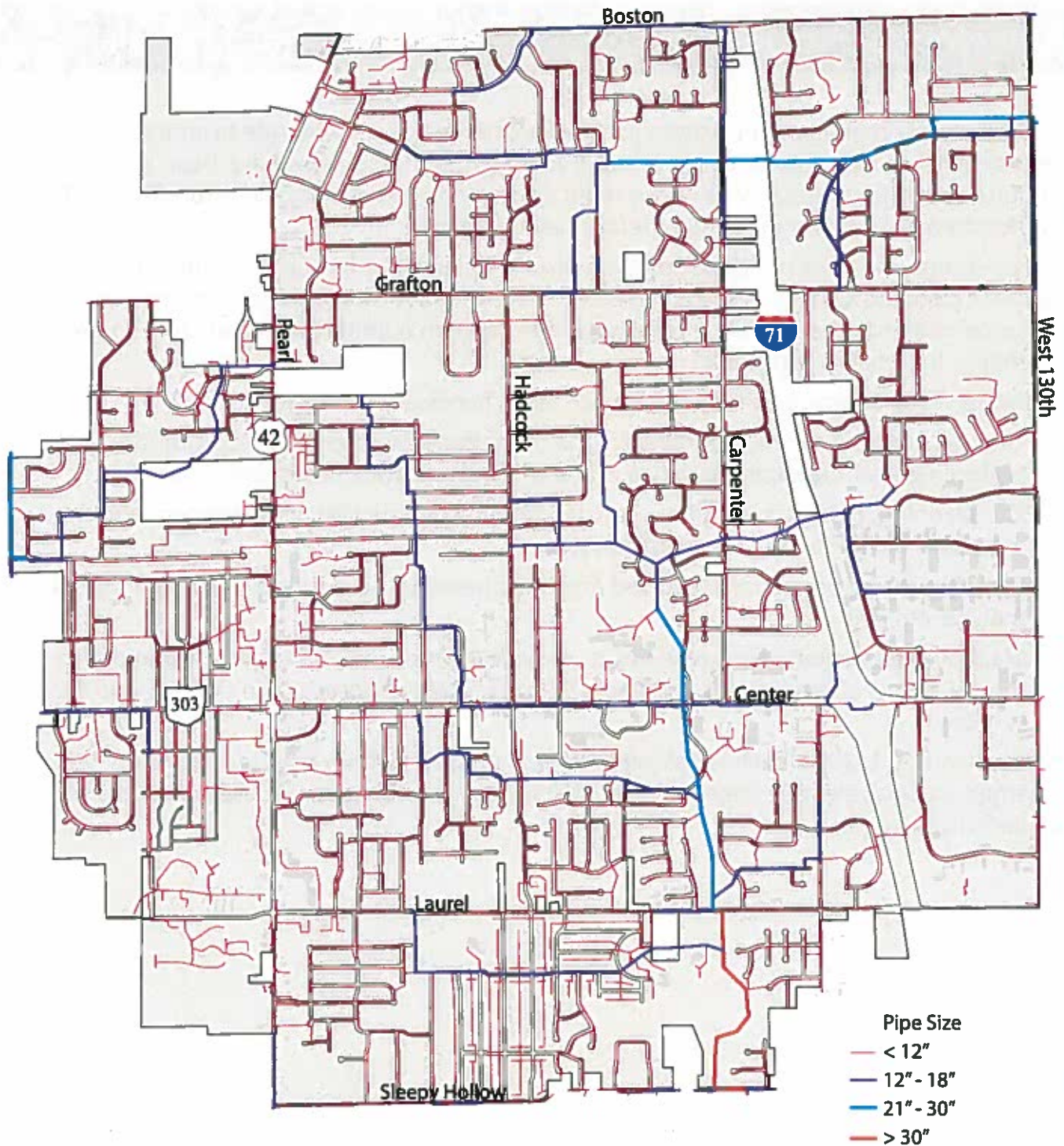
Medina County residents that are serviced by the sanitary sewer system pay a flat rate each month. MCSE is responsible for the maintenance, repair, and replacement of the sanitary sewer main and the laterals within the public right-of-way. The homeowner is responsible for the maintenance (i.e. snaking) of the entire sanitary lateral from the home plumbing to the MCSE sanitary sewer main; however, MCSE is responsible for the repair and replacement of the portion of the lateral within the public right-of-way.

Flooding Concerns

Basement flooding during high intensity rainfall events was cited as concern by several Brunswick residents participating in stakeholder and public meetings. Wet weather flooding may be caused by backups in the public storm sewers or private storm sewer service lateral backups.

Public or mainline storm sewer backups can be caused by a number of factors. Heavy or intense rainfall events can overwhelm the storm sewer system. A blockage in the main sewer line may be caused by breaks in the pipe, intrusion of tree roots, or downstream restrictions. Grass clippings, leaves, branches, newspapers and trash that enter the storm drain can also cause blockage.

Private property piping can also contribute to excess flows. The foundation drainage pipes, the sanitary lateral and the storm lateral are the main components of the private property piping network. These pipes, which include deficient storm and sanitary laterals, often settle as they age. During intense rainfall events this settling can increase and allow migration or exfiltration from the perimeter storm sewer system around the home to the foundation drain, which is located at or near the basement floor slab. The reason that deficiencies develop is that these storm pipes receive little preventive maintenance and as a result begin to deteriorate from the time of their installation.



Sanitary Sewers

Utility Infrastructure

Storm Water

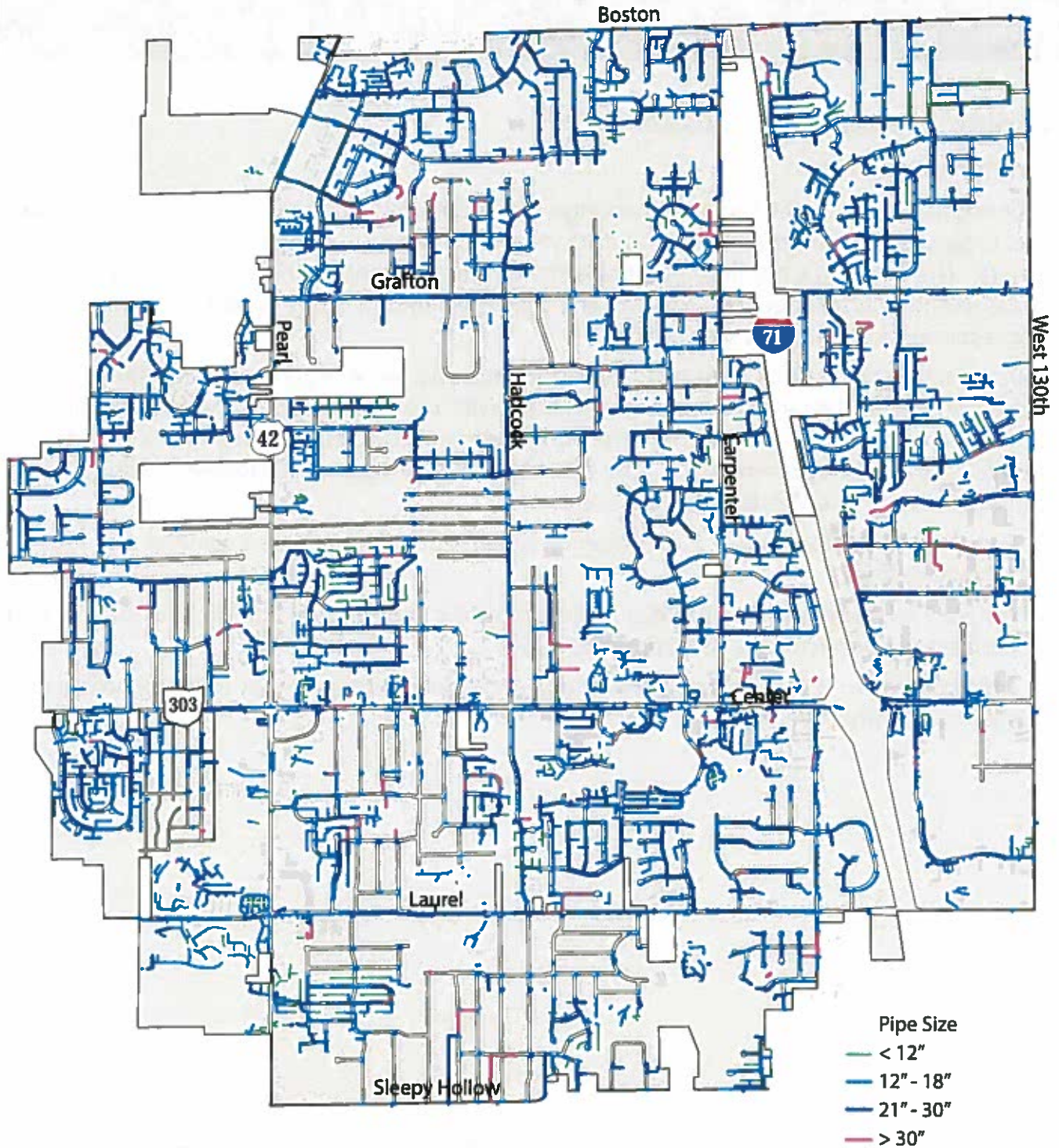
The storm water management system in the City of Brunswick is separate from the sanitary sewer system. Since 1980, strict storm water management guidelines have been enforced through subdivision regulations. These regulations limit post development runoff of a 100-year flood event to be no more than before development.

In 2011, Brunswick City Council adopted an ordinance establishing Chapter 1050 of the Brunswick Codified Ordinances which created a Storm Water Management Utility. The ordinance established equitable rates and charges and an administrative structure to provide for funding the utility's programs.

The Storm Water Management Utility service fee is necessary to pay for:

- The costs of the utility's programs for the operations, maintenance, repair and replacement of the capital facilities of the City's storm water drainage system;
- The planning, design, acquisition, construction, reconstruction, improvement and extension of capital facilities of that system;
- Debt service on obligations incurred and anticipated to be incurred for capital facilities of that system; and
- Maintaining adequate fund reserves to provide for reasonable expected variations in the collection of service fees, in the cost of providing services, and in the demand for services.

Effective January 1, 2012, each lot of parcel of real property within the City corporate limits is charged an Equivalent Residential Unit (ERU) pursuant to Chapter 1050 of the Brunswick Codified Ordinances.



Storm Sewers

Public Engagement

Meetings

Building Community Consensus

Stakeholder Outreach

The consultant team facilitated four meetings with a Steering Committee comprised of citizen representatives, local organizations, institutions and businesses, along with regional agency partners. The Steering Committee participants were established at the start of the planning process in a joint effort between the City and the consultant in order to gather a wide range of representative community viewpoints.

Smaller meetings of stakeholders, with common interests, were organized into a series of three Working Groups by common planning area, with representation from corresponding City department heads, local and regional public agency stakeholders, and local business and institutional partner representatives. The three Working Groups each met twice during the planning process. The Working Groups were:

- **Economic Development** - Public agency stakeholders and private business representatives;
- **Active Transportation** - Potential project partners and funding agencies for bicycle and pedestrian connectivity enhancements; and
- **Infrastructure** - Potential project partners and funding agencies for roadway, utility and stormwater improvements.



Public Engagement

Public Feedback

Public Forums

The first public meeting served as an introduction to the planning process. Attendees were asked to give feedback at comment boards in three themed workstations:

1. development,
2. transportation, and
3. parks & bicycle/pedestrian connectivity.

At the second public meeting recommendations were shared regarding mixed-use development and streetscape enhancements along Pearl Road, and community-wide pedestrian and bicycle connections. Attendees were asked to comment on recommendations at comment boards where the consultant team facilitated small breakout group discussions.

The third public meeting shared the draft recommendations categorized by planning initiative and geographic Focus Area. Attendees were asked to provide feedback on each issue through a comment form.

Public Forums

The City of Brunswick hosted three interactive Public Forums during the planning process to solicit public feedback at themed stations during the assessment, recommendations, and implementation phases of the planning process.





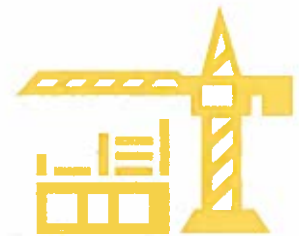
Develop Where?

Responses were spread evenly throughout three areas....

Hickory Ridge (Along Pearl Road)

Town Center/Brunswick Lake

East End (Along SR 303 East of I-71)



Develop What?

Commercial Services

Light Industry

Condo/Townhomes

Brewery

Office/Professional

Apartments

Big Box Retail

Coffee Shop

Fitness Studio

Restaurant - Sit-Down

Senior Living

Boutique Retail

Restaurant - Fast Casual

Connectivity & Parks

Traveling Board Summary

3 out of 4 Respondents



Want improved connectivity to
Brunswick Lake
North Park
Hopkins Park



Desired Park Improvements



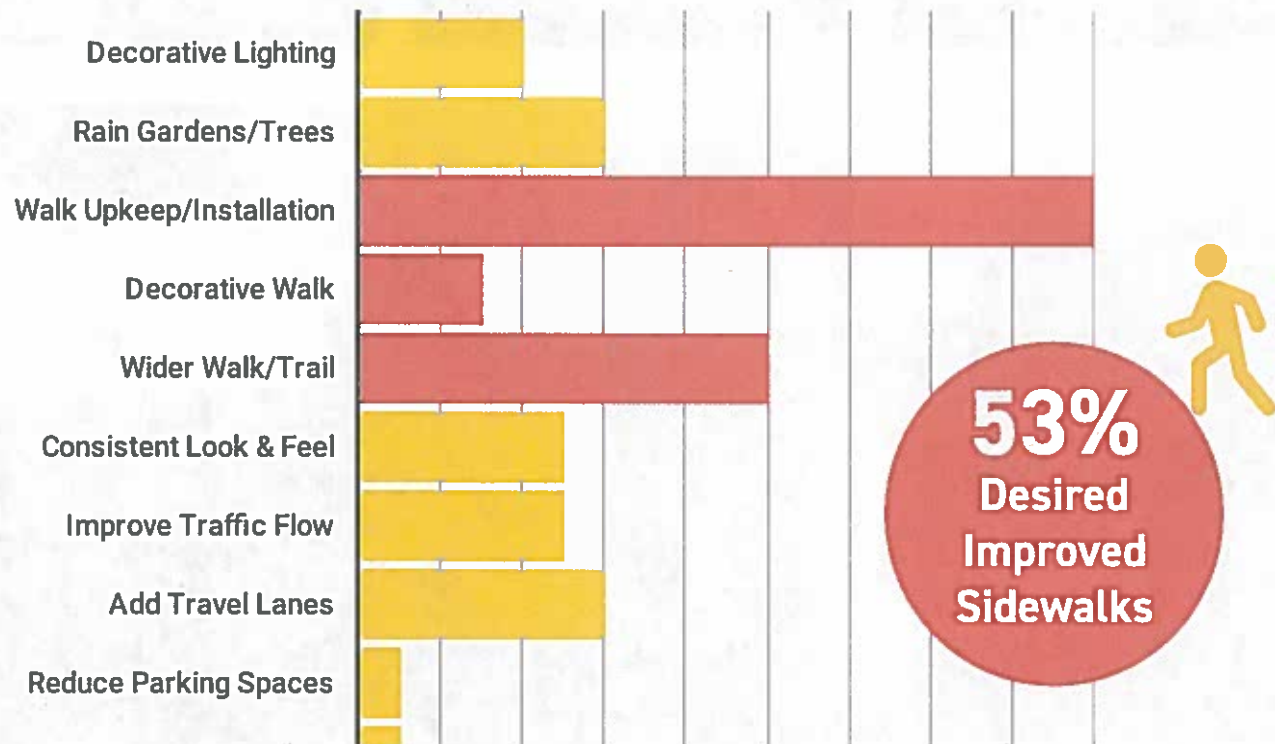
Transportation - Pearl Rd.

Traveling Board Summary

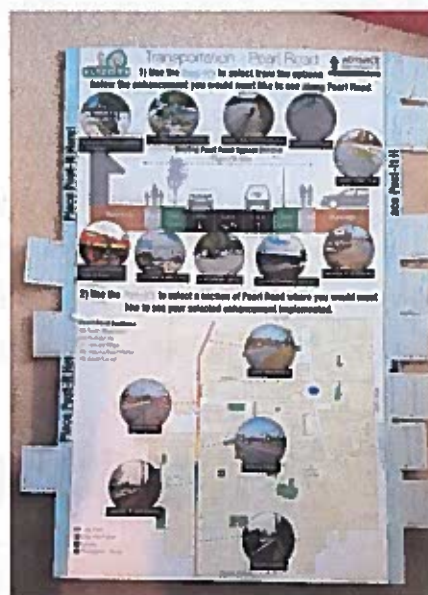
Where to Improve?

Public feedback largely focused on enhancing the Pearl Road corridor in the Historic Town Center Districts and Hickory Ridge between Oxford Drive and Keller-Hanna Drive. This corridor encompasses Brunswick Plaza, the 2020 Middle School Complex, the SR 303 intersection, and the Hickory Ridge Shopping Center.

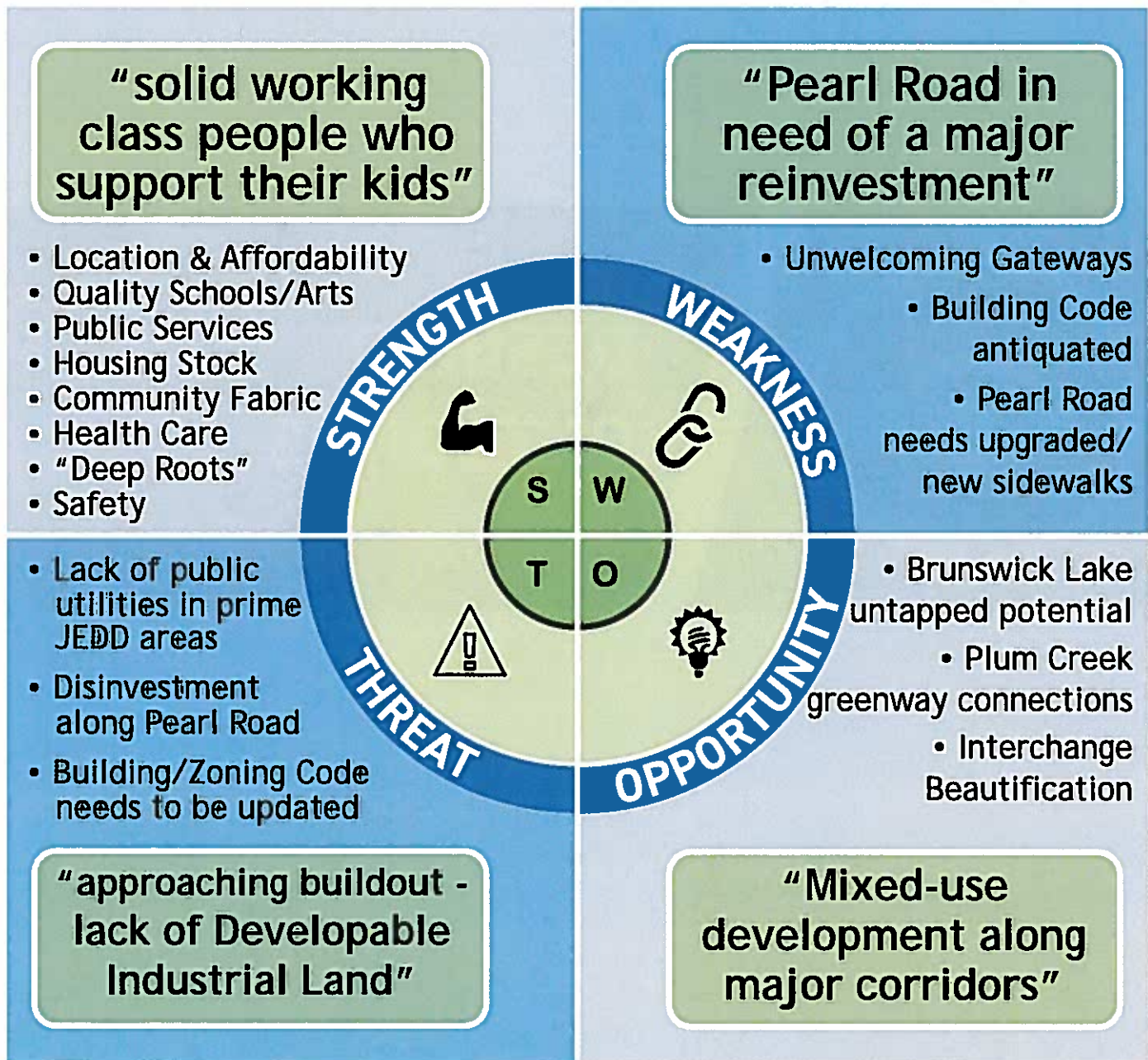
What to Improve?



Public Engagement

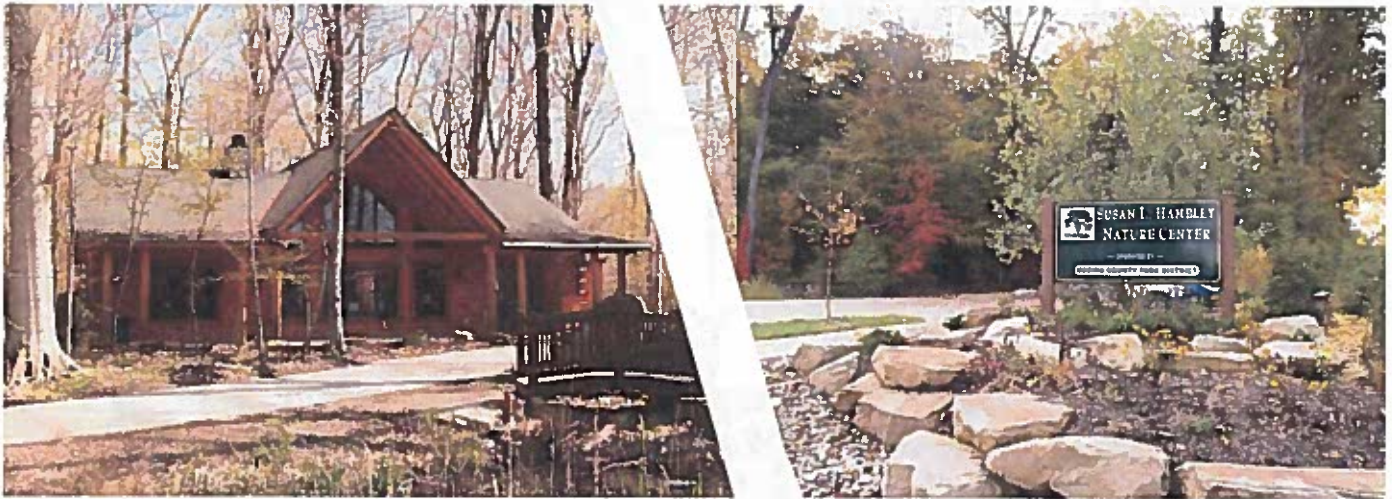


SWOT Analysis





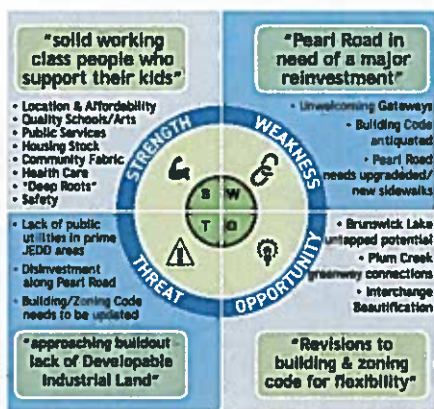
DESIRED OUTCOMES



Universal Themes & Planning Initiatives

Based on stakeholder feedback and public input, goals were established and classified as either (1) **universal themes** that applied across the entire City or (2) more specific **planning initiatives** corresponding to a series of geographic Focus Areas that include corridors and business districts.

Stakeholder Feedback



Public Input



Universal Themes

- Update Zoning Code
- Continue Business-Friendly Approach
- Develop Cohesive Identity
- Expand Local Partnerships

+

Planning Initiatives



Enhance Town Center



Revitalize Corridors & Neighborhoods



Connect Community



Strengthen Tax Base



Enhance Town Center

- Target Brunswick Lake neighborhood
- Attract & retain appropriate mix of retail tenants
- Leverage new hotel as corporate draw
- Partner with Medina County Park District on recreational and facility upgrades
- Promote and market as centerpiece of community branding effort
- Extend placemaking north of SR 303

Focus Area: Brunswick Lake/Interchange Area



Revitalize Corridors & Neighborhoods

- Spark reinvestment along Pearl Road commercial storefronts
- Feature Mapleside area as Gateway anchor
- Position multi-family uses by commercial nodes to create walkable neighborhoods
- Instill placemaking at Community Gateways
- Allocate resources to Code Enforcement especially for rental properties

Focus Areas: Pearl Road Corridor & Gateways



Connect Community

- Establish Plum Creek Greenway linking Brunswick Lake Town Center to Plum Creek Park, City Parks, Schools & Local Neighborhoods
- Create trail spurs, sidewalks, and on-street bike routes that radiate east-west to other bike/pedestrian generators
- Enhance Pearl Road as pedestrian corridor
- Provide safe routes to schools

Focus Area: Plum Creek Greenway



Strengthen Tax Base

- Explore partnerships with Townships
- Implement Overlay Districts to stimulate infill redevelopment on Pearl and Center Roads
- Neighborhood-Scale Commercial Development at Bennett's Corners
- Refinement of Industrial Area zoning
- Explore creating Community Improvement Corporation (CIC) to facilitate Economic Development

Focus Area: Interchange Area & West 130th

Universal Theme

Update Development Regulations

Balancing Desired Development with Flexibility

Many communities are finding that traditional Euclidean zoning with discrete residential, commercial, and industrial districts is not sophisticated enough to address complicated growth and development issues. To address this issue and attract quality development, local governments are applying zoning regulations that offer increased flexibility, aimed at targeted development areas, in order to spark private reinvestment in their community.

Overlay Districts

Overlay districts are applied in these situations as additional layers of regulation that are superimposed over the underlying existing districts to address these special conditions. Overlay districts can also be appropriate for economic development purposes, to create community character, to implement a specific plan, or for infrastructure protection, such as roadway access and level of service standards.

Overlay districts can also be used to create flexibility within an underlying zone. This flexibility can come in the form of relaxed setbacks, density bonuses, or other development techniques that may not be permitted under a typical zoning district. This flexibility is sometimes essential when promoting redevelopment or when dealing with a challenging development site.

An explicit purpose and intent statement for design standards that apply to the overlay district helps to clarify the legal and policy basis if they are challenged in court. These statements confirm the policy intent of language within the regulations. They also provide direction for interpretation and discretionary decisions. These purpose statements should be tailored to support the community's vision and objectives for development within the corridor.

Brunswick, like most conventional suburbs that developed rapidly in the later half of the 20th century, had its development patterns governed and shaped by a traditional Euclidean zoning code which segregated land uses.

Implementation of overlay districts may be used to achieve desired form-based flexibility of use without changing the underlying zoning classifications. Several potential applications of overlay districts are detailed in the Focus Areas discussion and include:

- The Hickory Ridge District along Pearl Road (US 42);
- SR 303/I-71 Interchange Area (North Town Center); and
- The Central Intersection of Center Road (SR 303) and Pearl Road.

City of Brunswick

Comprehensive Plan Update

Access Management

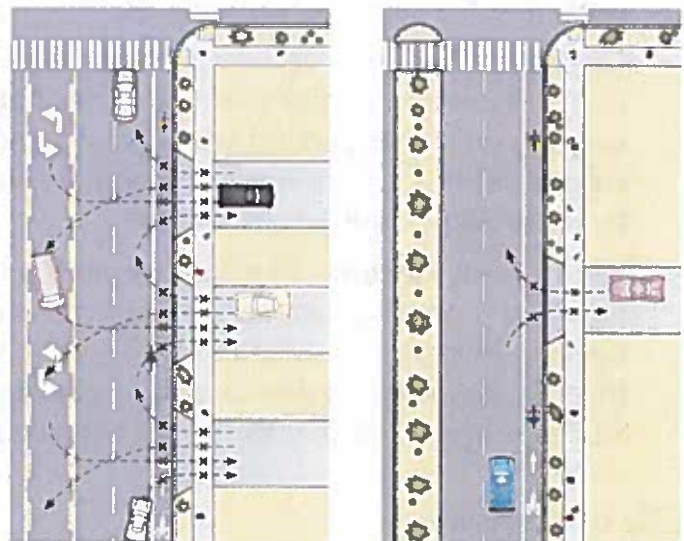
Traffic circulation is always important when planning for development or redevelopment. The traffic demands that are created by development along major roadways can be dramatically affected by multiple curb cuts and uncoordinated access points. Access management involves planning and coordinating the location, design and operation of driveways together with internal roadway design features. Access management techniques such as driveway spacing requirements, shared access drives, cross access easements, right in/right out only access, frontage roads, and medians can provide automobile access to businesses along the corridor in a safe and efficient way. These techniques can also help maintain capacity of the roadways and drastically improve safety. Some communities adopt access management as a separate part of the zoning or subdivision ordinance that applies to all roadways within the community. Several state departments of transportation and local county engineer offices have additional standards for access management which can also be consulted.

ODOT recently completed a safety study along the Pearl Road corridor from SR 303 to Keller-Hanna Drive. The study identified the long-term need for a formal access management plan for the corridor that recommends driveways be closed or consolidated to provide the spacing recommended in the ODOT State Highway Access Management Manual. As properties redevelop, access management improvements should be considered as part of the site plan approval process by the City of Brunswick.

Driveway Consolidation

Fewer driveways spaced further apart reduce vehicular conflict points and allow for more orderly merging of traffic presenting fewer challenges to drives.

Source: Live-active.org



Universal Theme

Update Development Regulations

Parking Standards

An updated Zoning Ordinance should consider revising the current parking standards which are based on a traditional regulation of minimum required number of spaces per floor area of use. Several potential modern best practices are described below:

- **Abolishing Parking Minimums** - Minimum parking requirements make assumptions about what types of cars people drive, how long they park them and how far they are willing to walk — assumptions that are often false. These standards promote driving rather than other forms of transportation, resulting in higher development costs and rents, as well as increased storm water runoff, urban heat islands and water pollution. Parking lots created by minimum requirements have resulted in huge gaps between buildings, making communities far less walkable and bikeable, in order to ensure that every building is completely self-sufficient in the unlikely event of a parking catastrophe. Land use has thus become financially inefficient, as largely unused asphalt precludes more income-producing development opportunities.
- **Shared Parking Credits** - Spread-out parking requirements assume that each business has its own separate parking supply and that it must be large enough to accommodate the peak hour of the peak day of the year. That assumption results in excessive parking. Different parking uses peak at different times of day—office parking in the middle of the day, retail in late afternoon and on weekends, restaurants in the evening. Shared parking provisions allow developers to reduce parking supply requirements when different uses can share the same parking spaces.
- **On-Street Parking** - The most valuable parking in most commercial and mixed-use places is parking on the street in front of businesses. Yet many cities are careless about keeping on-street parking or do not do enough to ensure the maximum number of spaces per block. Shifting from parallel to diagonal parking can increase parking supply by up to 30 percent per block face.
- **Fee-In-Lieu System** - In places where the City is providing public parking facilities or where a parking district has been created, provisions can be written that allow a developer to pay a set fee in lieu (FIL) of providing parking supply directly. The money from FIL payments is then used to expand public parking supply. It is important that any FIL fee schedule be realistic about actual costs of parking.

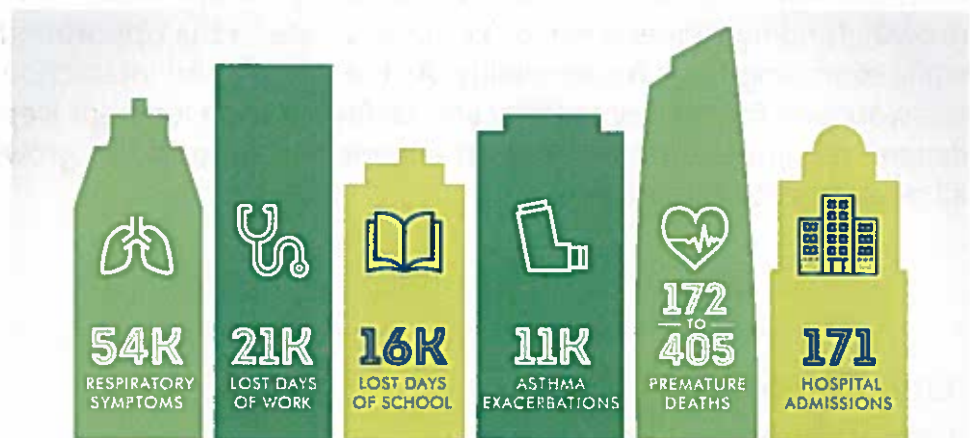
Green Building

Brunswick has made great strides in recent years in conserving and protecting ecological resources and has an opportunity to become a leader in setting policies and practicing service delivery innovations that promote environmental sustainability. Implementing green building provisions into the City's development regulations would promote a sustainable future that meets today's needs of a stable, diverse and equitable economy without compromising the ability of future generations to meet their needs by protecting the quality of the air, water, land and other natural resources.

Green buildings have been shown to improve the bottom line for property owners as energy cost savings translate to increases in occupancy rates, rents, building values, and return on investments. Municipal benefits include a reduced demand for utility infrastructure such as water supply, storm sewers, and transportation development and roadway maintenance burden. The City should consider establishing a green building program that:

- Improves the economic and environmental health of the City through measurable objectives;
- Tracks and analyzes key indices to measure performance and monitor success;
- Commits the jurisdiction to achieve benchmark targets;
- Educates the community of benefits of green building from a triple bottom line perspective that results in cost savings and increased values for property owners;
- Provides incentives for voluntary compliance; and
- Establishes a long-term phased approach for adoption of mandatory compliance.

In the US
GREEN
BUILDINGS
have prevented:



Source: TheHealthFXStudy

Universal Theme

Continue Business-Friendly Approach

Attracting and Retaining Business

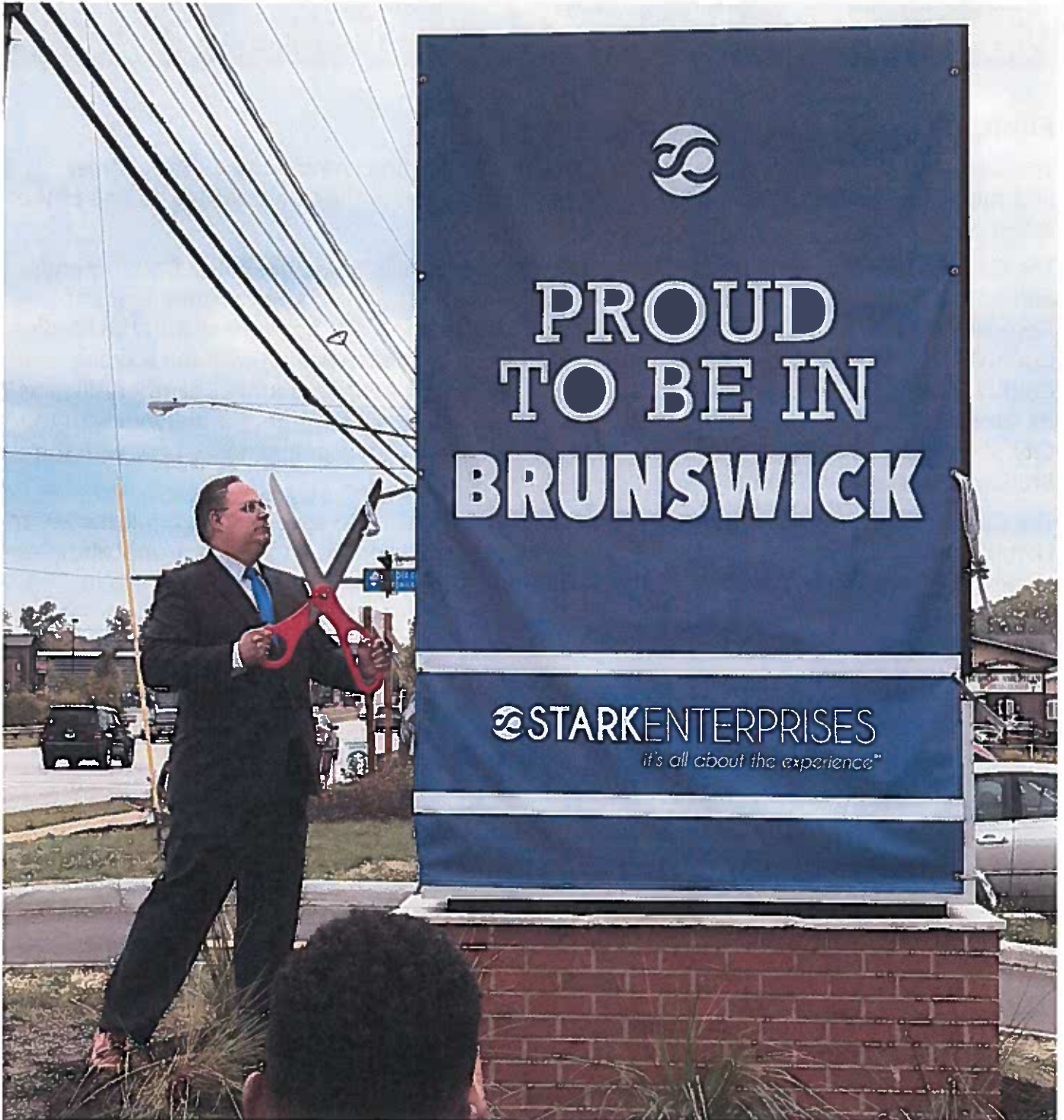
Brunswick has made a concentrated effort to seek out and assist businesses looking to remain, expand or potentially locate in the City. New economic incentives have attracted substantial commercial and residential investments in recent years, with more development planned in the near future. Forward-thinking business people are discovering the “can do” spirit prevalent in Brunswick. With economic development incentives and a business cooperative government, the City is proactively assisting businesses to grow and expand in the City.

Economic Development

The Division of Economic Development’s objective is three-fold: retain our current multi-dimensional business offerings in Brunswick, engage them to grow in Brunswick, and encourage organic growth of new business in Brunswick. Additional priorities include workforce development, direct communication and engagement, and creating a multi-tiered approach to grow in the Brunswick community. Economic Development works cooperatively with stakeholders, private partnerships, along with local, national and international concerns to accomplish their objectives.

Future Trends

The City anticipates continued growth at multiple levels in the service, manufacturing, corporate office, and development sectors in the coming years. While growth is anticipated, Brunswick will remain cautiously optimistic, as many raw material sectors remain soft and some of the financial markets continue to fluctuate. The City should continue to reach out to the community, schools and businesses, to enhance and engage in communication, with the objective of expanding their network, translating into the common goal of increasing economic opportunities for Brunswick and the region. As the City meets the objectives of growth, funding requests will be commensurate to the opportunities presented to the City while exercising fiscal responsibility. As the growth and interaction with businesses enhances, the workload for the Community and Economic Development Department will continue to expand requiring Administration to engage and support this growth and work closely across all departments in the City.



Universal Theme

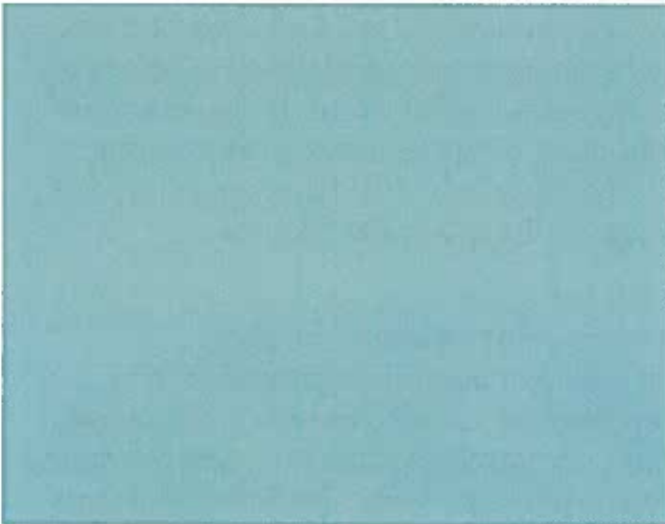
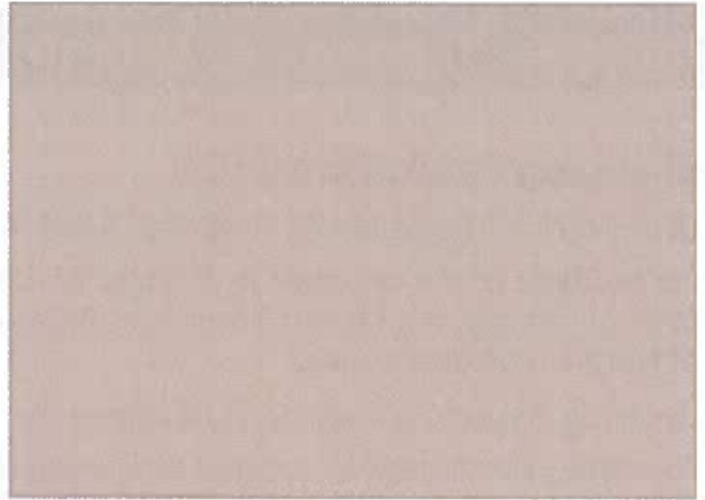
Strengthen Public-Private Partnerships

Explore Further Regional Partnerships

The City's focus on partnerships, particularly with surrounding communities, safety forces and the Brunswick City Schools, has been a key component in the City's ranking as one of the safest communities of its size in several national studies.

The City's continuing partnerships include the Brunswick Hills Township Police Department's addition of a full-time school resource officer in the district, joining two full-time Student Resource Officers from the Brunswick Division of Police; the City's agreement with the Medina County Park District for operation of Brunswick Lake Park; collaboration with the Medina County Economic Development Corporation and Northern Medina County Chamber Alliance; its continued Community Housing Impact and Preservation (CHIP) grant partnership with the City of Medina; and Southwest General Hospital's renewed sponsorship agreement with the Brunswick Recreation Center.

The City is in partnership with the Medina County Park District to assist in operating the Susan Hambley Nature Center at Brunswick Lake. The City should continue to look for opportunities to expand this relationship to other passive City parks. The Park District is well versed in preservation and connectivity via multi-use trails. This partnership could lower the City's costs to own and operate the City parks and in turn be able to reallocate funds for other, much needed park improvements.



Universal Theme

Brand & Market Cohesive Identity

Changing Public Perception

Brunswick's Image in the Regional Market

For residents of not only the City but also Hinckley, Valley City and Brunswick Hills, as well as parts of Granger and Medina Townships, Brunswick is the commercial and institutional center of Northern Medina County.

Evolving Beyond a Bedroom Community

For many years Brunswick suffered from a stigma that it was just a sprawling suburb without any real identity or defined sense of place. Dominated by two heavily traveled commercial corridors along Center Road and Pearl Road, Brunswick traditionally satisfied most of the basic commercial needs of its residents. Over time as the community grew and newer subdivisions brought increased wealth and purchasing power many residents began to desire additional dining and shopping options within the City. Development of the Brunswick Town Center satisfied some of these longings, while extension of the City's Industrial Parkway south of SR 303 to West 130th Street helped strengthen and diversify the municipal tax base.

Untapped Potential

The Brunswick of today has grown and capitalized on its core strengths - strong neighborhoods and excellent public schools - while adding numerous amenities that help continue to make the City a community of choice and a great place to raise a family. While some relics of the past are gone like the old car show, other unique attractions like Mapleside Farms and Scene 75 have grown to become true regional tourist draws. The Plan represents an opportunity to better connect the assets the City already has in place, revitalize existing commercial corridors through thoughtful design and placemaking, and position for future, managed growth reflective of community desires.



Planning Initiative

Enhance Town Center

Context

Historically the intersection of Pearl Road and Center Road (SR 303) was the original town center with two general stores, a post office, churches, a blacksmith and several other stores providing farmers and their families needed goods and services. Subsequent construction of I-71 and widening of the Center Road (SR 303) corridor shifted development away from this community focal point creating a void in the civic realm that was left unfilled until the opening of the Brunswick Lake Town Center in 2006. As an emerging neighborhood nestled around Brunswick Lake Park and anchored by a regional shopping center along with a four-story hotel, the new Town Center is firmly established as the focal point of the community.

Opportunities

The Town Center has an ideal commercial location, strategically situated in a master planned community along Brunswick's main retail corridor on SR 303, with close proximity to I-71. It is home to a highly visited shopping center with grocer Giant Eagle drawing an average of 38,000 customers per week and features a strong lineup of national tenants including The Home Depot, Great Clips, GNC, Chipotle Mexican Grill & Applebee's. In addition, a Choice Suites hotel and assisted living center in the rear of the development should serve to anchor smaller retail spaces in the lifestyle portion in the center of the development.



Planning Initiative

Revitalize Neighborhoods

Residential Neighborhoods

Brunswick is primarily a bedroom community full of relatively new, large homes that many young families are attracted to. Coupled with the excellence of the Brunswick City School District, the quality of newer homes and neighborhood amenities are among the City's greatest assets. Maintaining and enhancing the City's housing stock is paramount for the City's continued growth and success.

As the City continues to grow and age, prioritizing neighborhood maintenance, diversifying the housing stock and ensuring high quality development are critical.

Maintenance Code

With over half of the homes in Brunswick over 30 years old, consideration should be given to enhancing the maintenance code to aid in the upkeep of the existing housing stock. This would provide a minimum standard for the visual character and general safety of residential properties while maintaining home values. Point of sale inspections is another option to maintain the City's housing stock.

Continue to Diversify Housing Stock

Though the majority of the housing stock offered in Brunswick are single family homes, recently there have been multiple new housing developments that are focused on diversification. The developments include: Harbor Woods Living, Danbury Senior Living, and townhouses at The Enclave at Autumn Reserve. Continued focus should be given to diversifying the housing stock to attract different ages of residents to allow for continued growth.

Strategic Placement of Multi-Family Residential

Given the limited amount of undeveloped land available within the City, efforts should be made to preserve commercial viable properties for uses that host jobs and expand the City's municipal tax base. Strategic placement of multi-family housing in areas with limited development potential or existing blight located in close proximity to business districts will help create walkable neighborhoods and serve to help meet workforce needs for local employers.

Planning Initiative

Connect Community Assets

Multimodal Connectivity

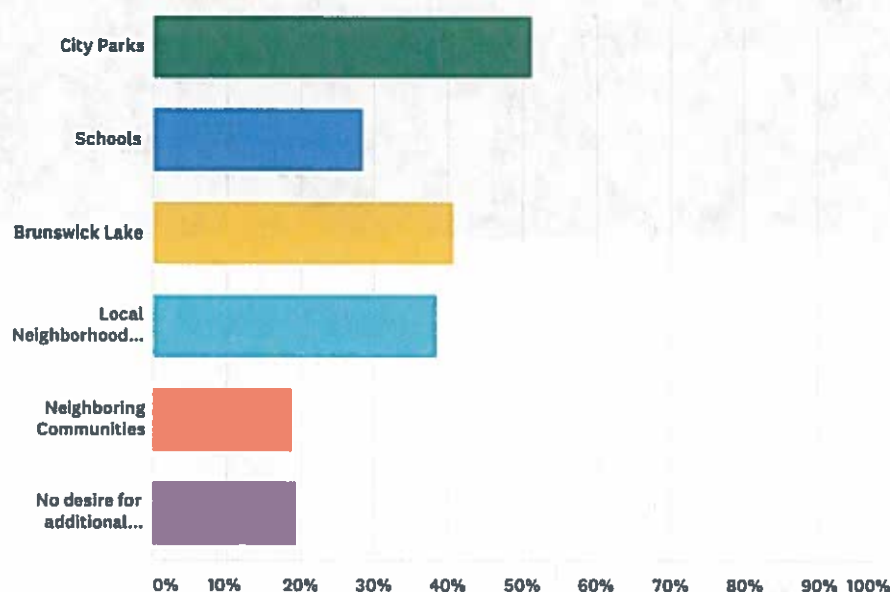
Enhancing Livability

Brunswick has a well-connected roadway network with Center Road (SR 303) providing east-west connectivity to I-71 and Pearl Road (US 42) connecting north to Strongsville and south to Medina. With these two arterial corridors, and several collector roadways servicing them, the City has a limited need for new roadway connections but could benefit from the provision of additional non-motorized transportation facilities (e.g. sidewalks and trails) that serve pedestrians and cyclists.

The City boasts a large municipal park system, while greenspace is also preserved through several homeowner association spaces. The parks/open spaces vary in size and intensity in use, and would benefit from enhanced connections between recreational facilities and surrounding neighborhoods. There are small hiking and biking trails within several of the City's parks, however there is not a comprehensive trail system linking the neighborhoods and recreational resources in the City. Constructing a multi-purpose trail linking City-owned park and open spaces, schools, and neighborhoods would enhance livability and offer public health benefits. As more residents move to the City, linking these spaces with a comprehensive network of trails/sidewalks improves the local quality of life.

Community Survey:

Where would you like to see bike/pedestrian facilities connect to?



Planning Initiative

Strengthen Tax Base

Leveraging Private Investment

Utilizing Economic Development Tools

Though the entire City currently is included in either a residential or commercial Community Reinvestment Area (CRA), other economic development tools should be considered with this plan to assist the City and/or local business owners in attraction and revitalization efforts. To improve infrastructure or add streetscape enhancements, a Tax Increment Financing (TIF) Incentive District could be considered to facilitate projects that create quality, long-term employment opportunities that expand the municipal tax base. The City may wish to assess desire from business owners for a Business Improvement District (BID), particularly along US 42 or within the Town Center. A BID could assist the City and business owners with the maintenance and upkeep of any infrastructure improvements in the area.

Community Reinvestment Areas

The City of Brunswick has both residential and commercial Community Reinvestment Areas (CRA):

Residential CRA is citywide and offers percentages of tax abatement depending upon the type of building construction or improvement made to the residential structure, based on a tiered system according to age of structure.

Commercial CRA is citywide and offers percentages of tax abatement as an economic development tool to attract new quality commercial/industrial projects.



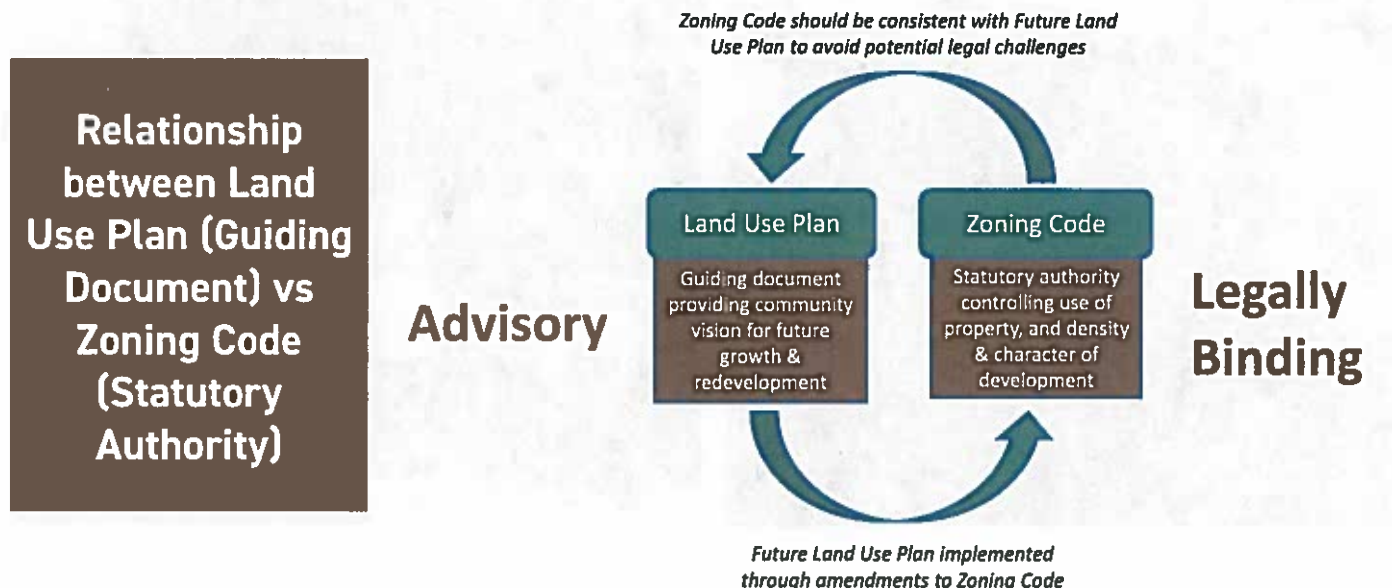
Future Land Use Plan

A Guide for Future Development

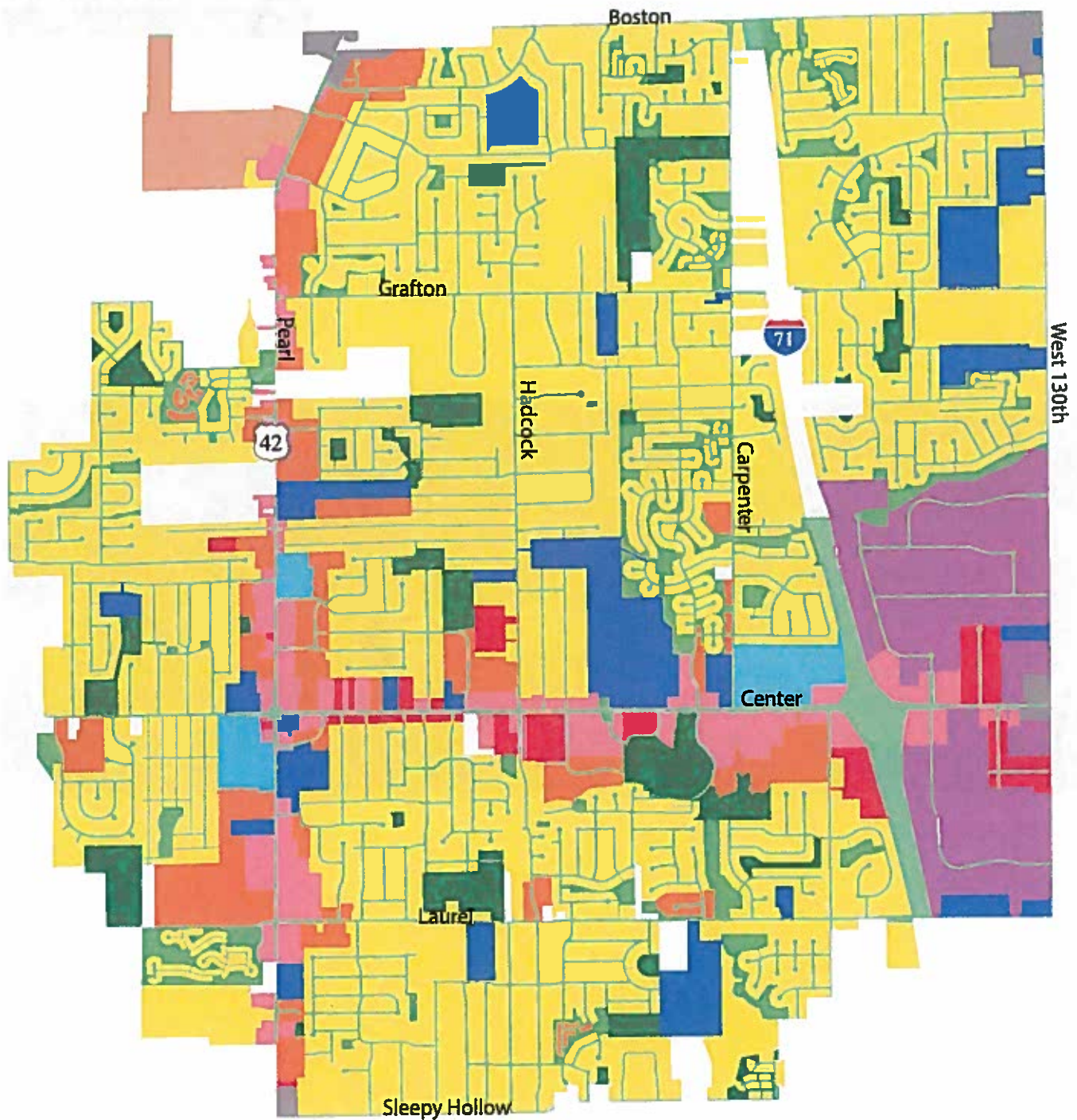
Ensuring the Highest and Best Use of Land

One of the most important components of the Comprehensive Plan Update is the Future Land Use Plan. The Future Land Use Map (see next page) shows a vision of future land use in Brunswick based on public input gathered throughout the planning process and input from City Administration and staff. The City of Brunswick has relatively little residential and commercial land remaining for development. As a result, the Future Land Use Plan should guide both development and redevelopment within the City. The Future Land Use Map should be used as a tool to guide future land use policies and decisions, and reflects responsible use and reuse of land that is consistent with the community's visions.

It is important to note the distinction between the Future Land Use Map and the Zoning Map. The Future Land Use Map is a guiding, advisory document that provides a community vision for future growth and development. The Zoning Map is the legally binding statutory authority controlling the use of a property and the density and character of development. The Future Land Use Map has no legal authority and any change to the Zoning Map must be approved through an amendment to the City's Zoning Ordinance by Council Resolution.



Future Land Use Plan



- Mixed Use Retail/Office
- Retail Commercial
- Gateway Commercial
- Office/Professional
- Industrial
- Community Facilities
- Parks and Recreation
- Open Space

- Single Family Residential
- Multi-Family Residential
- Farm
- Roadway Right of Ways
- Unincorporated



FOCUS AREAS



Focus Areas

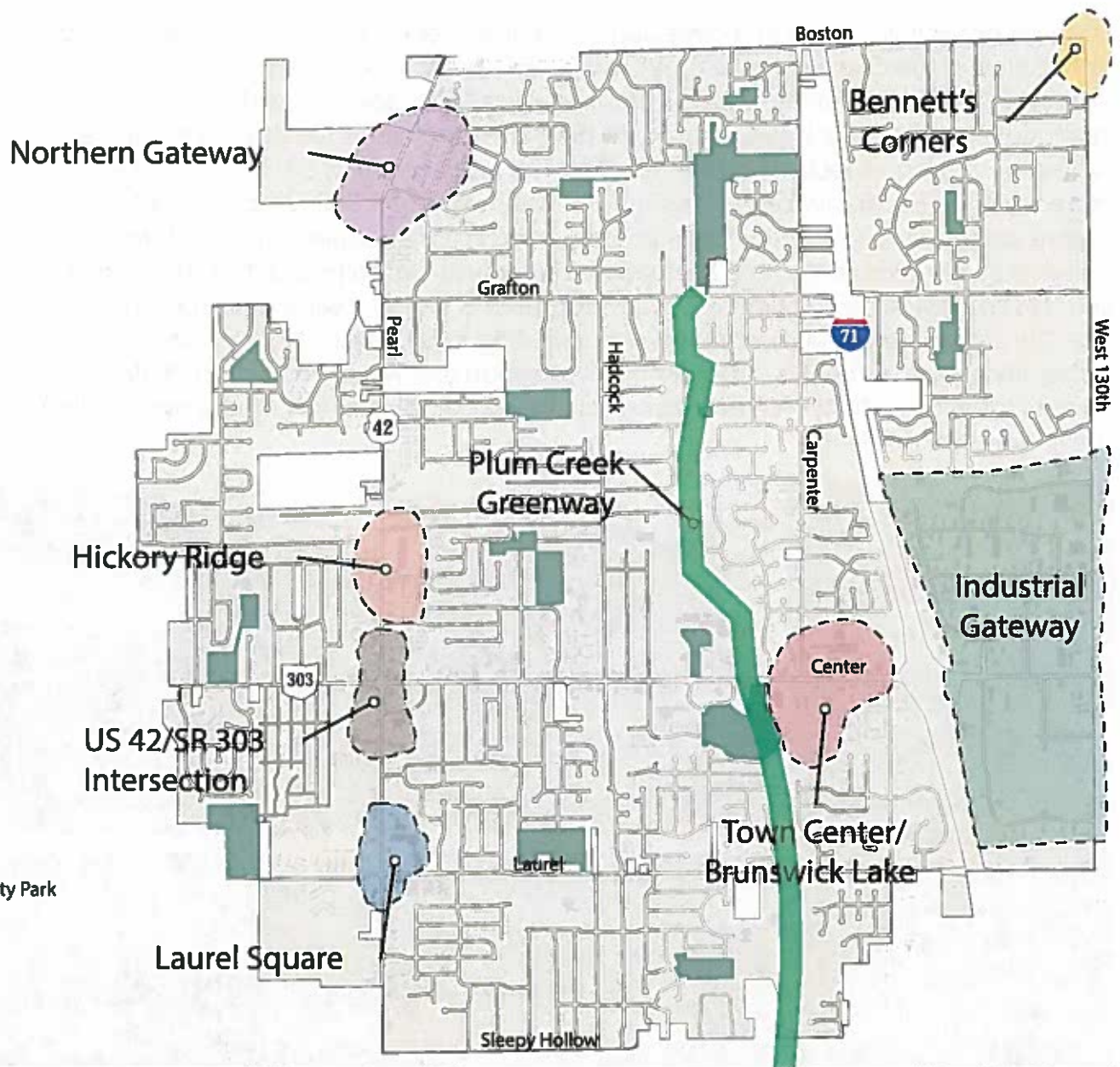
Strategic Implementation Areas

The Universal Themes established in this plan are broadly applicable to the City of Brunswick as a whole, but to maximize impact it is necessary to concentrate strategically within geographic Focus Areas tailored to fit particular neighborhoods, as well as overarching City priorities. As such, this plan has identified four strategy-based Focus Areas most ripe for investment based on existing/future needs and their respective potential to promote citywide revitalization extending beyond their respective boundaries.

It should be noted that the Focus Area recommendations are only one dimension of the Plan Update. The Comprehensive Plan Update also includes unifying elements, which are necessary to ensure that the development nodes complement one another and do not consist of disjointed locations that have no visual or functional relationship to each other. The City's primary corridors must project a cohesive identity for Brunswick as a whole, while the Focus Areas will help determine how those unifying elements are carried out in each physical setting.

The plan's primary Focus Areas are pictured to the right with their characteristics and primary planning ideas outlined on the following pages as follows:

- Brunswick Lake
- SR 303/I-71 Interchange Area (North Town Center)
- Pearl Road Corridor
- Community Gateways
- Plum Creek Greenway
- Industrial/Business Area
- West 130th Street Corridor



Focus Areas

Focus Area

Brunswick Lake

Through much investment and development that is occurring within the Town Center development, the City has made great strides in creating a "City Center" on the shores of Brunswick Lake. In many respects Brunswick is a "Corridor City" with commercial and institutional land uses along Center Road (SR 303) and Pearl Road (US 42) serving as a city center for varying aspects of community life. The intersection of SR 303 and US 42 once served as the historic city center, though the widening of SR 303 removed the former town square configuration from the City's primary intersection. Further to the east down SR 303 City Hall acts as the civic center, the Recreation Center and high school act as the activity center and the Brunswick Lake Town Center development is the new center of retail and shopping. The City should continue to work towards investing in Brunswick Lake as a mixed-use activity center anchored by the 3Rs - Residential, Recreation and Retail. Attraction of viable retail tenants for vacant lifestyle center spaces will be crucial to establishing the overall vibrancy of the entire development.

Leveraging Catalytic Development

The four-story Comfort Suites hotel and Danbury Senior Living complex at the south end of the Brunswick Lake Town Center help anchor adjacent retail shopping areas and provide additional foot traffic for existing and future tenants.



Focus Area

Brunswick Lake

In 2018, Brunswick City Council passed legislation authorizing the City Manager to enter into a lease agreement that turns over operations of Brunswick Lake Park to the Medina County Park District until 2043. The City is currently engaged with the Medina County Park District in their development of an operations master plan for the Brunswick Lake Park. This collaboration is actively seeking opportunities to partner on the creation of a regional trail connection from Plum Creek Park just south of the Brunswick City limits to Brunswick Lake Park.

Continued partnership with the Medina County Park District will allow the City to focus its recreational resources on the Recreation Center and municipal parks while letting Medina County Park District lend its natural park managerial capacity and technical expertise to ensure Brunswick Lake Park serves as the crown jewel of the future Plum Creek Greenway.



Focus Area | SR 303/I-71 Interchange Area (North Town Center)

The big box shopping plaza and surrounding commercial parcels north of Center Road between North Carpenter Road and I-71 once served as the City's regional retail center, but suffer from a lack of anchor drawing power as newer, more desirable retail has gravitated south to Brunswick Lake Town Center.

The creation of a North Town Center Overlay District would serve as the logical extension of the Brunswick Lake Town Center and represents the City's most viable location for higher-density mixed use development that incorporates office uses.

The North Town Center is one location where the City or future Community Improvement Corporation (CIC) may wish to acquire some strategic parcels. The purpose of land acquisition in this concept area will be primarily to maintain some measure of control over the future development of the area. As a property owner, the City or future CIC will be able to choose the conditions under which the property becomes available for development and make targeted use of incentives. Due to the size and complexity of the existing and future properties in this location, partnering with other communities in the provision of incentives will be essential.

Changes in Retail

Changing preferences in traditional bricks and mortar retail have shifted from autocentric suburban shopping plazas to experience retailing where civic amenities and spaces increase social interaction. This trend provides an opportunity to repurpose the shopping center at the northeast corner of Center Road and North Carpenter as a vibrant, mixed-use setting.



Case Study: Liberty Center (pictured above) along I-71 in Southwest Ohio is an example of a modern lifestyle center with a civic gathering space.

Focus Area

Pearl Road Corridor

Revitalization Zone

Dated Retail & Aging Infrastructure

Pearl Road's economic function is impaired by several factors, including the continuation of a rural character that does not reinforce the idea of a commercial corridor, large physical distances between businesses in existing, rural-scale buildings, poor property appearance, low traffic volumes (compared to SR 303), lack of major destinations, and deferred road maintenance.

Brunswick's retail sector must be differentiated from the Medina and Strongsville sectors by either focusing on local needs or by using specialty offerings to draw customers with specific interests from a wide trade area. Pearl Road will be particularly problematic for retail because of its low traffic counts and lopsided housetop counts. Pearl Road, however, has relatively calm traffic, good access from Strongsville and (to some extent) Medina, and many attractive features, including available land and buildings in a variety of sizes and exceptional views.

Perhaps most significantly, Pearl Road suffers from a lack of consistent visual identity. Without well-known destinations or other distinguishing features, Pearl and Center Roads looked like little more than variations on a theme: two of the many outdated, nondescript commercial strips that can be found throughout Greater Cleveland.

Consideration should be given to creating an overlay district along portions of SR 303 and/or US 42 to enhance existing shopping centers and streetscapes along those corridors. An overlay district would allow for the implementation of "look and feel" changes to the buildings and streetscape without the need for rezoning. The district would help establish the "sense of place" along the main commercial corridors in Brunswick that they currently lack.

With many malls and shopping centers around Cleveland struggling and increased pressure on traditional retail stores from online marketplaces, the need for additional retail space in the future may be limited. Brunswick has a number of shopping centers that are struggling to keep tenants and, with competition from both Strongsville (big box stores) and Medina (small boutique stores downtown), Brunswick needs to establish a niche in the regional marketplace.

Focus Area

Gateways

Community Entrances

Creating Positive First Impressions

The City's numerous entryways need to be treated as marketing opportunities that send signals to prospective homeowners or investors and this cannot be limited to a simple welcome sign at the City line.

Creating a sense of place is important for promoting the assets of your City as well as attracting new residents. Cities that are successful in placemaking are able to build off their unique assets and promote these advantages regionally. Brunswick has many wonderful assets including: Brunswick Lake, Mapleside Farms, great neighborhoods, wonderful business parks, and a convenient location to both Akron and Cleveland. The City needs to enhance these assets to continue to attract new residents and diversity.



Focus Area

Plum Creek Greenway

Creating a Regional Greenway

Though the City has many trails and walking paths within parks and in neighborhoods, there are few connections between neighborhoods or to the City's major assets. Linking these assets together would encourage a more frequent use of assets, enhance neighborhoods, promote a healthy lifestyle, and provide an alternative mode of transportation to avoid congested roadways.

Critical Gaps

There are significant gaps in the existing trail and sidewalk networks. One focus is to identify locations to create potential trail improvements within the City that would connect both bikes and pedestrians to Brunswick Lake and the Town Center area.

Sidewalk Inventory

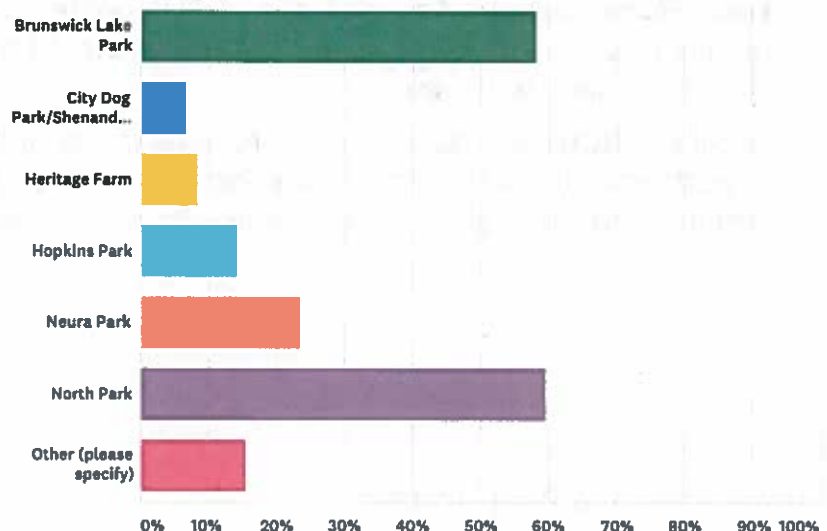
Some of the City roads (particularly south of Laurel Road) are rural in nature and lack any pedestrian facilities. This discourages residents from walking outside of their neighborhood. The City should develop a sidewalk inventory and prioritize locations where new sidewalks would best connect residents to City assets.

Economic Benefits

In addition to ecological benefits and enhanced trail connectivity, there are many recent studies that show positive property value increases with proximity to park land. A connected and comprehensive park system also attracts millennials who are attracted to live, work, and play environments.

Community Survey

Residents cited North Park, Brunswick Lake, and Hopkins Park as three of the top four most visited parks which makes a potential Plum Creek Greenway a logical connection between these recreational nodes of bicycle and pedestrian activity.



Focus Area

Plum Creek Greenway

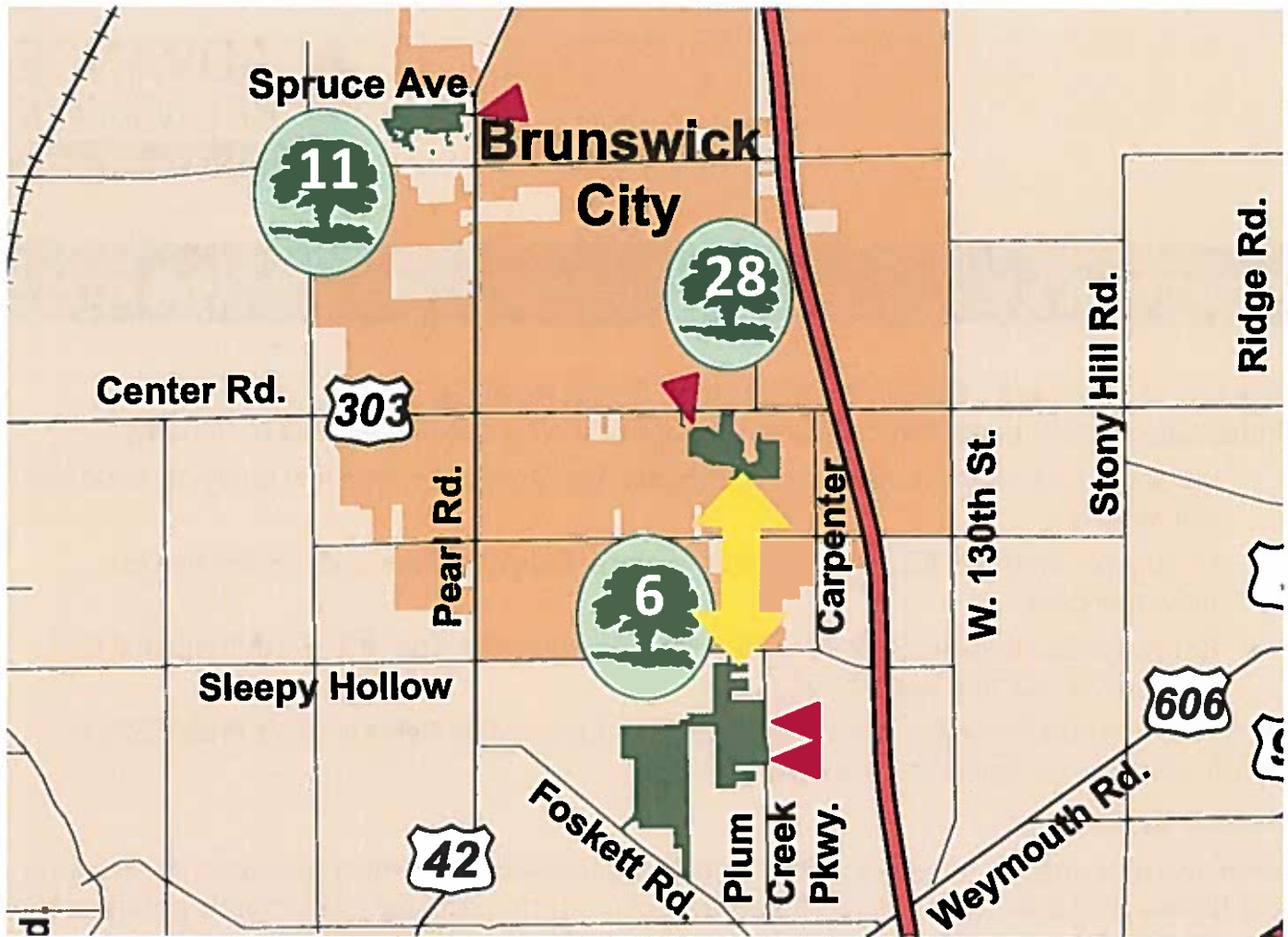
Opportunity exists to create a central greenway spine through the community linking the City's three most utilized parks - North Park, Brunswick Lake Park and Hopkins Park - along the Plum Creek Greenway. In the future the trail system should connect as many City neighborhoods as possible to "The Spine" and ultimately the greenway should tie to Cleveland Metroparks Mill Stream Run Reservation to the north in Cuyahoga County in the long-term. In the short-term existing sidewalk gaps should be filled as part of programmed roadway reconstruction projects.

Future trail development may include connector bike/pedestrian routes radiating off of the north-south Plum Creek Greenway and spur off east-west to connect neighborhoods, schools, institutions, and businesses to maximize trail accessibility and usage at a community-wide level.

On-street bicycle facilities (e.g. future bike lanes) could provide east-west connections along Grafton Road and Laurel Road, while on-street signed routes with sharrow pavement markings could extend connections along low-volume streets within residential subdivisions.

Collaboration will be critical in realizing the ultimate vision for the Plum Creek Greenway with key partners including:

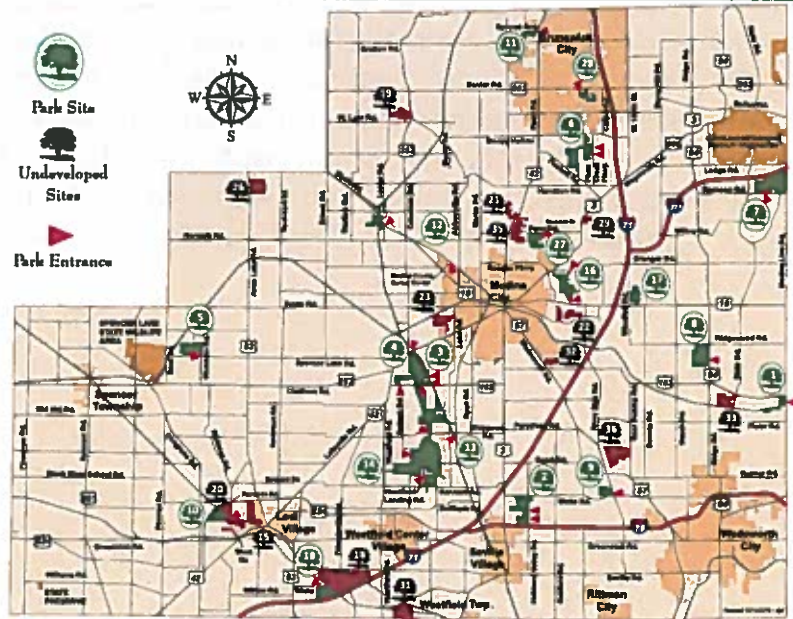
- **Medina County Park District** - operators of the Brunswick Lake Park, owner/operators of Plum Creek Park to the south of the City limits;
- **Brunswick City Schools** - Safe Routes to Schools are a critical piece of any non-motorized travel plan, with both the high school and Towslee Elementary adjacent to Plum Creek;
- **Local Home Owners Associations** - HOAs possess an abundance of dedicated greenspace property along Plum Creek and should be proactively engaged in the trail alignment discussion; and
- **Local Institutions** - stakeholders engaged in the outreach effort indicated a willingness to partner with potential trail enhancements including the voluntary dedication of an easement for the trail by Grace Baptist Church on Laurel Road.



Creating Regional Linkages

Establishing a greenway along Plum Creek would connect two major parks in Northern Medina County (Brunswick Lake Park and Plum Creek Park), and serve as a potential first step in creating a larger trail network that connects to other communities across the County.

Medina County Park District



Focus Area

Industrial Area (East Gateway)

The City of Brunswick's Eastern Gateway along Center Road (SR 303) is home to three industrial/business parks that collectively comprise the light industrial area of the City:

- Industrial Park North is 260 acres nearing full buildout, but with a few ready-to-build lots still available;
- Commerce Center is 85 acres adjacent to North Industrial Park and it is the newest industrial park;
- Brunswick South Business Park is 79 acres located across from the North Industrial Park south of SR 303 and east of I-71.

All three industrial/business parks are in the City's Community Reinvestment Area (CRA) in which property tax abatements are possible.

Future Challenges

With available space limited within the industrial parks, emphasis must be placed on ensuring the highest and best use of undeveloped land in order to maximize its economic potential to increase the City's municipal revenue streams. As the City approaches buildout and seeks to increase earnings, it must attract a diverse, yet complementary mix of businesses.

While the City possesses a multitude of local businesses, especially in the industrial and retail sectors, Brunswick does generally lack office space and employment consistent with an outer ring suburb with solid demographics, excellent interstate freeway access, and affordable property values and reasonable tax rates. The presence of high speed fiber is also attractive for prospective end users and should continue to be marketed aggressively along with the City's growing innovation ecosystem evidenced by the presence of Cuyahoga Community College, Southwest General, and Cleveland Clinic campuses along Center Road.

Focus Area

West 130th Street Corridor

West 130th Street serves as the City's eastern most border with neighboring Hinckley Township, as well as the eastern bookend to the City's three industrial/business parks. With close proximity to I-71, West 130th Street has the potential to accommodate additional future commercial/industrial development especially where opportunities may exist to extend partnerships beyond the City's boundaries.

Hinckley Township's 2015 Comprehensive Plan recommends expanding commercial development opportunities outside of the Township's existing CRA to grow new economic opportunities by supporting:

- limited manufacturing and commercial at the southeast corner of West 130th Street and Babcock Road;
- limited manufacturing and commercial on West 130th Street, south of Sleepy Hollow Road to the southern portion of the township.

Furthermore, the Hinckley Township Comprehensive Plan recommended collaborating with neighboring communities to promote development along the western boundary of the Township through creative economic development strategies including the potential implementation of Joint Economic Development District (JEDD).

The City of Brunswick is approaching buildout and limited geographically by locations that can accommodate future light industrial growth. Conversely, Hinckley Township has an abundance of developable land, but being unincorporated, cannot collect local income tax, has limited revenue, and faces growing residential development pressure which is straining services and infrastructure needs. Both local governments could potentially benefit from a Joint Economic Development District (JEDD) which would allow for the levying of a district-wide income tax and the provision of municipal services in unincorporated areas.



IMPLEMENTATION STRATEGY



Implementation Strategy

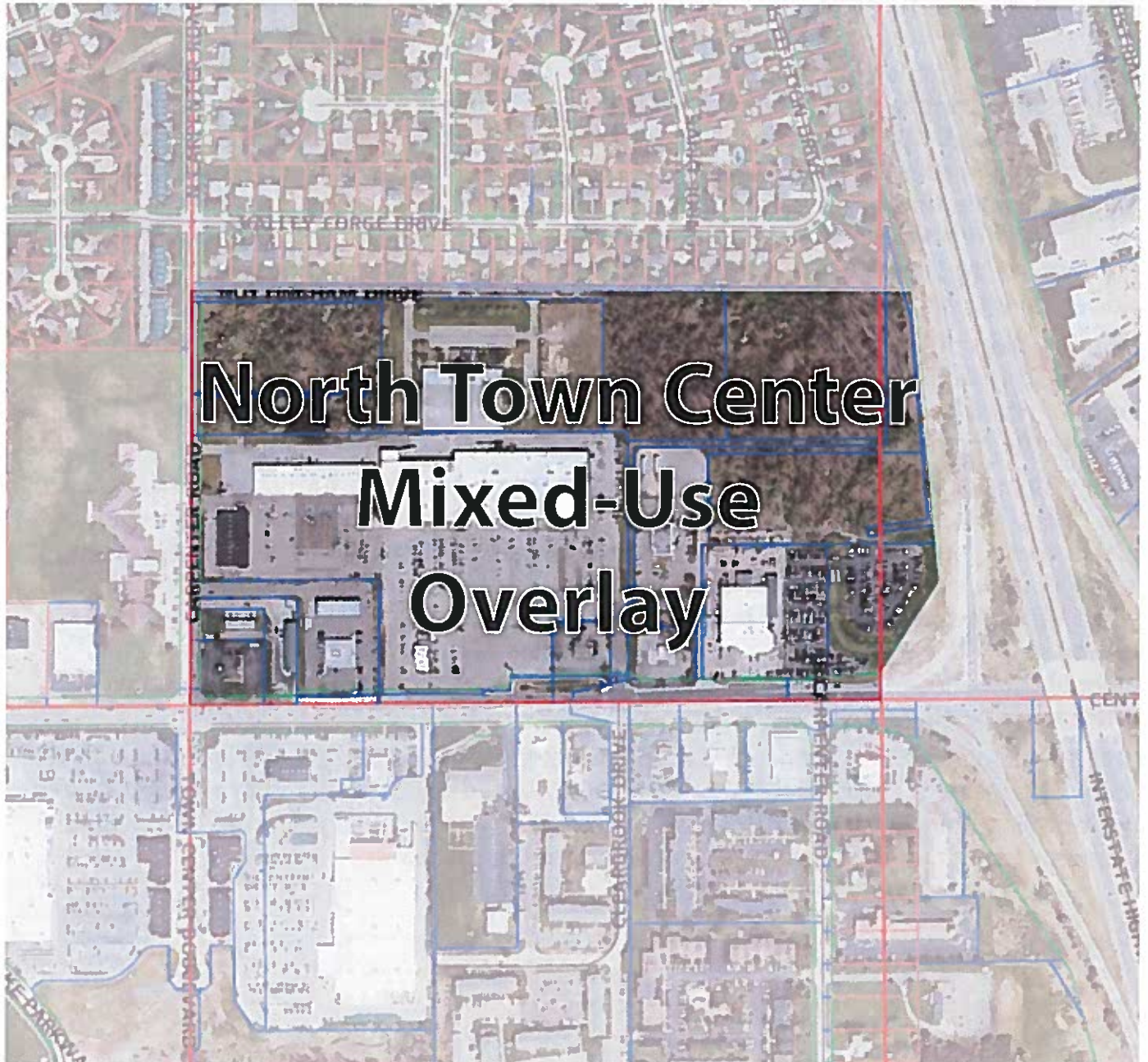
North Town Center Overlay District

The implementation of an overlay district would help stimulate infill redevelopment within the shopping plaza at the northeast corner of Center Road and North Carpenter Road. This area is a logical northern extension of Town Center across Center Road, and the City's most logical location for higher density, infill mixed-use development in proximity to interstate access, high traffic volumes, and freeway visibility developers covet.

Allowing for vertical development of office space would present an opportunity to increase the City's tax base by repurposing again and/or obsolete commercial parcels.

The North Town Center should also provide an opportunity to increase building heights to maximize space and density in an effort to acquire corporate office tenants as the City currently does not have a large amount of office space. With the Greater Cleveland market and the Midwest in general offering a lower cost of living and a relative lack of natural disasters, the local market has become increasingly desirable to host the back office operations of tech companies headquartered on the Atlantic and Pacific coasts. Emphasis should be placed on ensuring flexible spaces that can be reconfigured as changes in technology are constantly redefining traditional needs for both retail and office space in an increasingly technologically advanced setting where online purchasing, telecommuting, and virtual conferencing are becoming more commonplace.

The north edge of the North Town Center may be an ideal location for development of single family townhomes within walking distance of the Town Center while forming a gradual transition between higher density mixed-use development to the south and existing single family detached homes in the Heritage Park residential subdivision to the north located in the Low Density Residential District.



Implementation Strategy

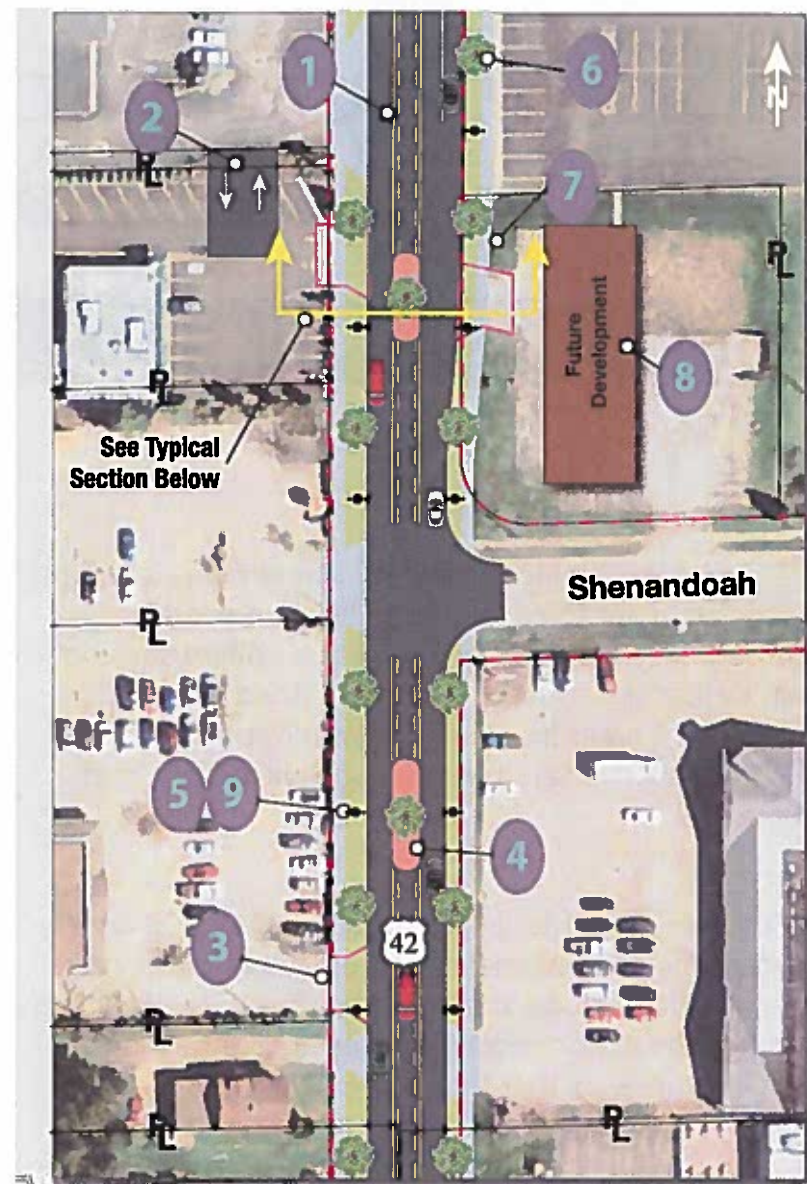
Upgrade Pearl Road Streetscape

The Pearl Road corridor north of Center Road and south of Keller-Hanna Drive presents a deteriorated appearance in terms of the physical character of the roadway making this segment of Pearl Road a logical choice for investment through targeted placemaking and pedestrian and streetscape enhancements. The Hickory Ridge District and Historic Town Center were identified as priority areas by residents through the public engagement process reinforcing the notion that the older commercial segment of Pearl Road between Center Road and Keller Hanna Drive is in need of functional enhancements (e.g. access management, sidewalks, etc.) and a cosmetic overhaul.

Not only does this segment of Pearl Road present an opportunity to improve safety, beautify the streetscape, and encourage walkability, it also provides a chance to create a consistent corridor typology that can be transposed and used as a model for other segments of Pearl Road in the future when funding becomes available.

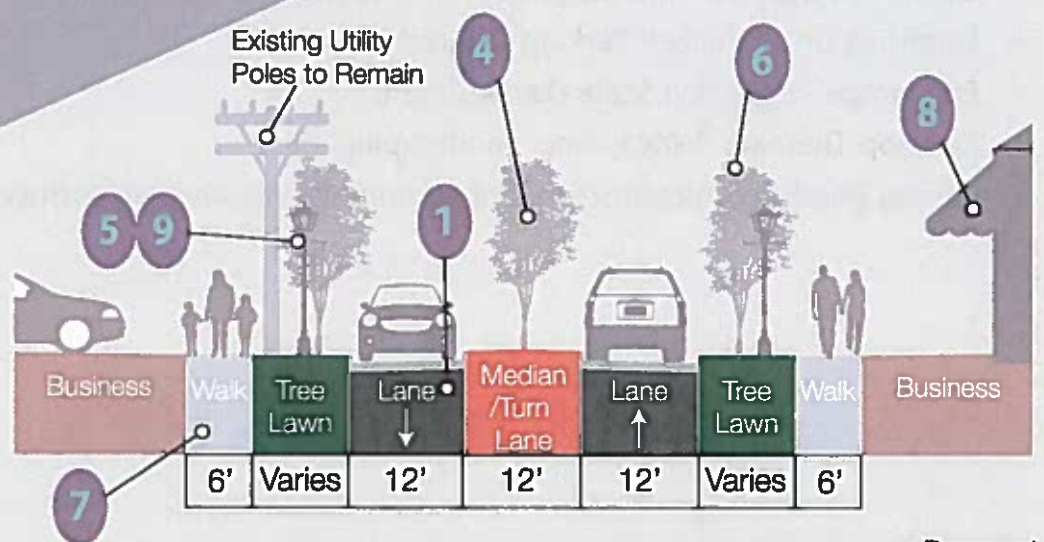
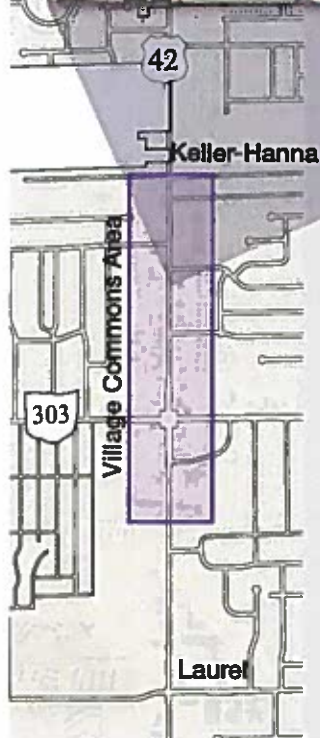
Many enhancements along this segment of the corridor can be performed at a relatively low capital cost (e.g. tree planting, drive consolidation with voluntary work agreements), but ideally these improvements would be coupled with a major reconstruction that addresses safety issues along an ODOT-identified high crash location route with known safety concerns while also remediating drainage issues and upgrading sidewalks. The future construction of Brunswick Middle School to the south along Pearl Road reinforces the need for safe and accessible pedestrian facilities to provide safe routes to schools. Efforts should be made to integrate pedestrian-scale development into the Hickory Ridge Overlay District.

Challenges to implementation include funding constraints due to the existing maintenance of roadway pavement citywide, the abundance of overhead utility poles within a limited existing right-of-way, unincorporated parcels with different Township zoning, and business/private property owner buy-in to the value of drive access consolidation.



Proposed Improvements

- 1 Reconstruct/resurface roadway pavement
- 2 Promote shared parking to reduce number of driveways
- 3 Remove redundant drives/Create access management guidelines
- 4 Install raised medians with landscaping where feasible
- 5 Add pedestrian-scaled lighting
- 6 Add salt resistant street trees in tree lawn
- 7 Install 6'-wide walk along entire corridor
- 8 Encourage development closer to the street
- 9 Create themed signage & wayfinding along the corridor



Existing Right-Of-Way
Proposed Pearl Road Typical Section

Proposed Right of Way
 Needed at Some Locations

Implementation Strategy

Hickory Ridge Overlay

Targeted Placemaking

Model Overlay District “Test Site”

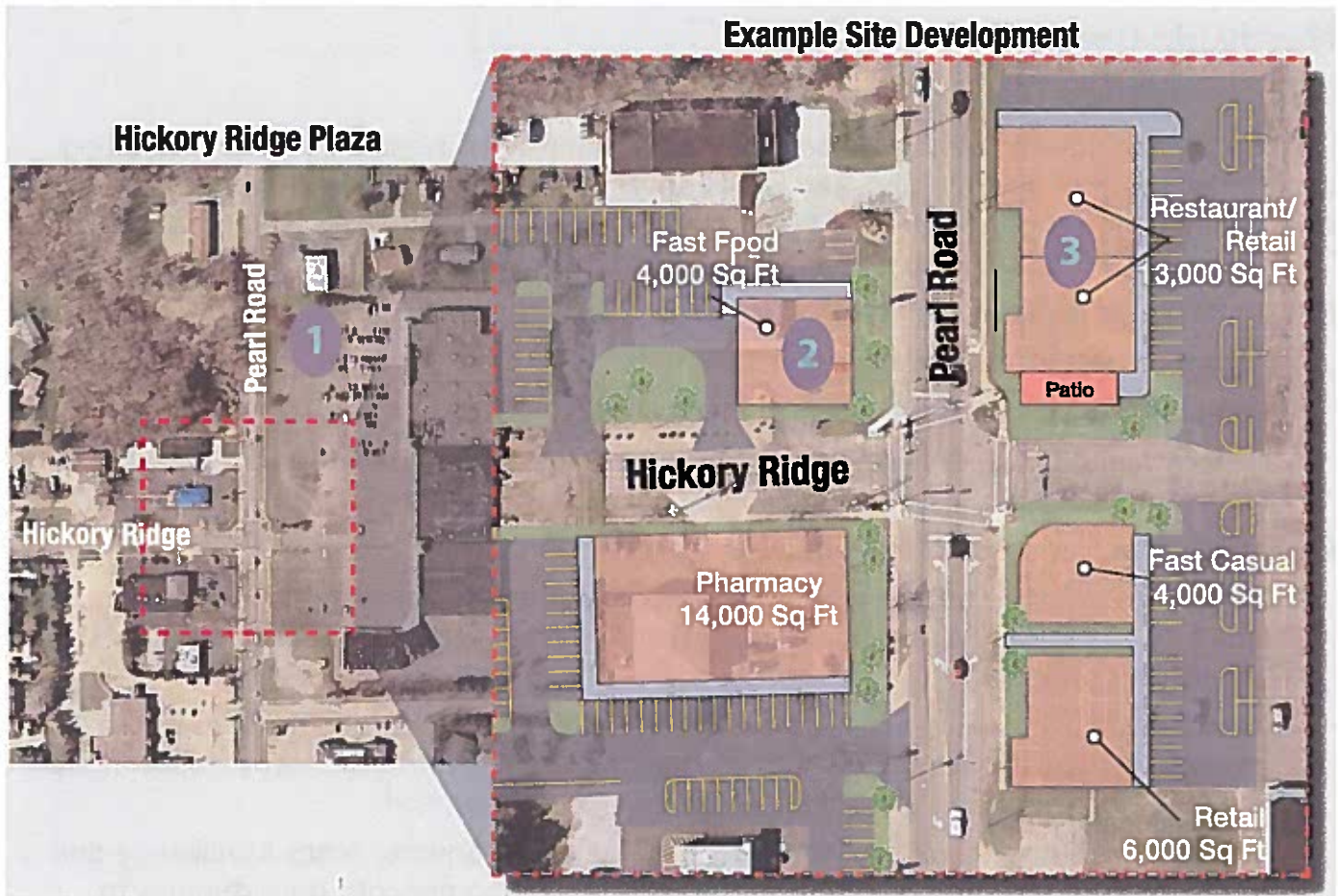
The City’s main commercial corridors (SR 303 and US 42) lack cohesion, where many locations have varying land uses and intensities directly adjacent to each other. This plan needs to address these issues and incorporate land use policy that begins to create a unified sense of place. Hickory Ridge and the Historic Town Center (intersection of Center Road and Pearl Road) were both identified as priority reinvestment areas by residents, with opportunities for complementary infrastructure investments that improve safety, encourage walkability, and beautify the corridor.

Overlay District

Consideration should be given to creating an overlay district along portions of SR 303 and/or US 42 to enhance existing shopping centers and streetscapes along those corridors. An overlay district would allow for the implementation of “look and feel” changes to the buildings and streetscape without the need for rezoning. The district would help establish the “sense of place” along the main commercial corridors in Brunswick that they currently lack.

Purpose of Overlay District

- To Create a “Place” or Destination along Pearl Road
- Use as a Model for other Segments of Pearl Road in Future
- Extensive Underutilized Parking (Shared Parking)
- Encourage Pedestrian Scale Development
- Develop Theming (Wayfinding, Landscaping, etc.)
- Pairing Roadway/Infrastructure Improvements with Overlay District



Implementation Strategy

Gateway Overlay Districts

Northside Gateway

Leveraging Mapleside Farms as a District Anchor

Community and stakeholder input cited the North Gateway/Mapleside Farms district along Pearl Road, south of Boston Road, and Laurel Square as gateway areas with opportunities for community-scaled retail centers and potential for increased placemaking beyond standard “Welcome to the City” signage.

Opportunities for gateway placemaking include:

- Enhanced gateway signage & wayfinding;
- Branding of districts in conjunction with promotion of local businesses; and
- Concentration of future multi-family housing around these mixed-use development nodes to foster a sense of community and increase walkability.

Challenges to achieving welcoming gateways include:

- Large portions of unincorporated land, especially at North Gateway/Mapleside Farms, limit City control of development patterns so a constructive dialogue with Brunswick Hills Township is critical;
- Compatibility with adjacent uses is a challenge along the more rural portions of the corridor, particularly along the south edge of the City just north of Sleepy Hollow Road where the transition to a suburban setting is rather abrupt; and
- The suburban form of existing development (e.g. Laurel Square) poses a challenge due to the expansive sea of pavement, yet this excess parking provides opportunities to promote desirable infill development at a walkable scale if planned properly.



Implementation Strategy

Gateway Commercial

Bennett's Corners

Providing Symmetry at the Northeast Gateway

Gateway Commercial Development at Bennett's Corners provides an opportunity to:

- Encourage the creation of new and the enhancement of existing commercial districts serving adjacent residential neighborhood areas;
- Encourage the creation of neighborhood activity centers as focal points along transportation corridors; and
- Encourage quality and variety in building and landscape design as well as compatibility in use and form, where appropriate.

The Gateway District (GW-C) is established to provide for needs for both convenience goods and the more common recurring shopping goods, personal services and household services.

Providing a Consistent Gateway

Gateway Commercial development at Bennett's Corners would provide consistency with the City's other gateway districts, as well as neighboring communities' development patterns at the adjacent intersection corners.





Implementation Strategy

Transitional Residential Overlay

Creation of a Multi-Family Residential Transitional Overlay would focus multi-family development at strategic development areas that provide density at walkable neighborhood scales with New Urbanist principles. Concentrating townhome and multi-family development around nodes of commercial activity will foster a sense of place within the community and provide a logical transition between higher intensity uses and single-family residential neighborhoods. A potential application at the edge of Bennett's Corners (see next page) could be replicated at similar locations in the City where businesses and residents would dually benefit.

Property Maintenance & Code Enforcement

Dedicating resources to increased code enforcement for aging apartment complexes and single-family rentals will help ensure that aging multi-family housing units are kept in quality condition and preserve surrounding property values. Rental housing is an essential part of the housing supply so the goal of code enforcement and inspection strategies is not to drive landlords out of business, but to set standards and raise the housing quality bar. Good landlords are a community asset who can successfully partner with local government to stabilize neighborhoods and reuse problem properties.

Case Study

Housing Permit - Bay Village

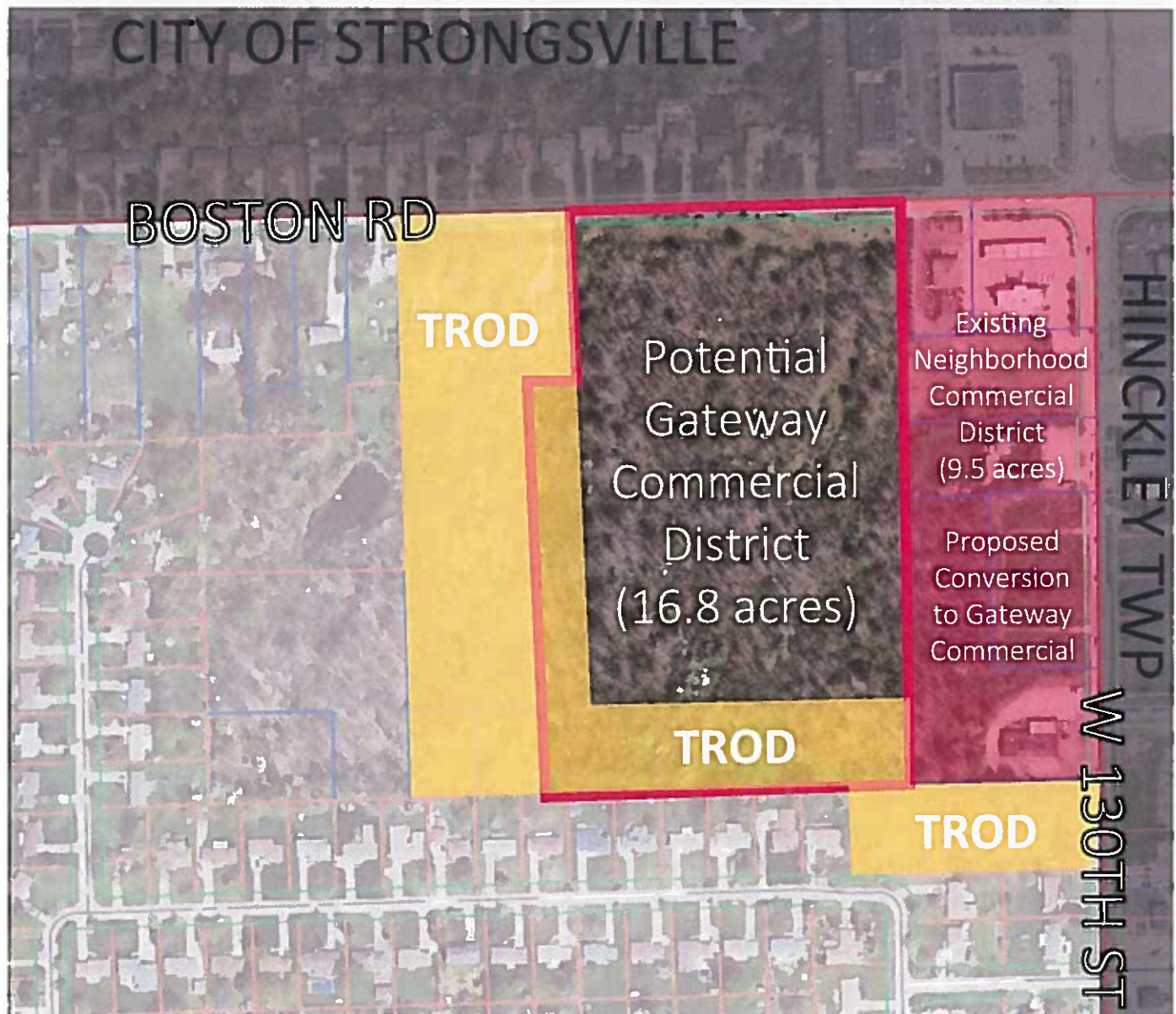
In the City of Bay Village all rental properties must be registered with the Building Department. There is an annual Housing License fee of \$75.00. Fees are not prorated. Rental properties are inspected annually.

The owner will be notified of any violations and shall correct the violations within a period of time as prescribed by the inspector. All violations will be re-inspected prior to issuing the Housing License.

City of Bay Village 350 DOVER CENTER ROAD BAY VILLAGE, OH 44140	Application For Housing License	SAFEbuilt Building Department (440) 899-3400
Rental Property Address: _____		
Property Owner's Name: _____		
Property Owner's Address: _____		
Email Address (Required): _____		
FEES: In accordance with Section 1365.09 (a) of the Codified Ordinances of the City of Bay Village:		
An application for a HOUSING LICENSE shall be accompanied by a non-refundable fee of \$100.00 per year, per dwelling unit. The Building Department accepts cash or checks. Checks should be made payable to the City of Bay Village. Return this application and fee to the Building Department, 350 Dover Center Road, Bay Village, OH 44140. Per C.O. 1363 (a), inspections are required, as determined by the Building Department.		
License will be valid upon the completion of the Annual inspection and any violations are corrected. All electrical, heating, ventilating, air conditioning, plumbing work MUST be completed by a registered and licensed contractor.		
Return this application and fee no later than April 1, 2015, or an additional late fee of \$100.00 will be imposed.		
I declare, under penalties for perjury, that this application has been examined by me and is true, correct, and complete.		
_____ Name (Type or Print)	_____ Signature (For Permission to Inspect Property)	

Transitional Residential Overlay (TRO): Potential Application

Providing a TRO as a “step-down” in development intensity from dense commercial uses to single-family residential neighborhoods would provide opportunities to provide more housing types (e.g. townhomes) currently lacking in the Brunswick market.



Transitional Residential Overlay District (TROD)

Implementation Strategy

Plum Creek Greenway Trail

Building the Spine of the Trail Network

A Phased Approach

Sleepy Hollow Section

This section completes the final link to Plum Creek Park and connects the Greenway to The Buckeye Trail. Though the least developed section of the Greenway, the future alignment must allow for future development to occur. Partnerships will play a major role as portions of the Greenway are in Brunswick Hills Township and within the Medina County Park District.

Brunswick Lake Section

This section will connect the existing Brunswick Lake Trail to the City's southern neighborhoods and ultimately Plum Creek Park. The Greenway mimics the creek alignment, making this section very wooded and scenic. The many implementation challenges along this segment include private property acquisition, floodplain impacts, steep grades and the need for multiple bridges/culverts.

Old Mill Village Section

This section provides opportunities to link critical City assets including multiple schools, recreation center, library and athletic fields to Brunswick Lake. Minimizing impacts to the Plum Creek Floodplain as well as outreach and approval from The Old Mill Village Home Owners Association (HOA) and Brunswick City Schools is imperative.

POTENTIAL TOOLS FOR IMPLEMENTATION

(to be determined based on funding levels, fiscal constraints, preliminary engineering and environmental considerations):



Primary Funding Sources

- ODNR Land & Water Conservation Funds
- ODNR Clean Ohio Trails Funds
- NOACA TLCI Implementation Funds
- ODNR Recreational Trails Funds



Secondary Funding Sources

- OPWC Greenspace Conservation Funds
- Congestion Mitigation and Air Quality (CMAQ) Funds
- Transportation Alternatives (TA) Funds



Partnerships

- Medina County Parks
- Brunswick City Schools
- Grace Baptist Church
- Rocky River Watershed Council
- Local Home Owners Associations



Match Funding

- \$200k SCP Funding for Plum Creek Improvements
- \$600k Brunswick Lake Fund for Improvements within Brunswick Lake Park

Plum Creek Greenway

The proposed 4.5 mile Greenway will be the first of its kind in Brunswick. Linking key regional assets via a 10 foot-wide multi-use trail. The Greenway will begin at Plum Creek Park and head northward, crossing into Brunswick City limits and ultimately connecting Brunswick Lake, Brunswick High School, Willetts Middle School and North Park together. Along the way multiple residential subdivisions will also be linking to the Greenway via spur trails. The Plum Creek Greenway will act as a spine for future multi-modal development within Brunswick.

Legend

-  Preliminary Greenway Alignment
-  Alternative Greenway Alignment
-  Existing Trail
-  City or School Owned Property
-  Home Owner's Association Property
-  Church Property
-  Brunswick Hills Township

Opportunities

The Greenway provides a unique opportunity within the City to construct an off-road trail network that links major city assets. The majority of this Greenway could be constructed within public or quasi-public (Home Owner's Association) property. When fully constructed, the Plum Creek Greenway can connect further to other regional trails including the Cleveland Metro Parks and provide Brunswick with a direct multi-modal link to the region.

Directly Connects

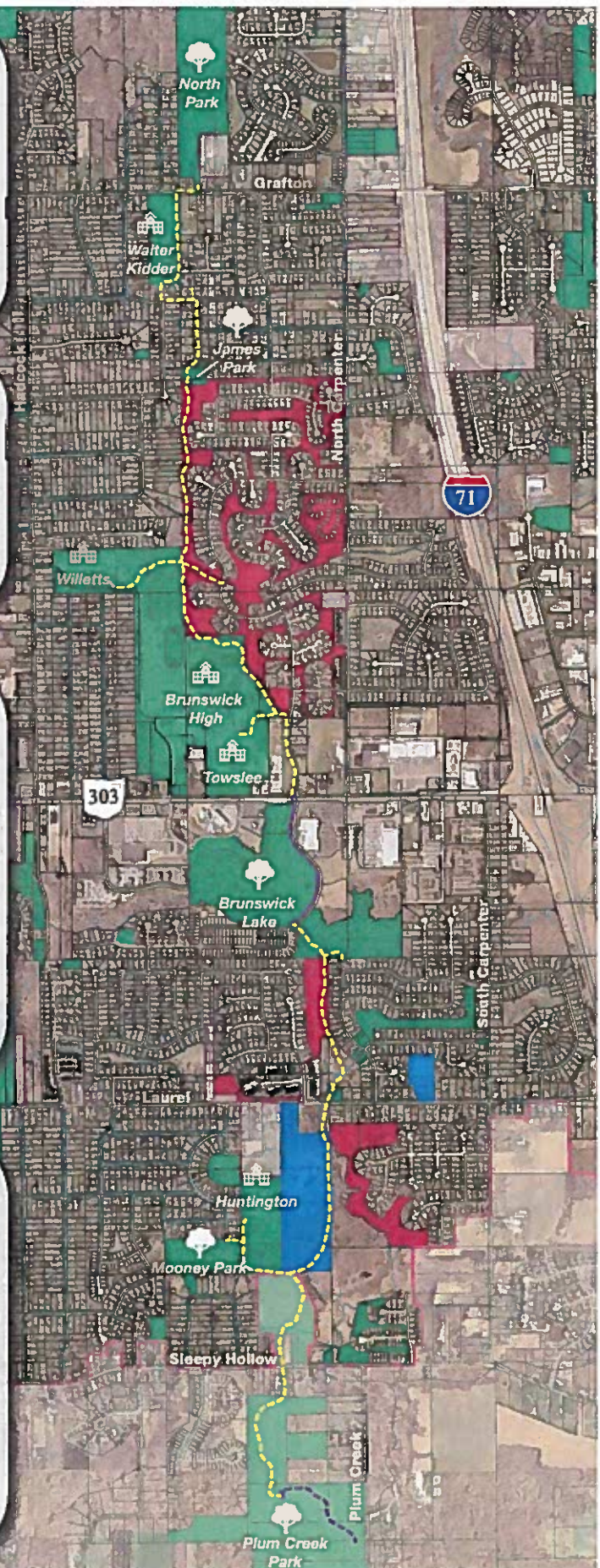
- 5  City & County Parks
- 5  Brunswick City Schools
- 6  City Neighborhoods
-  Institutional Assets including Grace Baptist Church

Challenges

The completion of the Greenway has multiple hurdles to span in order to become a reality. There are many physical impediments The Greenway must mitigate prior to construction including: wetlands, floodplain impacts and tight public right-of-way. But the biggest challenge, particularly to the south, is time as land continues to develop along its path. The time to act is now before further development makes The Greenway more difficult.

Potential Barriers

-  Project Costs
-  Multiple Segments within Designated Flood Zone
-  Easements from Private Property Owners
-  "Not In My Backyard" Fears - Education of Residents
-  Requires Multiple Jurisdiction and Stakeholder Buy-In



Implementation Strategy

Greenway Connectors

Enhanced Property Values

Increased Tax Revenue

Study after study has shown that parks and trails have a positive impact on nearby residential property values. All things being equal, most people are willing to pay more for a home close to a nice park or trail. The property value added by park and trail areas is separate from the direct use value gained by accessing the recreational amenity as property values increase even if the resident never visits the park or trail.

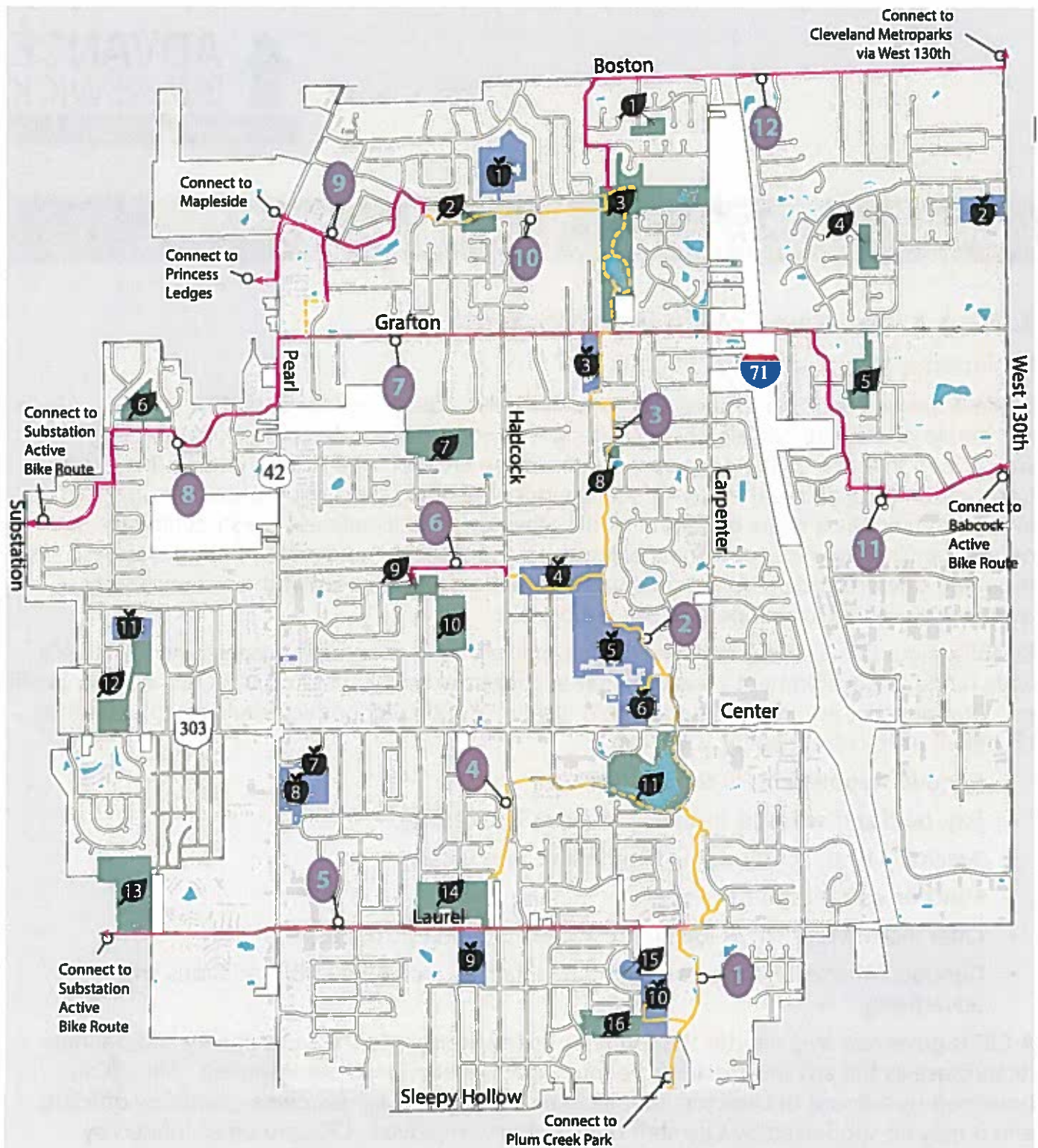
Property value is affected primarily by two factors: the distance from, and the quality of, the park or trail. While proximate value can be measured up to 2,000 feet from a park or trail, most of the value is within the first 500 feet.

In addition to increasing property values, the provision trail networks and park areas attract visitors both locally and regionally bringing outside dollars into the Brunswick economy as many recreational users will inevitably support local businesses during their trips. Imagining the future Plum Creek Greenway as a spine that eventually connects the Medina County Park District to Cleveland Metroparks and beyond poses substantial economic benefits to the community.

Economic Impact of Recreation: Case Studies

According to a 2013 report by the Trust for Public Land entitled "The Economic Benefits of Cleveland Metroparks" the State of Ohio's recreational facilities are a major driver for economic activity. Key findings included:

- 2.3 million annual visitors to Cuyahoga Valley National Park (CVNP)
- Spending by non-local visitors to CVNP supports 530 jobs alone
- Statewide the U.S. Department of the Interior reports activities in Ohio's recreation sector supported 1,170 jobs in 2012
- Ohio's 74 state parks annually attract 48.9 million day-use visits and 2.3 million overnight visits
- Inclusive of direct and indirect effects, these 2009 visitors generated \$15.4 million in state taxes and \$12.8 million in local taxes



Legend

- Future Bike Trail
- Future Bike Lanes
- Future Signed Route/Sharrows
- - - Existing Trail
- City Park
- School

Implementation Strategy

Establish a CIC

Taking a Proactive Role in Development

Facilitating Site Assembly

While Brunswick is home to several sites with catalytic development potential, private ownership of discrete parcels poses challenges in establishing site control of a property with critical mass for viable development. Exploring creation of a Community Improvement Corporation (CIC) allows the City to address this issue and take a more proactive approach in development as it nears buildout. Under Ohio law, municipalities face strict limitations on their abilities to participate in land acquisition, disbursal and development processes, including open records requirements that can make delicate negotiations with property owners or potential developers all but impossible.

Establishing a CIC is an effective way to streamline the development process and facilitate a wide range of development scenarios that enhance the municipal tax base. CICs are non-profit corporations that are enabled under Ohio law to carry out economic development initiatives on behalf of the municipality. CICs can:

- Conduct negotiations in confidence;
- Buy, hold and sell land, including at a loss if necessary;
- Assemble lands for resale, and land bank if necessary;
- Function as a master developer;
- Offer incentives, such as low-interest loans or strategic grants; and
- Conduct other economic development initiatives, including public relations and advertising.

A CIC is governed by a charter that outlines its relationship to the municipality and defines its purpose as the advancement of the municipality's economic development. The CIC is governed by a Board of Directors that includes residents, business owners and City officials, and it may be supported by City staff or a contract employee. CICs are often funded by an allocation from the municipality, although some also derive funds from development proceeds or other income sources.

Establishing a CIC would allow the City to take a more active role in ensuring that limited land available for development within Brunswick is put to its highest and best use in order to maximize municipal revenue streams.

Implementation Strategy

Update Industrial Zoning

Enhancing the Tax Base

Ensuring the Highest & Best Use of Land

The dedicated provision of sufficient and strategically zoned industrial space within a City is critical to the long-term vitality of the municipal tax base and ensures that Brunswick will be able to:

- Promote and preserve manufacturing areas as significant industrial generators;
- Facilitate the necessary infrastructure to accommodate a wide variety of corporate office, manufacturing, and technology uses;
- Accommodate existing traditional industries, while anticipating new technologies and business service uses; and
- Preserve appropriate location of industries that may have the potential to generate off-site impacts, while providing compatibility in use and form.

Careful refinement of the Light Industrial District zoning classification should be conducted as part of the future zoning code update, with an emphasis on precluding any uses that deprive the City of the highest and best economic use of the limited amount of undeveloped industrial property within its corporation limits. Currently permitted uses within the Light Industrial District include distribution/transfer facilities which bring minimal payroll, increased freight traffic on streets that are inadequate to handle additional truck volume (e.g. West 130th Street) while also posing a potential nuisance to adjoining residences, particularly in the neighborhood at the southwest corner of Center Road and West 130th Street along Fox Drive and Michael Drive.

Implementation Strategy

Partner with Brunswick Hills Township

Mitigating Political Fragmentation

Working Across Local Government Boundaries

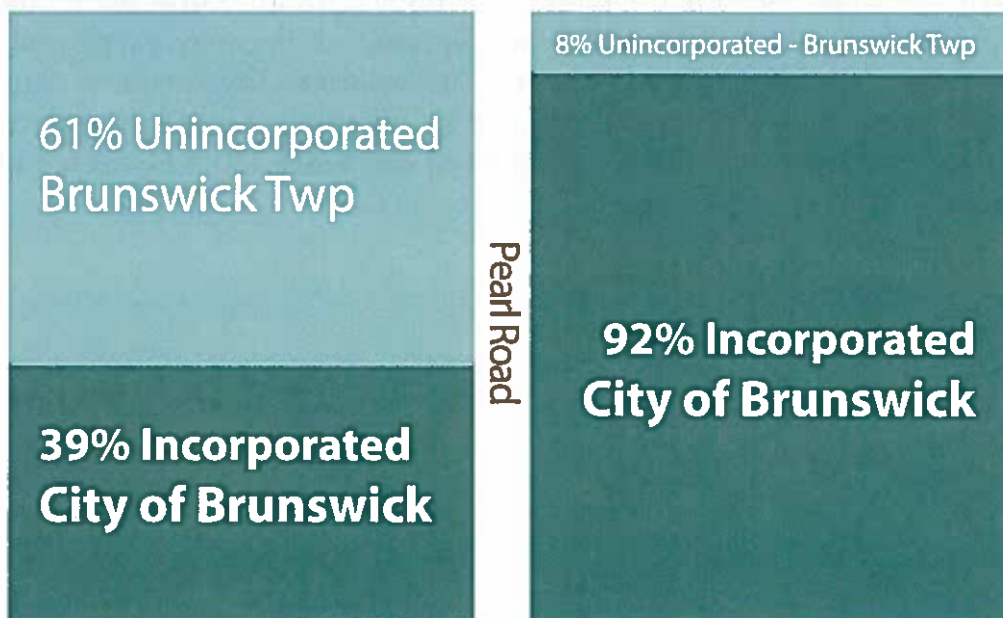
Strengthening and expanding partnerships with Brunswick Hills Township is crucial as the City and Township are intertwined not just geographically, but also through a common identity and shared public school district.

Both communities will need to give special focus to the Pearl Road corridor to ensure it is developed in a fashion that jointly enhances civic pride while also building the local tax base. Consistency in land uses, access standards, sidewalk facilities, and visual appearance will not occur in the absence of careful coordination and open communication. Without this level of collaboration, piecemeal development will continue to occur and prevent this major arterial from performing to its full potential as the economic engine for future growth along the western edge of the City.

FRONTAGE: Keller-Hanna Drive to Boston Road

WEST

EAST

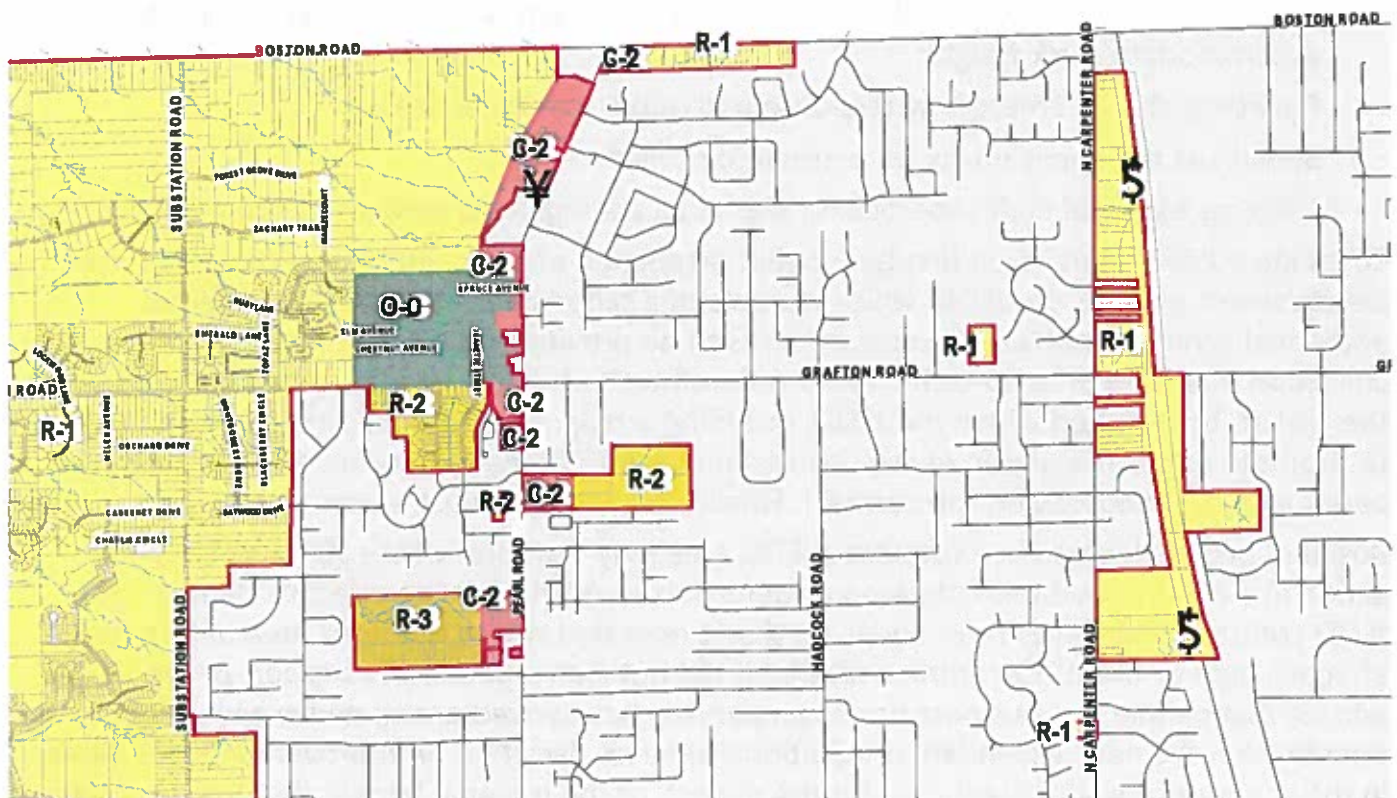


Asymmetrical Corporation Limits along Northern Pearl Road Corridor

The City of Brunswick and Brunswick Hills Township should collaborate to achieve a consistent feel and appearance along shared bordering segments of the northern Pearl Road Corridor.

Zoning Districts Map

Brunswick Hills Township, Medina County, Ohio



Legend

Existing Township Zoning

- R-R Rural Residential
- R-1 Residential
- R-2 Residential
- R-3 Residential

- C-1 Local Commercial and Multifamily District
- C-2 Community Commercial
- C-3 Highway Arterial Commercial District
- I-1 Industrial District
- O-C Open Space Conservation District
- PMUO Planned Mixed Use Overlay District

- Brunswick Hills Township
- City of Brunswick
- Park

Implementation Strategy

Partner with Hinckley

New Development Opportunities

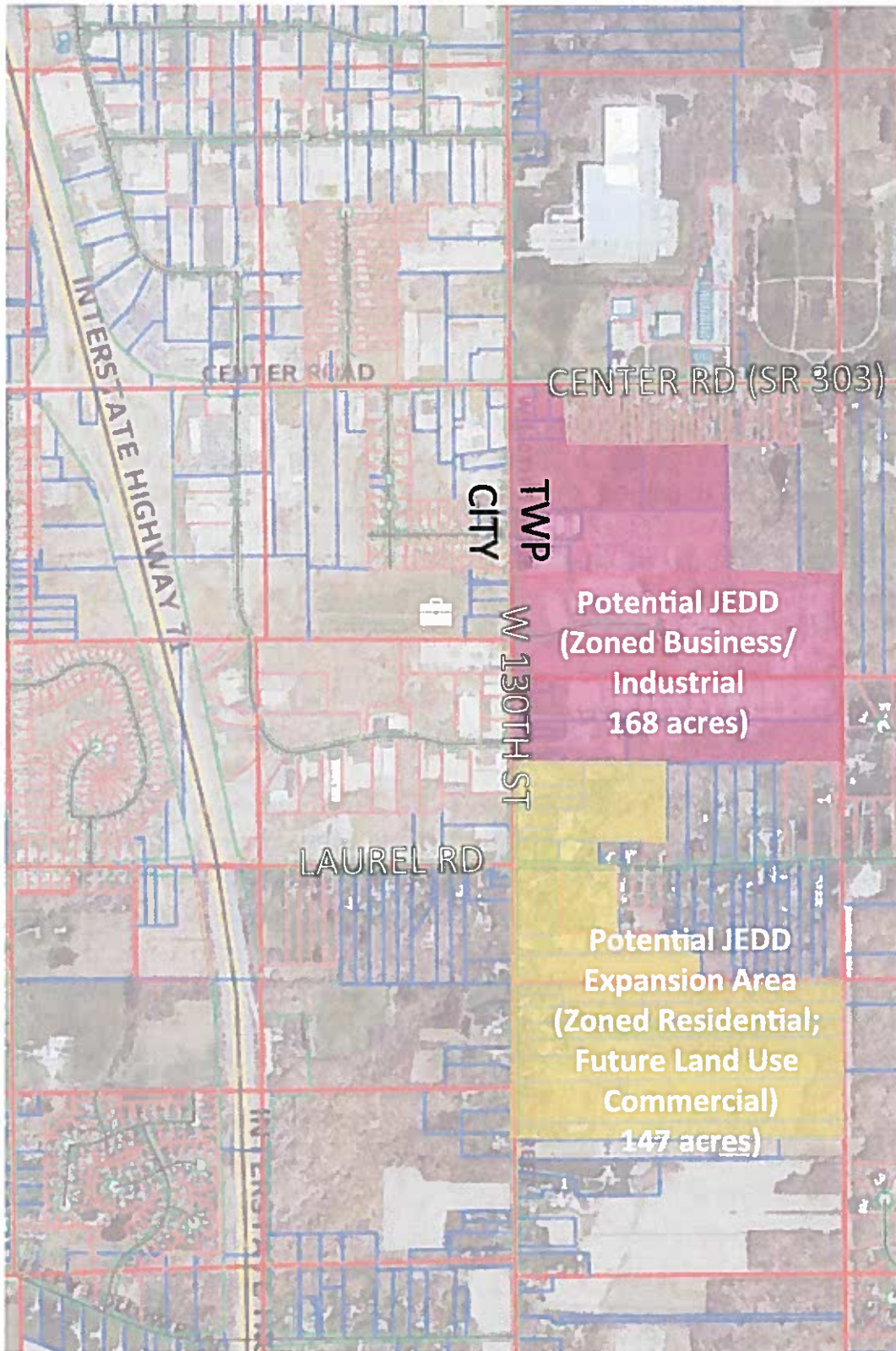
Approaching Citywide Buildout

Economic Development opportunities exist along West 130th Street within and beyond the City's boundaries. Potential for a JEDD with Hinckley Township is being explored at a cursory level. If such a cooperative economic development agreement could be implemented in a mutually beneficial manner, the JEDD could facilitate improvements in infrastructure and public services to facilitate desired growth by:

- Upgrading "Unimproved" segments of West 130th Street that currently consist of open ditches and no sidewalks by increasing pavement buildup and lane width to accommodate truck freight;
- Providing shared emergency response and public safety services;
- Serving as the applicant for infrastructure projects; and
- Offering technical staff expertise for planning, zoning, legal services, and marketing.

To create a JEDD, there must first be a public inspection of the contract and the economic development plan for the JEDD, which consists of a schedule of the new, expanded or additional services, facilities or improvements to be provided, and a schedule for the collection of any income tax to be levied within the JEDD. There must also be a description of the area to be included within the JEDD, including a map. Next, a public hearing must be held to promote public discussion of the contract and the JEDD. Each contracting party must then adopt legislation approving the contract. Finally, the contract must be executed.

Business owners located in a proposed JEDD area may "opt out" of the JEDD by filing an action in a court of common pleas on or before six months after the effective date of the JEDD contract. The owner must show: (1) that it operated within the JEDD area before the effective date of the JEDD contract; (2) that it did not sign a petition in support of the JEDD; and (3) that neither the business nor its employees has derived or will derive any material benefit from the new, expanded, or additional services, facilities, or improvements described in the economic development plan for the district, or the material benefit that has, or will be, derived is negligible in comparison to the income tax revenue generated from the net profits of the business and the income of employees of the business." The Court of Common Pleas must render a decision within 60 days of receiving the complaint, unless the parties agree to a longer period of time.



Conclusion

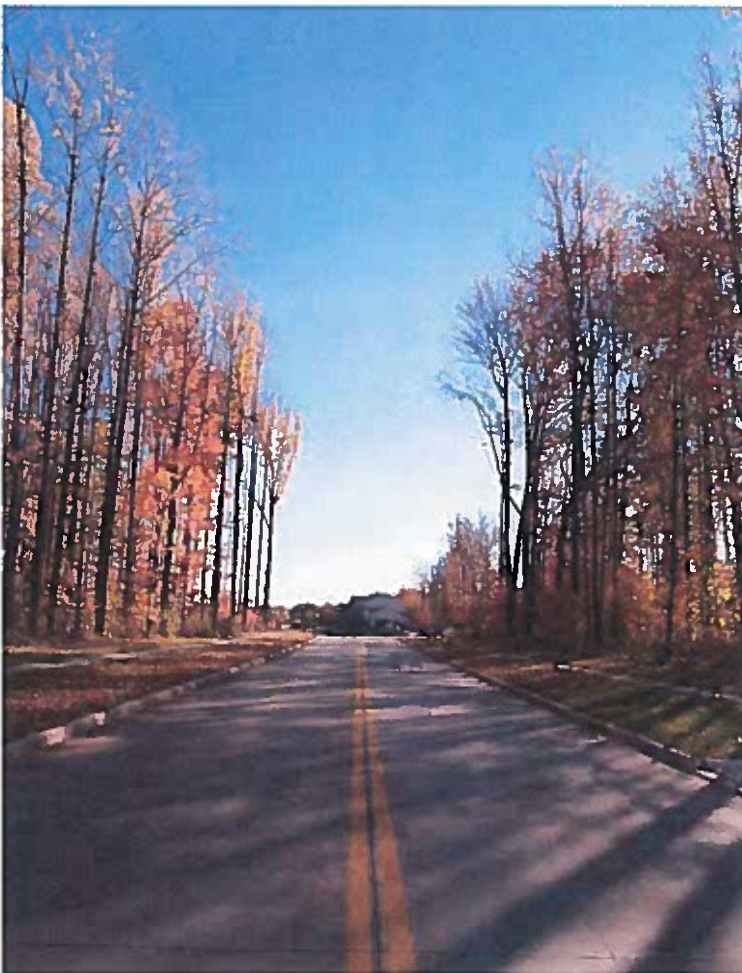
Next Steps

The Comprehensive Plan Update marks the culmination of a year-long planning process that included several rounds of public and stakeholder engagement including Steering Committee meetings, Public Forums, stakeholder Working Groups, an online community survey, and traveling comment boards. This robust, multi-level public participation process serves as the foundation of a cohesive community vision representative of a cross section of the City's residents, businesses, institutions, and partners. Ultimately the relationships forged and strengthened during development of the Plan will be crucial in realizing the desired outcomes and leveraging public and private investment.

The success of any plan is ultimately determined by how it is implemented. This update of the Comprehensive Plan takes place at a time of growth and opportunity in the City of Brunswick. Timely action is required to achieve the full potential of the implementation strategies to capitalize on current momentum and lay a strong foundation for long-term realization of the Plan. To achieve this potential requires a continued commitment from City leadership to leverage the Plan to pursue funding assistance, foster partnerships, structure incentives, and enact development regulations that advance the community vision.

The Plan should be considered a living document and will need to be revisited, evaluated, and updated in order to respond to changes in the market, development, regulatory, or other contexts. While the Plan details many Implementation Strategies to facilitate realization of the community vision, it is inevitable that new tools will emerge in the future that can aid in implementing the plan in the form of additional funding sources, programs or incentives, advancements in technology, and emerging best practices. The Plan is intended to be flexible and it is important for the City to capitalize on new opportunities as they arise.

Finally, the Plan and the City's commitment to its implementation should be marketed to public and private partners at the local, regional, state, and national levels to demonstrate the City of Brunswick's status as a community on the rise. The City should continue to capitalize and build on its core assets and advantages in the regional marketplace including its accessible and convenient location, a family-friendly and business-friendly environment, its centers of education, and emerging medical hub. Building off these competitive advantages through targeted investments in the Focus Areas and Implementation Strategies identified in the Plan will position Brunswick for sustained success as a community of choice in Greater Cleveland and Northeast Ohio.



PLANNING COMMISSION

MEMORANDUM



DATE: October 18, 2019

TO: City Council
Carl DeForest, City Manager

FROM: Pam Plavecski, Planning & Zoning Coordinator *pp*

SUBJECT: Comprehensive Plan 2019 Update: Advance Brunswick

The Planning Commission, at their meeting on October 17, 2019, voted to **recommend approval** to City Council of the Comprehensive Plan 2019 Update: Advance Brunswick with the following comments:

1. A glossary should be added to explain unfamiliar terms.
2. On page 7 of the Executive Summary, under the "Connect community assets" and on page 55, North Park should be added as part of the potential "Plum Creek Greenway". Also, "Plum Creek Park" should be amended to "Plum Creek County Park".
3. Suggest more flexibility in development of the C-N Neighborhood Commercial District at Bennett's Corners.
4. Identify the pros and cons of a Community Improvement Corporation (CIC).

c: Grant Aungst, Community & Economic Dev. Director
Ken Fisher, Law Director
Matt Jones, Consulting City Engineer
Cliff Calaway, Chief Building Official

PLANNING AND ZONING COMMITTEE
& ECONOMIC COMMITTEE JOINT MEETING

December 19, 2019

IN ATTENDANCE: Chairman Joseph Delsanter (P & Z), Committee Member Nicholas Hanek (P & Z and Economic), Committee Member Brian Ousley (Economic), Committee Member Patricia Hanek (Economic), Community & Economic Planning & Zoning Coordinator Pam Plavecski, Development Director Grant Aungst, City Engineer Matt Jones, Ryan Smalley, Emil Liszniansky, and News Media.

The meeting convened at 5:38 p.m.

Mr. Hanek requested to excuse Mrs. Rodriguez for just cause. Vote – 4 Ayes, 0 Nays

DISUSSION ITEMS:

The Brunswick Comprehensive Plan Discussion:

Mr. Hanek summarized that the goal was to cover topics that have been raised regarding the Comprehensive Plan and to be able to come to a recommendation to work with the Administration on any changes. Mr. Hanek reviewed questions and concerns from the Economic Development Committee. Mr. Hanek felt that there are points that need more clarification and further explanation within the plan.

First, Mr. Hanek suggested adding a glossary to help explain some of the terms. Mr. Smalley, representative of Envision, indicated that this was also something in the Planning Commission's motion.

Secondly, Mr. Hanek referenced the CIC's (Community Improvement Corporations). He felt that a brief explanation about the implementation and mechanism would be helpful. Reference was made to the pages of the plan. Mr. Smalley remarked that there are a lot of communities across the state that has CIC's; both large and small. There is a lot of variability; as to how they are funded, structured, their board members, if they are an agency of the municipality, etc. He went on to explain that at least 40% of the board has to be comprised with Council members. CIC's could be a possible funding source, but there would have to have a revenue stream dedicated to the CIC's. That would have to be determined whether it comes from the City's general revenue or a specific funding source.

Mr. Aungst indicated that he has had discussions with the law director regarding CIC's. There is an Ohio Revised Code that deals with this specifically; it would be set up as a separate corporation from the City and ran accordingly. Also, there would be specific people to sit on that board. The funding mechanism could come from multiple sources. Mr. Aungst commented that CIC is a legal entity that would be set up by the law director and follow the Ohio Revised

Code. Mr. Hanek brought up concern on the timing of this funding mechanism and asked if the plan is adequate in order to move forward for implementation. Mr. Aungst indicated that it could be implemented and that it is a matter of funding. Mr. Delsanter inquired about the Port Authority being a possible funding source. Mr. Smalley felt that they could be a potential great partner for an actual project; not as a funding source. Mr. Hanek would like the point of CIC's to be more explanatory, including the purposes and the function of such. Mr. Smalley suggested a short tool kit appendix for reference as an attachment with more detail.

Thirdly, Mr. Hanek wanted to discuss sidewalks and what more could be accomplished. Mrs. Hanek commented that sidewalks on Pearl Road could help with the Economic Development because it would increase walkability, safety, etc. Mrs. Plavecski felt that the need for sidewalks on Pearl Road is high priority. Mr. Hanek recommended a side walk inventory. Mr. Aungst commented that one of the largest challenges on Pearl Road is that the City is fairly consistent on the East side but not on the West; because there is City, Township, and County. He reflected on the report illustrating that 65% of the West side is Township and the other side is 5%. Mr. Smalley commented that it is an ODOT (Ohio Department of Transportation) route and there would be more funding sources available. However, ODOT would have to do resurface work and would require funds in that process. This could be done without having to redo the road; however, it is a challenge because of the jurisdictions. There are not many funding sources just for sidewalks unless it is a priority route such as areas walking to and from school. Mr. Hanek noted areas without sidewalks south of Laurel Road, such as Applewood and Huntington schools. Mr. Smalley commented that the study covered the area of Hickory Ridge and St. Ambrose. Mr. Hanek suggested an inventory process of sidewalks to help accumulate the data. Mr. Smalley discussed ideas and priorities of sidewalks further, including cost. Mr. Ousley commented that there would be connectivity when the trail is finalized which would also help with the side walk plan. Mr. Hanek requested better clarification for those reviewing the plan; more on the process of rating the sidewalks and elaborating further regarding this would be helpful. Mr. Smalley commented that the key would be to state the goal as having a long term vision for sidewalks on Pearl Road within the plan. Mr. Hanek commented on the importance of having some progress on the side walk inventory to help prepare for future grants. He felt it was important to start having these budgetary items in place.

Mr. Delsanter felt that one of the things that provides mobility and brings continuity to the City would be enhanced roads for bicycle lanes. He shared his frustration about the lack of funding for sidewalks. He felt that connecting between commercial and residential, as well as simple enhancement of the streets scape is important. Mr. Smalley indicated that it is sought throughout communities to have family friendly environments with bike friendly facilities. He commented that the City has challenges with the road lay out, where many do not include storm sewer. Furthermore, streets such as Laurel Road have limited curb to curb distance; a bike lane would need more width and more area available. Mr. Jones commented that logically there are only a few sources annually to fund the idea. Mr. Smalley referenced the map that showed priority

routes for recommended bicyclists throughout the City. Mr. Hanek commented that most residents want to see more walkability and bike ability.

Mr. Smalley commented that the city could have an inventory of streets in which details would be part of the inventory. Such as reviewing sidewalks, streets signage, low speed streets, road sharing, etc. Mr. Delsanter remarked that there is not a center point or attraction in the City; reasons to bring people in that are more welcoming. He would like to see more of this.

Mr. Hanek's third point for discussion was regarding overlay districts. He felt that more clarification was needed about topics such as initial implementation, required steps, parcels and areas of overlay. Mr. Smalley indicated that would be part as the next step comprehensively of updating the zoning code. He stated that a couple of areas are being looked at potentially, which would be the North Kmart plaza and Hickory Ridge as logical overlays. An overlay would require a Council resolution like a zoning amendment; however underlying base zoning would not change. Mr. Smalley felt that the determination would entail whether to create a new designation to replace the area and rezone versus putting the overlay on top of what exists. If the concern is mostly how buildings are oriented than the allowed uses, then that is when the overlay might be appropriate to add some emphasis or extra regulations.

Mr. Hanek raised question as to the order of things, whether the overlay comes first or if the City adjusts to the upcoming development. Mr. Smalley recommended being proactive before the development comes in. He shared that some of the best planned communities have talked with developers for their input and ideas beforehand. Mr. Hanek discussed the empty plaza. He raised question if the plan is sufficient to move forward with the overlay discussion and have a direction. Mr. Aungst indicated that the City would want to explore more details of potential legislative feedback on overlays. He felt it would be good to be aware of potentials or examples of things that may enhance the quality of life in the community. Mr. Smalley suggested another type of sample; an overlay tool kit with more detail provided.

Mr. Aungst brought up the City's code about parking spaces. He remarked that the City may not actually need that dense of parking in some locations, depending on mixed use or timing of the day with activities; perhaps there could be some flexibility, and allow the Planning Commission to be able to move at times, which helps the community, the environment, storm water management, etc. Mr. Hanek wanted more flexibility and more in the works for the sign code. Mr. Jones offered to provide some samples for more understanding.

Mr. Hanek inquired about the best practices or guidance on parking standard. He questioned where Envision obtained the information regarding the concept of fewer parking spaces. Mr. Smalley indicated that every city is generally overbuilt for parking. The best planning practice is consistent with other communities looking for the best way to modernize their parking code. Mr. Hanek asked for more on this thought process; about fewer parking spaces, the trend, and how the information and conclusion was determined. He asked for additional information on how

Envision drew these conclusions. Discussions ensued about building parking lots, parking spaces, and sizes of parking spaces. Mr. Aungst commented on the cost of every individual parking space; how costly it can be. He commented that perhaps developers could take a portion of the cost and implement more useful things that community member's desire. Mr. Hanek noted the importance of being prepared for things that are expected to happen in the plazas. Discussion ensued about the code in regard to parking spaces and what is required. Mr. Hanek felt that further explanation is needed and also the reasoning. Mr. Delsanter mentioned standardizing our parking spaces as part of the process, specifically about the tight spaces while getting out of parked vehicles. Mr. Ousley suggested preparing for areas to plug in electrical cars in the near future; he felt that the time would be soon.

Mr. Hanek's fourth point to discuss was hazard areas of flooding. He questioned how the hazardous areas were determined. Mr. Smalley clarified that FEMA (Federal Emergency Management Agency) analyzes flood plains for all navigable waterways throughout the United States basically to set insurance standards. They analyze where the flood storms are expected. Mr. Smalley clarified that the information was produced by FEMA and not Envision. Mr. Hanek asked that it be labelled in such a way to indicate how the information was gathered. He wanted better interpretation and reference to avoid misinterpretations about flood plains. Mr. Hanek asked for clarification in the plan.

Mr. Hanek discussed areas for potential consolidated access. Mr. Jones commented that businesses would have to be willing to consolidate lots. Or if a new developer were to arise, some standards could be written in the code about how many access points there could be and where, as well as secondary options for access. He stated that businesses are typically reluctant to consolidate. There would be more power in decision making and input in communicating with developers.

Mr. Hanek raised question regarding improving community entrance areas. From the perspective of Mr. Aungst, Brunswick is a corridor city. Other cities are different in comparison, as Mr. Ousley also stated. Mr. Aungst suggested making things different along the corridors; something that other cities do not offer. Mr. Ousley commented on appeal of the north end of Medina on Pearl Road. Mr. Aungst remarked that there are street scape ideas in the plan for certain parts of Pearl Road.

Lastly, Mr. Hanek addressed apartments and multifamily housing. He asked whether the plan is recommending more apartments as some have interpreted or possibly misconceived. Mr. Smalley clarified that was not the recommendation. However, there is a demand on the market for apartments. He referred to the instructive piece with the future land use map; currently the City's general business zoning classification was apartments. Mr. Smalley illustrated the future land use in certain areas as color coded in the plan. Mr. Hanek asked for more clarity on this as well. Mr. Aungst remarked that Brunswick has a lot of apartments within the 13 square miles. He commented on the impressive research shown that Brunswick is approximately 84 to 86 %

residential. Mr. Aungst commented that there is a wide variety of housing; it would be beneficial if it could be repositioned where home ownership is very important to community members. Ideas were discussed about establishing dedicated areas for different forms of multi-family units. Mr. Hanek asked whether it would be consistent with the plan to have more restrictions on apartment projects, and ensure new apartment complexes as part of a mixed use in an overlay district. Mr. Smalley verified that it would be consistent.

Mr. Hanek moved to send back the Comprehensive Plan to Council with the notion to work with Administration to finalize with the suggestions that have been made. The Planning and Zoning Committee and the Economic Committee were in agreeance to vote it back to Council. Vote – 4 Ayes, 0 Nays.

ADJOURNMENT:

Being no further business, Mr. moved to adjourn at 6:59 p.m. Vote – 4 Ayes, 0 Nays.

Respectfully submitted,



Joseph Delsanter
Chairman

THE CITY OF BRUNSWICK

PROPOSED MOTION



DATE: 1/13/2020

TO: Vice Mayor Michael Abella Jr. and Members of City Council

FROM: Carl S. DeForest, City Manager
Grant Aungst

COPY: Mayor Ron Falconi

MOTION: Motion to approve the revised detailed site plan for The Orchard Apartments, Pearl Road and Magnolia Drive, extending south to Beverly Hills Drive.

BACKGROUND: On December 19, 2019, the Planning Commission recommended approval to City Council of the revised detailed site plan for The Orchard Apartments whereby the proposed earth mound along Pearl Road will be increased an additional 3 feet in height and 10 feet in width to provide screening for the rear apartment patios facing Pearl Road. Additional space for the increased mound was obtained by moving the sidewalk 10 feet closer to Pearl Road.

PURPOSE AND EXPLANATION: The revised detailed site plan will provide additional screening for the patios facing Pearl Road.

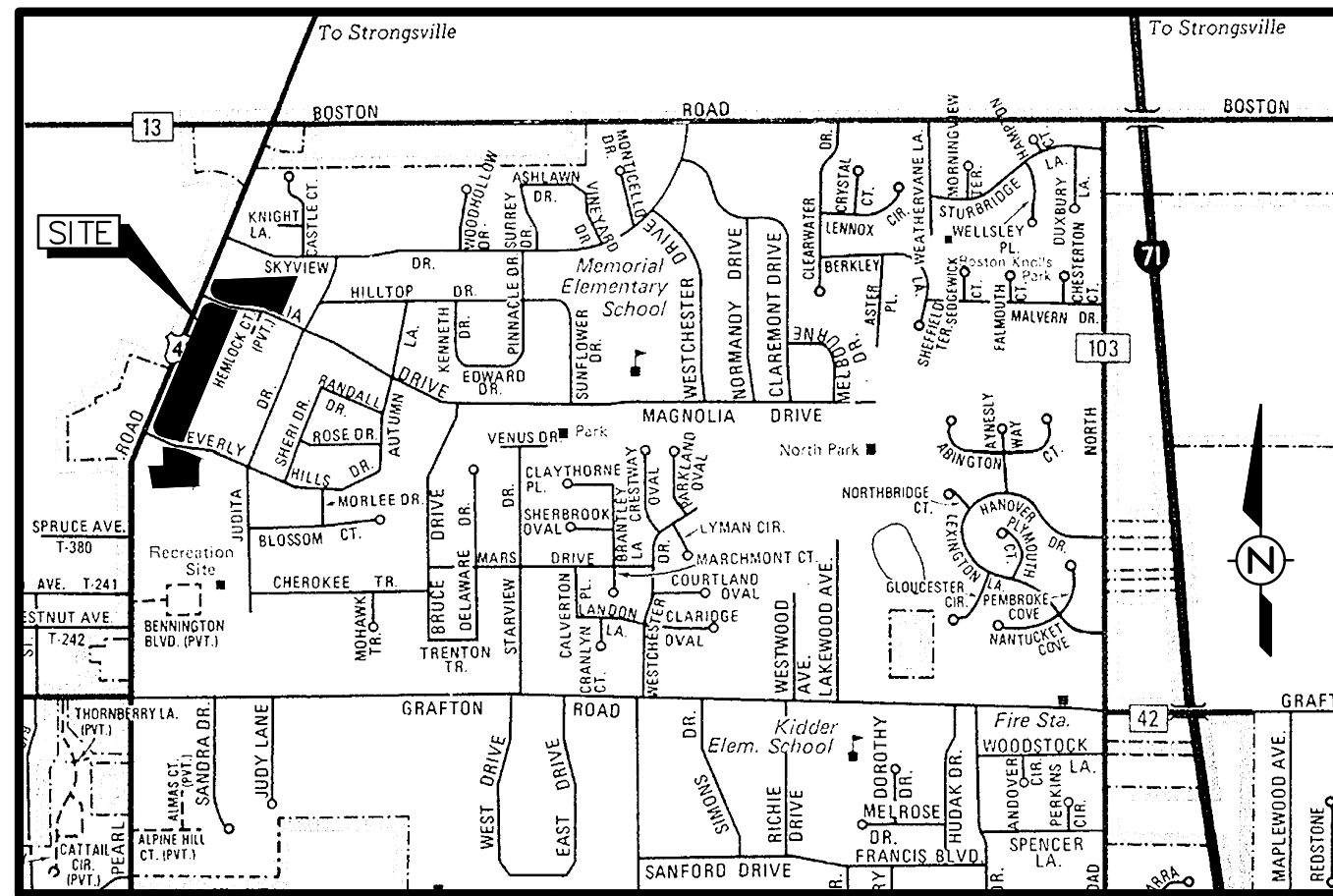
IMPLEMENTATION SCHEDULE: Immediately.

FINANCIAL INFORMATION:

FINANCIAL SUMMARY:

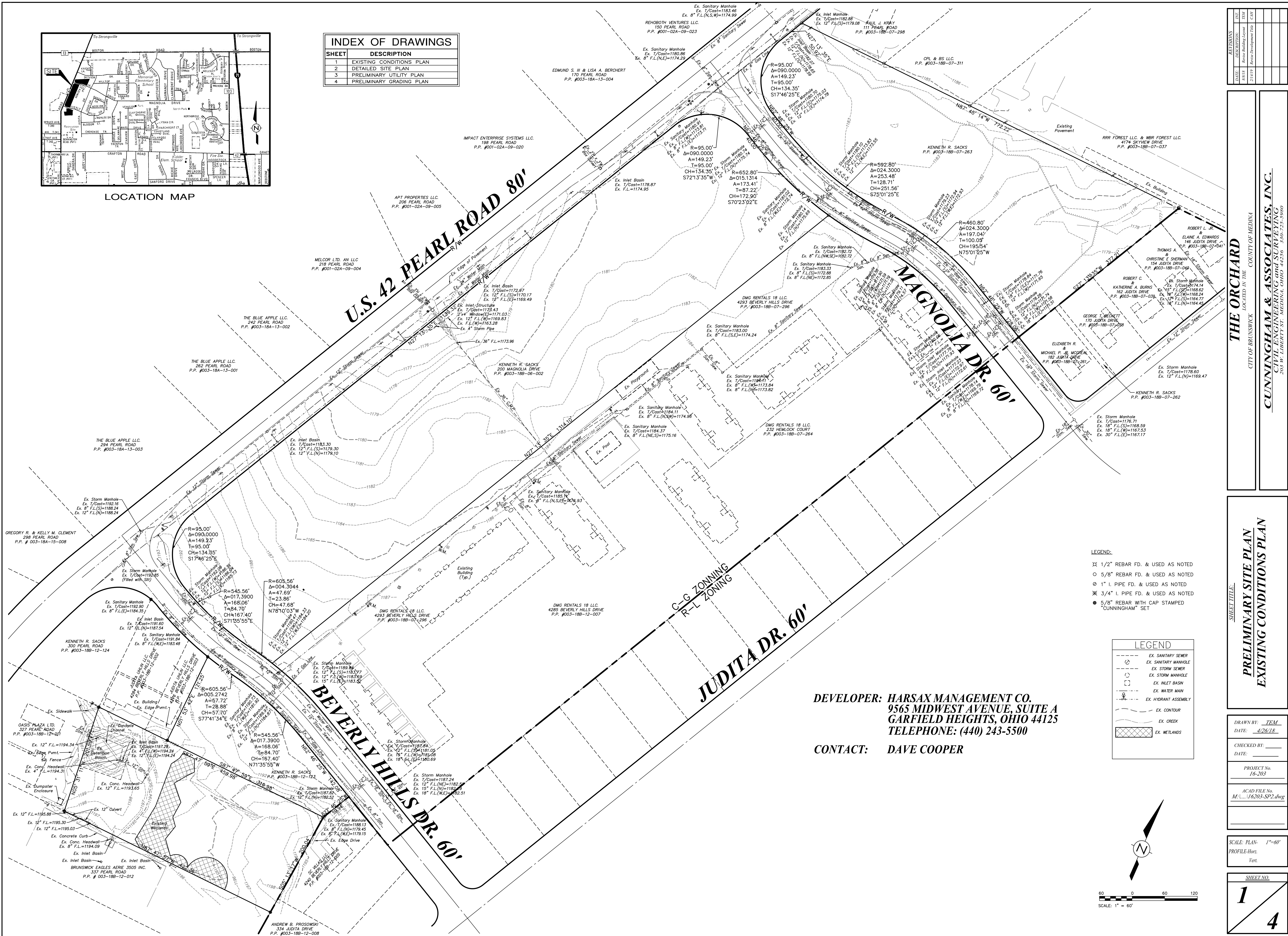
RECOMMENDED ACTION: Recommend approval of the revised detailed site plan.

ADDITIONAL INFORMATION:



LOCATION MAP

INDEX OF DRAWINGS	
SHEET	DESCRIPTION
1	EXISTING CONDITIONS PLAN
2	DETAILED SITE PLAN
3	PRELIMINARY UTILITY PLAN
4	PRELIMINARY GRADING PLAN

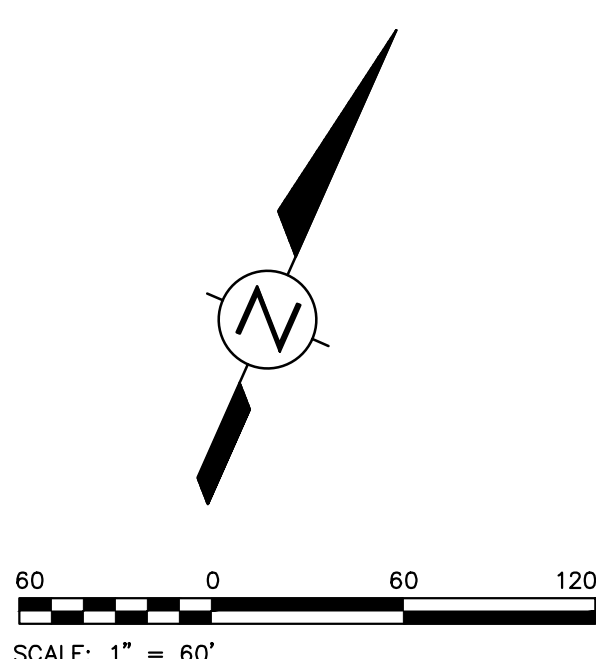


- LEGEND:
- 1/2" REBAR FD. & USED AS NOTED
 - 5/8" REBAR FD. & USED AS NOTED
 - 1" I. PIPE FD. & USED AS NOTED
 - 3/4" I. PIPE FD. & USED AS NOTED
 - 5/8" REBAR WITH CAP STAMPED "CUNNINGHAM" SET

LEGEND	
	EX. SANITARY SEWER
	EX. SANITARY MANHOLE
	EX. STORM SEWER
	EX. STORM MANHOLE
	EX. INLET BASIN
	EX. WATER MAIN
	EX. HYDRANT ASSEMBLY
	EX. CONTOUR
	EX. CREEK
	EX. WETLANDS

DEVELOPER: HARSAX MANAGEMENT CO.
9565 MIDWEST AVENUE, SUITE A
GARFIELD HEIGHTS, OHIO 44125
TELEPHONE: (440) 243-5500

CONTACT: DAVE COOPER



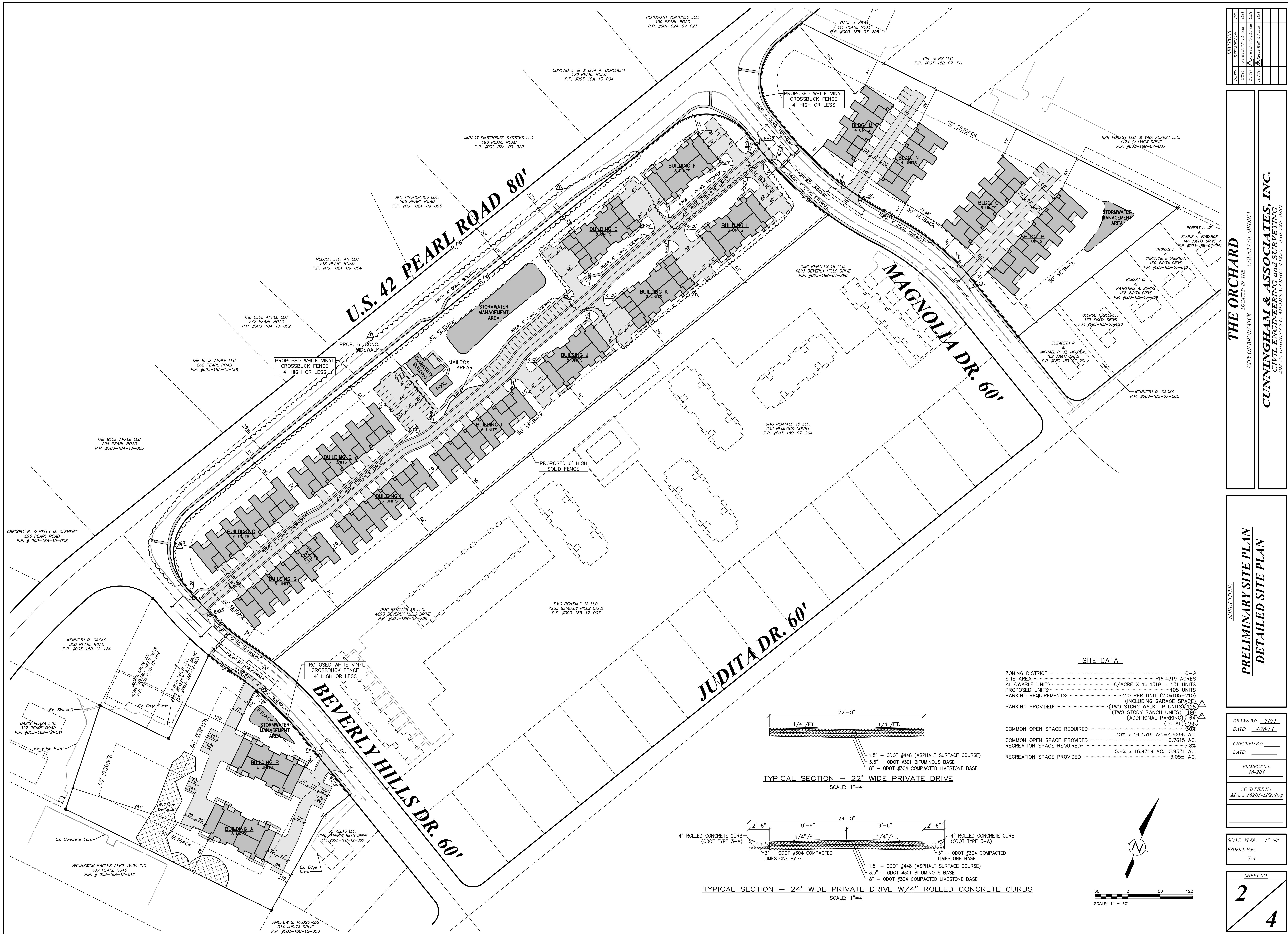
DATE	DESCRIPTION	BY	CHKD
8/18	Revised Building Layout	TEM	
11/19	Revised Building Layout	TEM	

THE ORCHARD
COUNTY OF MEDINA
CITY OF BRUNSWICK
CUNNINGHAM & ASSOCIATES, INC.
CIVIL ENGINEERING AND SURVEYING
203 W. LIBERTY ST. MEDINA, OHIO 44126 330-225-5960

PRELIMINARY SITE PLAN
EXISTING CONDITIONS PLAN

DRAWN BY: TEM
DATE: 4/26/18
CHECKED BY:
DATE:
PROJECT No. 16-203
ACAD FILE No. M:\16203-SP2.dwg
SCALE: PLAN- 1"=60'
PROFILE-Horiz. Vert.
SHEET NO. 1/4

\\s016\fldata\2016-2023\16203 SP2.dwg, 11/25/2019 1:47:12 PM, DWG To PDF.pc3



SITE DATA

ZONING DISTRICT	C-6
SITE AREA	16.4319 ACRES
ALLOWABLE UNITS	8/ACRE X 16.4319 = 131 UNITS
PROPOSED UNITS	105 UNITS
PARKING REQUIREMENTS	2.0 PER UNIT (2.0x105=210) (INCLUDING GARAGE SPACE)
PARKING PROVIDED	(TWO STORY WALK UP UNITS) 128 (TWO STORY RANCH UNITS) 156 (TOTAL) 284
COMMON OPEN SPACE REQUIRED	30% X 16.4319 AC.=4.9296 AC.
COMMON OPEN SPACE PROVIDED	6.7615 AC.
RECREATION SPACE REQUIRED	5.8% X 16.4319 AC.=0.9531 AC.
RECREATION SPACE PROVIDED	3.05± AC.

DATE	DESCRIPTION	BY	CHKD
8/8/18	Revised Building Layout	TEM	
11/14/19	Revised Building Layout	TEM	
11/20/19	Revised Building Layout	TEM	

THE ORCHARD
COUNTY OF MEDINA
CITY OF BRUNSWICK
CUNNINGHAM & ASSOCIATES, INC.
CIVIL ENGINEERING and SURVEYING
203 W. LIBERTY ST., MEDINA, OHIO 44226 330-725-5980

PRELIMINARY SITE PLAN
DETAILED SITE PLAN

DRAWN BY: **TEM**
DATE: **4/26/18**

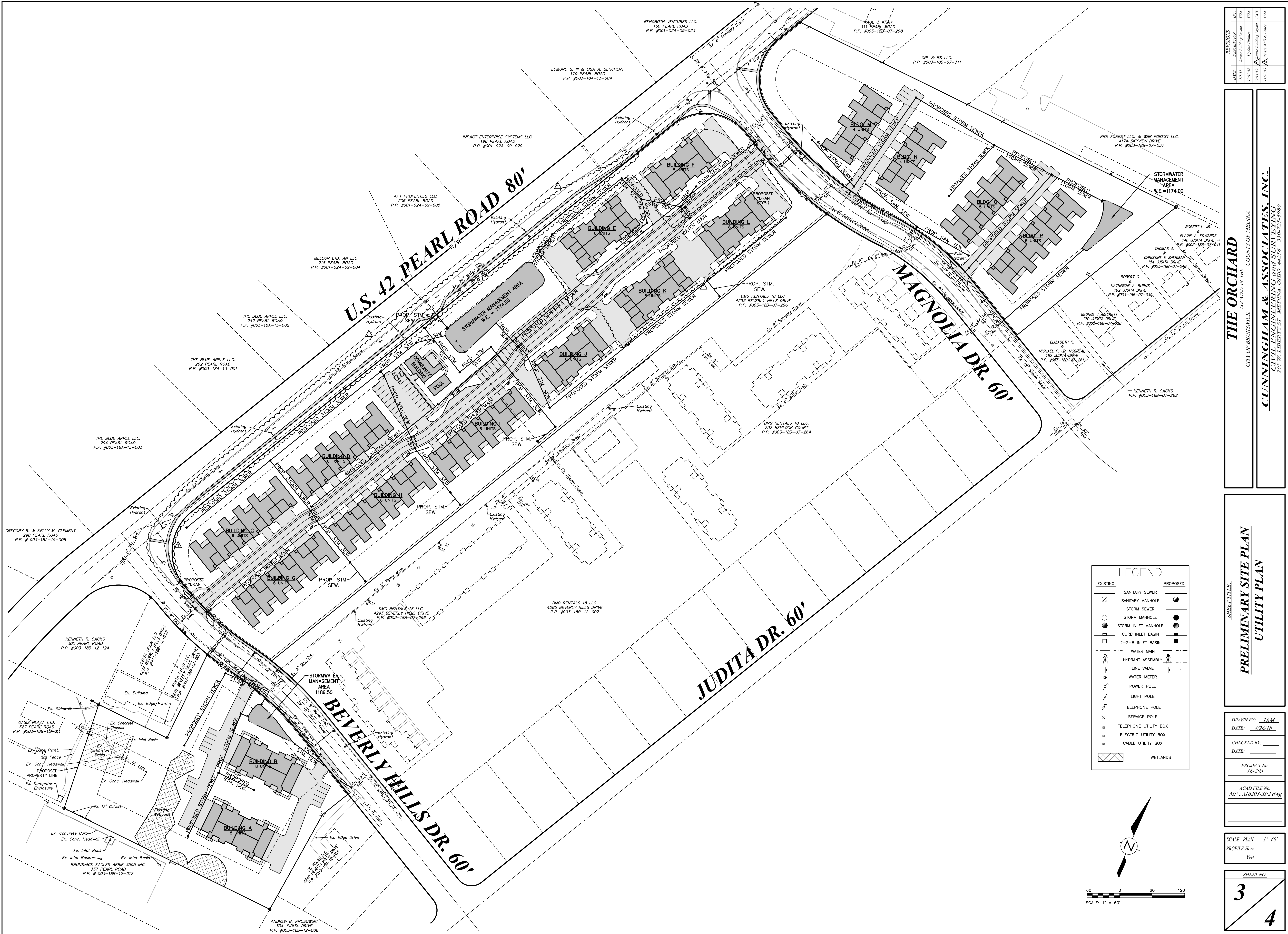
CHECKED BY: _____
DATE: _____

PROJECT No.
16-203

ACAD FILE No.
M:\16203-SP2.dwg

SCALE: PLAN- **1"=60'**
PROFILE-Horiz.
Vert.

SHEET NO.
2 / 4



DATE	DESCRIPTION	BY	CHK
8/8/18	Revise Building Layout	TEM	TEM
10/10/18	Update Utilities	TEM	TEM
2/14/19	Revise Building Layout	TEM	TEM
11/20/19	Revise Block & Fence	TEM	TEM

THE ORCHARD

CITY OF BRUNSWICK
COUNTY OF MEDINA

CUNNINGHAM & ASSOCIATES, INC.
CIVIL ENGINEERING and SURVEYING
203 W. LIBERTY ST. MEDINA, OHIO 44226 330-725-5960

**PRELIMINARY SITE PLAN
UTILITY PLAN**

DRAWN BY: TEM

DATE: 4/26/18

CHECKED BY: _____

DATE: _____

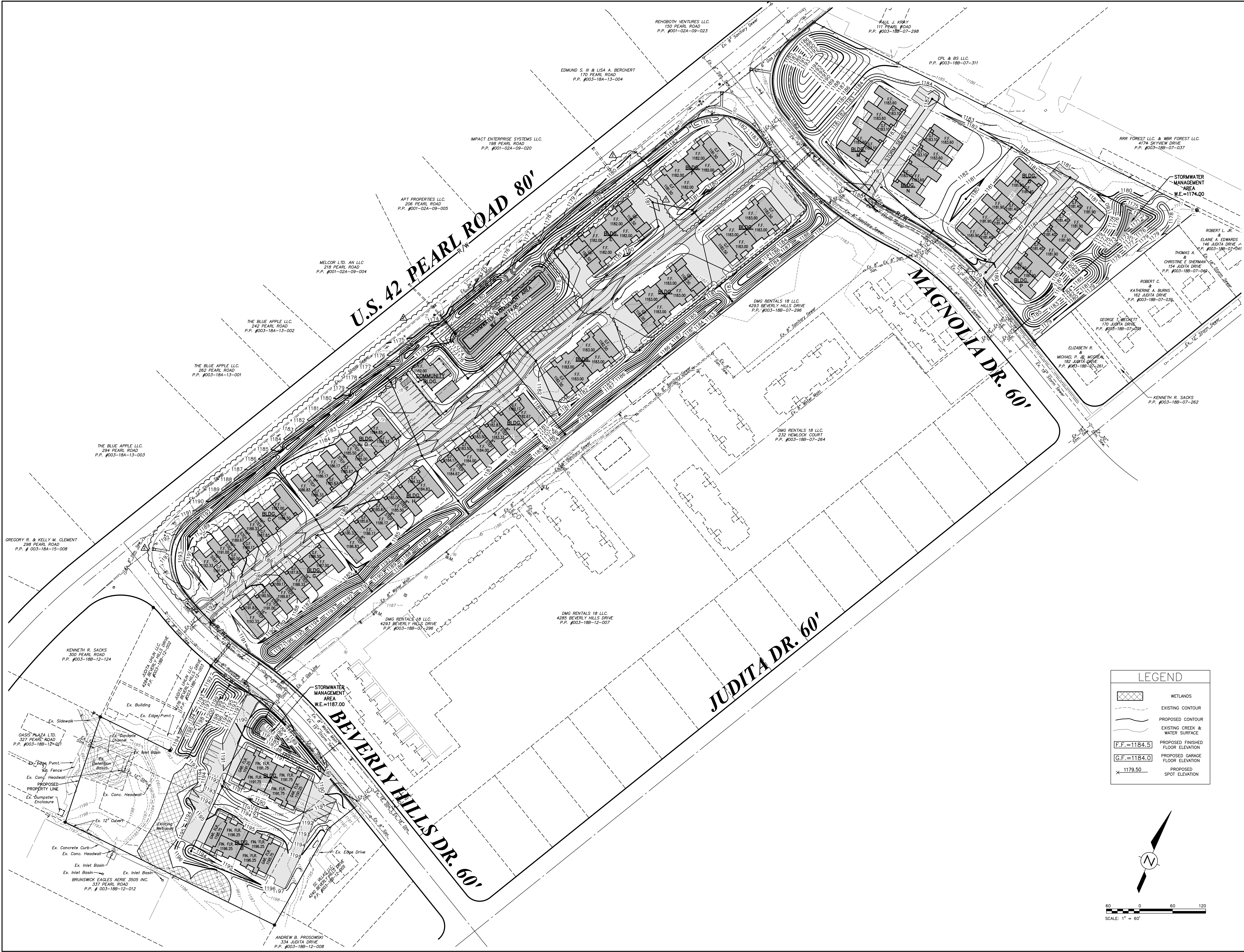
PROJECT No.
16-203

ACAD FILE No.
M:\16203-SP2.dwg

SCALE: PLAN- 1"=60'

PROFILE-Hor.
Vert.

SHEET NO.
3 / **4**



DATE	DESCRIPTION	BY	CHK
8/8/18	Issue Building Layout	TEM	TEM
10/10/18	Update Contour	TEM	TEM
2/14/19	Update Building Layout	TEM	TEM
11/20/19	Issue Grading	TEM	TEM

THE ORCHARD
LOCATED IN THE
COUNTY OF MEDINA
CITY OF BRUNSWICK

CUNNINGHAM & ASSOCIATES, INC.
CIVIL ENGINEERING and SURVEYING
204 W. LIBERTY ST., MEDINA, OHIO 44256 330-723-5990

PRELIMINARY SITE PLAN
GRADING PLAN

DRAWN BY: TEM
DATE: 4/26/18

CHECKED BY: _____
DATE: _____

PROJECT No. _____
ACAD FILE No. _____
M:\c\116203-SF2.dwg

SCALE: PLAN: 1"=60'
PROFILE: Hor. _____
Vert. _____

SHEET NO.
4
4

THE CITY OF BRUNSWICK
PROPOSED MOTION



DATE: 1/13/2020

TO: Vice Mayor Michael Abella Jr. and Members of City Council

FROM: Carl S. DeForest, City Manager
Paul Barnett

COPY: Mayor Ron Falconi

MOTION: Motion authorizing the City Manager to advertise for public bids for the Plum Creek Restoration and Drainage Project

BACKGROUND: The project will seek to remove flow impediments and correct an embankment breach along Plum Creek between State Route 303 and Brunswick Lake, along with the addition of vegetation / trees along the shoreline.

PURPOSE AND EXPLANATION: The Plum Creek Restoration and Drainage Project will improve the water quality of Plum Creek in 3 ways. The first is by removing an impediment, concrete culverts, to Plum Creek. The second way is by repairing a breach to a storm water basin that presently allows the free flow of storm water into Plum Creek. The third way is with the planting of vegetation along the shoreline of Plum Creek.

IMPLEMENTATION SCHEDULE: Should authorization to bid be secured at the January 13, 2020 Committee of the Whole meeting the project will be advertised in late January. Construction is anticipated to begin on or about April 1 and will be completed in June.

FINANCIAL INFORMATION:

FINANCIAL SUMMARY: This project is being 100% funded by the Ohio Department of Natural Resources through the Ohio HB 529 Capital Improvement budget. Preliminary construction cost estimate is \$164,000.00.

Due to the timing of the grant award and the budget process, this \$200,000 ODNR Grant is not currently budgeted . In order to move forward with the construction project and related auxiliary services, the grant must be budgeted, Furthermore, sufficient economic resources must also be in place to fund the project until grant reimbursements can be received. Thus two future financial pieces of financial legislation would be required to be in place prior to awarding the lowest and best bid. In the next several weeks, the Finance Department will need to compile and propose 1) an Ordinance amending the 2020 appropriations for the \$200,000 ODNR Grant awarded in the Parks City-wide Capital Fund #341 and 2) an Advance Ordinance that would temporary loan \$200,000 of General Fund monies to the Parks City-wide Capital Fund #341 until grant reimbursements are received. Once the grant reimbursements are received, the advance would be repaid.

**RECOMMENDED
ACTION:**

Passage of a motion authorizing the City Manager to advertise for public bids for the Plum Creek Restoration and Drainage Project

**ADDITIONAL
INFORMATION:**

THE CITY OF BRUNSWICK

PROPOSED MOTION



DATE: 1/13/2020

TO: Vice Mayor Michael Abella Jr. and Members of City Council

FROM: Carl S. DeForest, City Manager

COPY: Mayor Ron Falconi

MOTION: Motion to appoint Clerk of Council Fijabi Julien-Gallam as Designee for all elected officials to attend public records training as required by Section 149.43 and 109.43 of the Ohio Revised Code.

BACKGROUND: 149.43 Availability of public records for inspection and copying:

(E)(1) To ensure that all employees of public offices are appropriately educated about a public office's obligations under division (B) of this section, all elected officials or their appropriate designees shall attend training approved by the attorney general as provided in section 109.43 of the Revised Code. A future official may satisfy the requirements of this division by attending the training before taking office, provided that the future official may not send a designee in the future official's place.

PURPOSE AND EXPLANATION:

IMPLEMENTATION SCHEDULE:

FINANCIAL INFORMATION:

FINANCIAL SUMMARY:

RECOMMENDED ACTION:

ADDITIONAL INFORMATION:

THE CITY OF BRUNSWICK

PROPOSED LEGISLATION



DATE: 1/13/2020

TO: Vice Mayor Michael Abella Jr. and Members of City Council

FROM: Carl S. DeForest, City Manager

COPY: Mayor Ron Falconi

LEGISLATION: **RES. NO. 2-2020** - An emergency resolution authorizing the City Manager to enter into a one (1) year contract for property, automobile, inland marine, general liability, public officials liability, police liability, boiler and machines, crime coverage, cyber coverage, employment practice and umbrella insurance coverage. - **1st Reading** (To be brought from Committee-of-the-Whole, *Administration/Carl DeForest*)

BACKGROUND: Our current insurance policies will be expiring January 31, 2019. We must enter into a new contract to insure equipment, property, buildings, etc. from February 1, 2020 through January 31, 2021.

PURPOSE AND EXPLANATION: To provide insurance coverage for equipment, property, facilities, etc. owned by the City, effective February 1, 2020.

IMPLEMENTATION SCHEDULE: As soon as allowed by law.

FINANCIAL INFORMATION:

FINANCIAL SUMMARY: Policy is from February 1, 2020 through January 31, 2021 at a maximum annual premium of \$274,385; including \$240,043 for general liability, automobile and umbrella policy; \$10,800 for cyber coverage; \$3,542 for crime coverage and an additional premium amount, not to exceed \$20,000, for prorated premium adjustments for City property removed from and/or added to coverage under this policy year which would result in additional premium amounts due from the City. Total annual premium expenditures described above are not to exceed \$274,385. In order to be paid, expenditures must be covered by sufficient Council appropriations. Expenditures will be posted to the respective funds and departments based on the items and/or persons being insured.

For comparison purposes, the prior year legislation was for an amount not to exceed \$263,972.

RECOMMENDED ACTION:

One Reading	Yes
Two Readings	No

Three Readings	No
Emergency	Yes
Suspension of Rules	Yes

If emergency or suspension of the rules, why the request?

Our renewal was received in December of 2019. Insurance companies prefer to have as much experience data as possible before they provide a quote. In order for this policy to become effective February 1, 2020, we will need to have the Resolution passed as an emergency with suspension of the rules.

**ADDITIONAL
INFORMATION:**

CITY OF BRUNSWICK, OHIO
RESOLUTION NO. 2-2020

BY: Committee-of-the-Whole

AN EMERGENCY RESOLUTION AUTHORIZING THE CITY MANAGER TO ENTER INTO A ONE (1) YEAR CONTRACT FOR PROPERTY, AUTOMOBILE, INLAND MARINE, GENERAL LIABILITY, PUBLIC OFFICIALS LIABILITY, POLICE LIABILITY, BOILER AND MACHINES, CRIME COVERAGE, CYBER COVERAGE, EMPLOYMENT PRACTICE AND UMBRELLA INSURANCE COVERAGE.

WHEREAS: The City utilized the professional services of Love Insurance Agency to obtain proposals for property, automobile, inland marine, general liability, public officials liability, police liability, boiler and machines, crime coverage, cyber coverage, employment practice and umbrella insurance coverage;

WHEREAS: The annual premium for the lowest and best policy is \$274,385.00 for the package, which amount includes crime coverage premium in the amount of \$3,542.00 and cyber coverage premium in the amount of \$10,800.00; and

WHEREAS: An additional premium not to exceed \$20,000.00 is necessary to account for potential prorated premium adjustments for City property removed from and/or added to the policy.

WHEREAS: THE COUNCIL OF THE CITY OF BRUNSWICK HEREBY RESOLVES:

SECTION 1: That the City Manager is hereby authorized to enter into a one (1) year contract from February 1, 2020 through January 31, 2021 at an annual premium in an amount of \$274,385.00 for the package, which amount includes crime coverage premium in the amount of \$3,542.00 and cyber coverage premium in the amount of \$10,800.00, effective February 1, 2020 for the following insurance: property, automobile, inland marine, general liability, public officials liability, police liability, boiler and machines, crime coverage, cyber coverage, employment practice and umbrella coverage.

SECTION 2: An additional premium not to exceed \$20,000.00 is hereby authorized to account for potential prorated premium adjustments for City property removed from and/or added to the policy.

SECTION 3: The Finance Director is authorized to issue a warrant for payment of the insurance coverages upon receipt of a proper invoice from the City Manager.

SECTION 4: This Resolution is hereby declared to be an emergency measure necessary for the immediate preservation of the public peace, property, health, safety and welfare,

and for the additional reason that the previous policy and liability insurance coverage expires on January 31, 2020. Therefore, the same shall be in full force and effect from and after its passage by the required number of votes or from the earliest time allowed by law.

PASSED: 1st Reading_____

Rules Suspended: AYES _____ NAYS _____

ADOPTED: _____ AYES _____ NAYS _____

ATTEST: _____
Clerk of Council
Fijabi Julien-Gallam, CMC

THE CITY OF BRUNSWICK

PROPOSED LEGISLATION



DATE: 1/13/2020

TO: Vice Mayor Michael Abella Jr. and Members of City Council

FROM: Carl S. DeForest, City Manager
Fijabi Gallam

COPY: Mayor Ron Falconi

LEGISLATION: **ORD. NO. 3-2020** - An emergency ordinance to approve the editing and inclusion of certain ordinances as components of the codified ordinances; to provide for the adoption of new legislation in the updated revised codified ordinances; and to repeal ordinances in conflict therewith. **1st Reading** (To be brought from Committee-of-the-Whole, Administration/*Fijabi Gallam*)

BACKGROUND: This Is the annual codification updates.

PURPOSE AND EXPLANATION: To approve the editing and inclusion of ordinances as components of the codified ordinances; to provide for the adoption of new legislation in the updated revised codified ordinances; and to repeal ordinances in conflict therewith.

IMPLEMENTATION SCHEDULE: To adopt as an emergency with suspension of the rules on January 13, 2020 to allow for the updates to be effective immediately.

FINANCIAL INFORMATION:

FINANCIAL SUMMARY: Costs associated with this legislation are required to be encumbered and budgeted pursuant to Ohio Revised Code Section 5705. Codification charges are generally budgeted in account # 001-0100-54279.

RECOMMENDED ACTION:

One Reading	Yes
Two Readings	No
Three Readings	No
Emergency	Yes
Suspension of Rules	Yes

If emergency or suspension of the rules, why the request?

Recommended to adopt as emergency with suspension of rules so they may be effective

immediately.

**ADDITIONAL
INFORMATION:**

CITY OF BRUNSWICK, OHIO
ORDINANCE NO. 3-2020

By: Committee-of-the-Whole

AN EMERGENCY ORDINANCE TO APPROVE THE EDITING AND INCLUSION OF CERTAIN ORDINANCES AS COMPONENTS OF THE CODIFIED ORDINANCES; TO PROVIDE FOR THE ADOPTION OF NEW LEGISLATION IN THE UPDATED REVISED CODIFIED ORDINANCES; AND TO REPEAL ORDINANCES IN CONFLICT THEREWITH.

WHEREAS: Section 3.18b. of the City Charter provides for the general codification of all City ordinances and resolutions having the force and effect of law and requires that such codification be kept current; and

WHEREAS: The Walter H. Drane Co. has completed its updating and revision of the Codified Ordinances of the City; and

WHEREAS: Various ordinances of a general and permanent nature that have been enacted by Council since the date of the last updating and revision of the Codified Ordinances need to be include in the Codified Ordinances of the City; and

WHEREAS: Certain changes made in the Codified Ordinances to bring City law into conformity with State law.

THE COUNCIL OF THE CITY OF BRUNSWICK HEREBY ORDAINS:

SECTION 1: That the editing, arrangement and numbering or renumbering of the ordinances and parts of ordinances attached hereto as "Exhibit "A" as though fully herein written, are hereby approved as parts of the various component codes of the Codified Ordinances of the City of Brunswick, Ohio, so as to conform to the classification and numbering system of the Codified Ordinances.

SECTION 2: That the sections of the Traffic and General Offenses Codes, as amended and attached hereto as Exhibit "B" as though fully herein written, are hereby approved and adopted as amended or enacted so as to conform to enactments of the Ohio General Assembly.

SECTION 3: That all ordinances and resolutions and parts thereof that are in conflict with any of the provisions of the new matter approved, adopted and listed on Exhibit "A" and in Section 1 are hereby repealed, except as follows:

- (a) The enactment of such matter shall not be construed to affect a right of liability accrued or incurred under any legislative provision prior to the effective date of such enactment, or any action or proceeding for the enforcement of such right or liability. Such enactment shall not be construed to relieve any person from punishment for an act committed in violation of any such legislative provision or to affect an indictment or prosecution therefor. For such purposes, any such legislative provision shall continue in full force notwithstanding its repeal for the purposes of revision and recodification.
- (b) The repeal provided above shall not affect any legislation enacted subsequent to December 16, 2019

SECTION 4: That a copy of this ordinance shall be posted in the five public places set forth in Section 222.01 of the Codified Ordinances, together with notice as to where

copies of the December 2019 Replacement Pages for the Codified Ordinances of the City, hereby approved, adopted and enacted, may be viewed and inspected by the public. A copy shall also be furnished to City Officers, Medina County Law Library and the Brunswick Public Library.

SECTION 5: That this Ordinance is hereby declared to be an emergency measure immediately necessary for the preservation of the public health, safety and welfare and for the additional reason that it is immediately necessary to have an up-to-date codification of the laws of the City, pursuant to Section 3.18b. of the City Charter, that is in conformity with State Law, where such conformity is required by Article XVIII, Section 3, of the Ohio Constitution, with which to administer the affairs of the City and to preserve law and order of the City. Therefore, this Ordinance and the December 2019 Replacement Pages for the Codified Ordinances, hereby approved, adopted and enacted, shall be in full force and effect from and after its passage by the required number of votes, as set forth in Section 3.16 of the City Charter.

PASSED: 1st Reading_____

2nd Reading_____

3rd Reading_____

ADOPTED: _____ AYES _____ NAYS _____

ATTEST: _____

Clerk of Council
Fijabi Julien-Gallam, CMC

EXHIBIT "A"

<u>Ord. No.</u>	<u>Date</u>	<u>C.O. Section</u>
29-19	12-9-19	880.005, 880.01, 880.04
51-19	7-29-19	July 2019 Replacement Pages
Res. 55-19	10-14-19	434.03(b)(13)
61-19	9-23-19	1054.01 to 1054.21
62-19	9-23-19	1056.01 to 1056.16
72-19	10-14-19	636.19
88-19	12-16-19	1216.06

EXHIBIT “B”

Traffic Code

442.04 Prerequisites to Operation of a Commercial Motor Vehicle. (Amended)
474.02 Attaching Bicycle to Vehicle. (Amended)

General Offenses Code

624.01 Drug Abuse Control Definitions. (Amended)