



**AGENDA**  
**PLANNING COMMISSION MEETING**  
**Monday September 22, 2025 7:00 p.m.**  
**Village Hall**  
**1582 Main Street**  
**Peninsula, Ohio 44264**

CALL TO ORDER; ROLL CALL

CONSIDERATION OF MINUTES: August 25, 2025 Planning Commission Meeting

CITIZENS PARTICIPATION:

MAYOR'S REPORT:

COUNCIL LIAISON REPORT:

BUSINESS:

Motion to Approve Amended Version of 2025 Area Master Plan/Downtown Plan

Zoning Map Changes:

Peninsula Foundation Main Street Properties from R-2 to C

1653 Main St. (Peninsula Coffee House; Parcel #1110637)

1653 Main St. (rear-septic; Parcel #1110638)

1663 Main St. (River Light Gallery; Parcel #1100212)

1663 Main St. (River Light Gallery; Parcel #1100222)

CVNP Property behind River Light Gallery on N. Canal from R-2 to CR

6045 N. Canal (USA/CVNP; Parcel #1100209)

West Side of N. Locust Street

Discussion Regarding Additional Public Parking Opportunities

Discussion Regarding Possible Amendments to Village Parking Ordinance

Discussion of Additional Potential Zoning Code Amendments:

(Scheduled to be Discussed in Detail at Subsequent Planning Commission Meetings)

Mixed-Use Zone Provisions

Dark Skies Ordinance

Building Size Limits on Lots Adjacent to Residential Properties

ADJOURNMENT

1582 Main Street, Peninsula, Ohio 44264  
(330)657-2151 \* (330)657-2372 FAX

**RECORD OF PROCEEDINGS**  
**VILLAGE OF PENINSULA PLANNING COMMISSION**

**Held:** **Monday, August 25, 2025**

**CALL TO ORDER:** Chairperson Walters called the meeting to order at 7:00 p.m.

**ROLL CALL:**

Chairperson Karen Walters	Present
Greg Canda	Present
Council Rep. Doug Steidl	Present
Mayor Daniel Schneider, Jr.	Present
Kevin Royer	Present

**OTHERS PRESENT:** Village Planner Rita McMahon, Solicitor Brad Bryan, Administrative Assistant Faith Dorton

**CONSIDERATION OF MINUTES:**

July 28, 2025 Planning Commission Meeting

Mr. Steidl made a motion that was seconded by Mr. Canda to approve the Minutes. Roll call vote: Ms. Walters, yes; Mr. Canda, yes; Mr. Steidl, yes; Mr. Royer, abstain; Mayor Schneider, abstain. The Minutes were approved.

**CITIZENS PARTICIPATION:**

Rich Fisher stated he opposed a potential rezoning of his N. Locust Street property to residential, explaining he wants to keep it available for development, especially if sewer access expands. He also raised concerns about the proposed St. Rt. 303 Project, fearing road widening would reduce the size of his parking lot. Mr. Bryan clarified that no formal proposals have been presented, no final decisions have been made on that project, and all the improvements are scheduled to be made in the existing right-of-way. The intent is to slow traffic and make the downtown area safer. There are no existing plans to take any private property.

Mark Anson asked where residents can review a copy of the current version of the Area Master Plan. He was advised it is posted on the Village website. Ms. Dorton gave detailed instructions on where to find it on the website and suggested he could call the administrative office during working hours if he needs additional assistance or wants to be sent a link.

Richard Slocum asked about the status of the numerous typos in the Area Master Plan. Ms. McMahon explained she has already corrected the misspellings, street names, and numbering errors. She is waiting to see if the Commission wants to make any changes to Chapters 5 through 7 before posting the updated document. Mr. Slocum then discussed whether N. Locust should be rezoned, suggesting mixed use could provide more Planning Commission oversight but worrying that change might allow out-of-place three-story buildings. He noted that limiting building size near existing residential structures could address that problem.

Mr. Canda confirmed the area being discussed is currently zoned Commercial. Ms. Walters explained it is not in the Historic Overlay District, which ends at Mill Street. Mr. Slocum emphasized that historic properties should be protected. Ms. Walters noted the Area Master Plan raises the issue as to whether the Historic District should be expanded for that purpose.

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**MAYOR'S REPORT:**

Street Name Markers

The Mayor reported the street-name marker replacements were completed more quickly than expected, with just one remaining to be installed at the corner of Stine and Riverview. He plans on presenting quotes for repainting the pavement markings to Council at its upcoming meeting. The Village plans on participating in a joint grant application with Boston Heights for an Upper A-P Road repaving project. The Engineering and application preparation work is being performed by the Boston Heights Engineer. Mr. Bryan stated the Village's share, if the grant is received, would be around \$18,000. The Mayor emphasized that while stormwater issues with the road have been partly addressed with ditching, a larger repair is necessary to prevent losing the road entirely. He noted the Village's overall progress on infrastructure projects in general and the importance of pursuing the joint project to ensure the long-term stability of the road.

**COUNCIL LIAISON REPORT:**

Mr. Steidl explained since Council did not meet in August, a Special Meeting was held to authorize OHM to submit two state grant applications for the Rt. 303 improvements project. One of the applications was for an OPWC grant and the other was for an ODOT safety grant. The Rt. 303 road-related work would include traffic light, turning lane, crosswalk, and streetscape improvements. Ms. Walters asked about the timing for Planning Commission discussions regarding the project. Mr. Canda clarified that the current designs were preliminary for purposes of the application, with details to be finalized later. Mr. Bryan mentioned the ODOT application requests around \$2 million, and the OPWC grant application requests about \$1.5 million. There is no obligation to go forward with the project if the grant funding is not secured. Mayor Schneider and Ms. Walters mentioned that the CVNP was working on bringing water to the downtown area. Ms. McMahon added that utility relocation could be addressed in a later project phase if funds were available. Mr. Canda noted such issues would be reviewed as the project advanced. The Mayor reported OHM was cautiously optimistic about getting the grant funding due to strong support from local entities and organizations and how the application is expected to score. Mr. Bryan reported that endorsements from the CVNP, Conservancy, County, and CVSR significantly strengthen the Village's applications.

**BUSINESS:**

Review of Area Master Plan/Downtown Plan Chapters 5-7, Zoning Map Changes, Additional Parking Opportunities, and Potential Zoning Code Amendments

Ms. Walters introduced the discussion on Chapters 5-7 of the Area Master Plan. Ms. McMahon explained those chapters focus on development principles and priority projects, including downtown land use, streetscape and mobility, and wayfinding. She highlighted four priority sites such as the General Die Casters property, W. Mill and N. Locust, S. Locust and Main, and Riverview and Main. She noted the development principles such as maintaining small-town character, fostering creative development, and offering versatility. She emphasized the need to evaluate whether these principles are appropriate or missing elements and pointed out broader recommendations like encouraging mixed-use, enhancing public spaces, diversifying housing, expanding retail, and integrating sustainability. Mr. Steidl observed that the guidelines remain general, citing examples like two versus three-story options. Mr. Canda agreed,

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describing the framework as broad guidance rather than binding plans and noting nothing objectionable. He stressed that Planning Commission approval would still be required before any development could proceed.

Ms. McMahon explained the Riverview and Main Street site proposal included outdoor seating and green space to encourage retail food options, aligning with development principles of fostering creative mixed-use projects, providing diverse housing options, and maintaining the Village's small-town character. She then described the S. Locust corner property as a public-private site intended to attract visitors and residents, increase retail options, create community gathering space, and ensure new buildings align with existing street fronts for a cohesive look. Mr. Canda clarified which parcels were considered public-private land use, while Mr. Steidl and the Mayor noted housing options should also be included as part of the mixed-use framework. Daniel DiAngelo, representing the Peninsula Foundation, asked whether proposals must meet all the development principles or just some of them. Mr. Steidl clarified they were guidelines rather than strict requirements. Mr. Canda added that a project without residential use could still be considered. Ms. McMahon emphasized the principles represent a wish list to guide property owners and the Planning Commission in evaluating proposals and have flexibility depending on site needs.

Amy Frank-Hensley asked how the Area Master Plan would address a scenario where the Die Casters site was purchased and turned into a paid parking lot. Mr. Canda explained such a proposal would be evaluated under the mixed-use criteria, noting the zoning code does not currently permit parking-only uses on private land.

Ms. McMahon noted that Item 5 covers the area that includes the current sanitary sewer package plant behind the Winking Lizard. The Plan suggests possible future uses for that property such as a walkway, public gathering space, or community event space once the plant is removed. She noted challenges with ownership and infrastructure issues but emphasized opportunities for creative community use. Mr. Royer and Daniel DiAngelo added that a pathway could relieve the Mill Street congestion, connect pedestrians to parking lots, and provide safer options for pedestrians and cyclists. Richard Slocum highlighted the potential for additional connections and public space improvements. Ms. Walters stressed the need for sidewalks. Ms. McMahon confirmed plans for multi-use paths. Mr. Canda remarked that completing a road loop should be a higher priority but supported keeping the walkway in the plan. Ms. McMahon and Mr. Canda agreed that public-private partnerships, such as tax incentives or zoning flexibility, are essential to support significant projects and give the community influence in shaping development.

Ms. McMahon noted the Plan also lists potential funding sources. She highlighted the recommendations on page 105 as essential for implementation. Mr. Canda agreed the Commission should endorse the document and start acting on it. Ms. McMahon outlined five streetscape areas of emphasis on page 108: pedestrian crosswalks and safety, Rt. 303 and Riverview, Rt. 303 and Locust, West Mill Street, and a new roadway connection south of the General Die Casters site. Mr. Canda clarified which items are contemplated in the proposed Rt. 303 project and noted that Option 1, not Option 2, was advanced for both cost reasons and that Option 2 would not meaningfully improve the traffic issues. Mr. Bryan, the Mayor, and Daniel DiAngelo discussed ownership and labeling issues in the Plan. They agreed that a portion of the Terry Lumber property should be specifically referenced as the site of a future public roadway, while generally keeping the language and exact location of the road flexible. Richard Slocum

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also cautioned against assuming a specific location for that right-of-way location and the need for flexibility.

Mr. Steidl suggested inserting green space and parking set-asides into future code amendments. Ms. McMahon proposed strengthening the mixed-use rules because the current code is too general. She added that the Plan shows a linkage to the Conservancy property, includes cost illustrations, and depicts a 10-foot multi-use path toward Dell Road. Crosswalk controls and lighting improvements on Rt. 303 were discussed. Ms. McMahon stated the safety funding could cover those features. Regarding mobility and wayfinding, Ms. McMahon described references to trail connections, pedestrian routes, and replacement of deteriorated sidewalks between Riverview Road and Locust Street. She said the wayfinding plan can build on existing signs and expand as parking and trail links grow. She summarized the goals on page 122, which are to improve pedestrian safety and connectivity, improve traffic flow and downtown access, enhance streetscape and public spaces, support local businesses, add on-street parking, upgrade sidewalks, and use context-sensitive sustainability. She noted Chapter 6 consolidates actions and Chapter 7 compiles surveys and maps.

Mr. Bryan explained Planning Commission approval of the Area Master Plan is sufficient and Council action on the Plan is not required. Ms. McMahon was directed by the Commission to make edits and send the updated 2025 document link to the Administrative Assistant for distribution to the Commission Members. The Mayor stated the Village Engineer is reviewing the sewer plant plans to make sure they would not interfere with the development of the proposed Village parking lot at the old Service Department building site.

**ADJOURNMENT:** Mr. Canda made a motion that was seconded by Mayor Schneider to adjourn the meeting. Roll call vote: Ms. Walters, yes; Mr. Royer, yes; Mayor Schneider, yes; Mr. Canda, yes. The meeting was adjourned at 8:47 p.m.

Respectfully submitted:

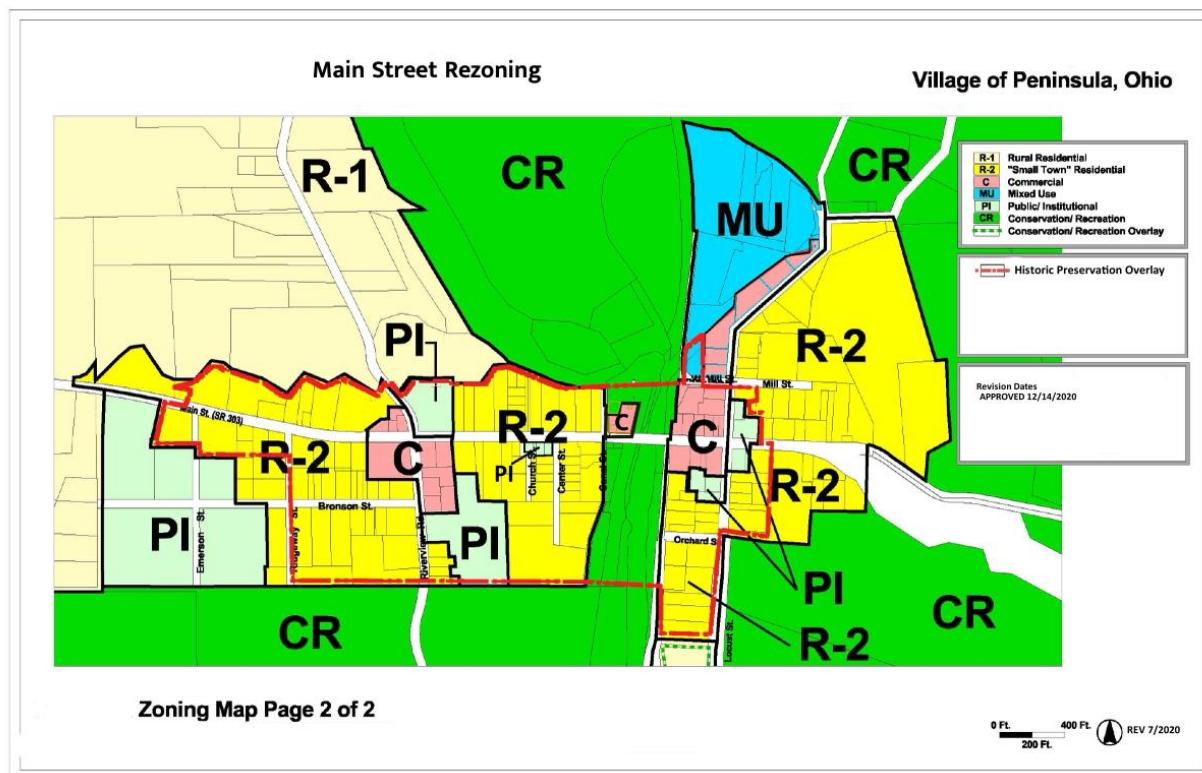
Karen Walters, Chairperson

Date

## Main Street Rezoning

The Main Street rezoning involves several parcels on the north side of Main Street, west of the Cuyahoga River and east of N. Canal Street, from the current R-2, Small Town Residential District and CR Conservation Recreation to C, Commercial and CR Conservation Recreation. There are five parcels included in this request. Four of the parcels are currently occupied by commercial uses including the Peninsula Coffee House and the River Light Gallery. These parcels are owned by the Peninsula Foundation. The Peninsula Coffee Shop is zoned CR Conservation Recreation. The three other parcels are zoned R-2 Small Town Residential. The last parcel, located on N. Canal, north of the River Light Gallery, is owned by the National Park. This parcel is proposed to be rezoned from R-2 Small Town Residential to CR, Conservation Recreation.

Proposed revised Map:



Amendments to the Village's Zoning Map are to be justified by findings of fact by the Planning Commission and forwarded to the Village Council for final action. Section 1149.09 (f) sets forth the minimum review considerations that the Planning commission and Council are to follow before taking any action on an amendment. The following is a review of each criteria.

**(1) Will the proposed amendment be in accordance with the basic intent and purpose of the Zoning Ordinance?**

One of the purposes of the Zoning Code is it is "...essential that commercial uses have an equal degree of protection to promote and preserve Main Street and near by shopping areas...". Protecting the parcels occupied by existing commercial uses of the Coffee Shop and River Light

Gallery are consistent with that purpose. Rezoning them protects the investment in their commercial development. The one parcel on N. Canal is proposed to be rezoned to CR Conservation Recreation. This parcel is owned by the National Park and will continue to support the park's mission of protecting and preserving land for open space.

**(2) Will the proposed amendment further the long-range planning goals of the Village?**

The one of the primary goals of the long-range plan is to preserve the historic buildings and maintain the "small town" character of the village. Small town character is often defined as preserving historic buildings, maintaining the existing mix of various uses that developed naturally over time, promoting local businesses and maintaining a sense of community. The desire to maintain the mix of various land uses supports the change of the proposed zoning. An additional goal is to provide a framework for Village financial stability. The rezoning indicates a commitment by the Village to support existing and future businesses.

**(3) Have conditions changed since the Zoning Ordinance was adopted, or was there a mistake in the Zoning Ordinance, that justify the amendment?**

The opening of the Peninsula Coffee Shop is the primary change to the area. This new establishment is thriving and providing a commercial vibe to the area that was not generally experienced prior. The rezoning of the area between the Cuyahoga River and N. Canal will support the investment that has been made in the Coffee Shop and adjacent property. It can encourage the property owners now and, in the future, to continue their investment in the community.

Additionally, the Downtown Master Plan has been completed which addressed the future of this portion of Main Street. The Master plan supported and further implemented the goals of the Long-Range Plan. The Master Plan, through community and Steering Committee input, supports the preservation of the historic buildings and the small-town character. The buildings located within the rezoning area are historic and have been preserved. They are also located within the Village's Historic District.

The Master Plan also provided economic impact information on what various types of development would generate for the Village finances. The plan also highlighted that only 10.4 acres of the Village were zoned for commercial use and only 15 acres were zoned for mixed-use. This represents less than 1% of all the land in the Village. The Master Plan also indicated that "... the financial health or stability of Peninsula is dependent upon Municipal Income Tax." (pg 68) The majority of the Village's income tax comes from commercial uses that generate employment. Providing opportunities to create commercial uses promotes the long-term financial stability of the Village. Rezoning this property will add .31 acres of land to the commercial zoning.

**(4) Will the amendment correct an inequitable situation created by the Zoning Ordinance, rather than merely grant special privileges?**

The current zoning does not permit the existing uses by right. The uses are long standing buildings and operations that have been non-conforming to the zoning for years. The rezoning will provide for the continued use of the various parcels in a manner they have been developed without requiring use variance or other exceptions to the code.

**(5) Will the amendment result in unlawful exclusionary zoning?**

Exclusionary zoning will not result from this zoning change.

**(6) Will the amendment set an inappropriate precedent, resulting in the need to correct future planning mistakes?**

By rezoning the property to meet the current use, the Village is indicating that current uses will be given priority over potential long term planned uses.

**(7) If a rezoning is requested, is the proposed zoning consistent with the zoning classification of surrounding land?**

The surrounding land is zoned CR Conservation Recreation to the east, south and north. The property to the west across N. Canal is zoned R-2 Small Town Residential. The rezoning of the one parcel on N. Canal which is owned by the Nation Park to CR is consistent with the use. The rezoning will create a node of commercial west of the Cuyahoga River. There has been a concern about the intrusion of commercial along Main Street. Stopping the Commercial zoning at N. Canal is a natural break point for the zoning. It should not further influence the spread of the zoning to the west.

**(8) If a rezoning is requested, could all requirements in the proposed zoning classification be complied with on the subject parcel?**

The existing uses are permitted uses in the Commercial District. The Commercial District has no front or side setback requirements and a 20-foot rear setback. Both existing structures would be in compliance. The parking on site for the River Light Gallery will be non-conforming. The Peninsula Coffee Shop obtained a variance which for the number of parking spaces which would continue to apply.

# Memo

**To:** Peninsula Planning Commission  
**From:** Rita McMahon, Consultant  
**cc:** Brad Byran, Solicitor  
**Date:** September 16, 2025  
**Re:** Parking Regulation Adjustment Options

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As requested by the Planning Commission, I have researched numerous communities in and around Ohio to determine how other communities are handling parking, particularly in small downtown areas. There appear to be several options that could be used by the Village to address the parking concerns:

- raised by the Planning Commission,
- the discussions during the downtown Master Plan, and
- to inquiries from developers about re-use of existing buildings

to make adjustments to the parking regulations in the zoning code. The options vary from changing the current standards to providing for flexibility in the implementation of the standard requirements through a review by the Planning Commission. Each of the options used have established criteria for implementing an exception or a waiver to the Code. These adjustments can be applied to the "C" Commercial District and the "MU" Mixed-Use District or just the Commercial District.

The following are a brief description of the various options that the Planning Commission may wish to consider either individually or in combination:

1. Reduce the total number of required spaces for the uses in the Commercial District and/or Mixed-Use District. For Example; Current Code requires 1 space for each 250 square feet of floor area for retail store. A modification could be to require 1 space for each 500 square feet area. Half as many spaces would be required.
2. Eliminate a minimum parking requirement for Commercial District development. This approach has been taken by various communities around the country including Gambier Ohio. In this approach the community does

not require a specific number but requests that the developer identify through a transportation and parking study the amount of parking needed for the site. The code lists a number of criteria that the Planning Commission will use to determine if the parking is appropriate such as if housing is included in the development, is this a reuse of an existing building, is there public or on-street parking in the area, etc. This places the initial burden of determining the appropriate amount of parking on the developer instead of the Village establishing an arbitrary number. This option is often combined with creating a maximum parking standard for various uses.

3. Reduce the minimum parking standards as outlined in item 1 but add a maximum parking requirement. This creates a range of parking that is acceptable and ensures that a site will not be over developed with parking. It is evaluated similarly to option 2.
4. Create a parking overlay district that establishes Planning Commission review of all or some of the sites within the district. This approach could be limited to the reuse and redevelopment of existing buildings or could cover all buildings. The overlay could be coterminous with the Commercial zoning district boundaries. In this situation the current parking standards apply but the Planning Commission may waive some of the required parking spaces based on a series of criteria. The criteria often include the criteria similar to option 2.
5. Establish Planning Commission review of all developments that do not meet the minimum required parking. Instead of requiring a variance to the code requirements, the section could be amended to permit the Planning Commission to be the entity that will waive the requirement as part of the site plan approval instead of the Board of Zoning Appeals. The Planning Commission has a better understanding of the big picture and long-term impacts of a decision. It also eliminates the confusion that can occur when two different bodies review the same project.
6. Create a fee-in-lieu of parking option. In this option the parking would be required based on the code but would provide an option for the developer to pay a fee-in-lieu of parking to the Village for some portion of the required parking. The fee would be used for the creation of public parking. This would place some of the parking burden on the generators of the parking demand, but could also support and benefit existing businesses. Generally, there is a maximum amount of the parking that can be paid for in this manner. The Village would create a dedicated fund for the payments and use that money to create additional parking either on-street or off-street. The amount of the

cost of a parking space should be based on a percentage of the anticipate cost of construction the spaces.

The Commission will need to decide which of these option or combination of options is most appropriate for the Village. Based on that direction specific code amendments will be created for review and recommendation to Council.

## MEMO

**TO:** Peninsula Planning Commission  
**FROM:** Rita McMahon, Planning Consultant  
**CC:** Brad Byran, Village Solicitor  
**DATE:** August 18, 2025

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At the July Planning Commission meeting I was asked to review the parking location suggestions in the proposed Master Plan and make any additional recommendations of where parking could be located. Specifically, it was asked if there are locations for additional parking on public property that the Village could execute quickly. The Master Plan identified the following:

DOWNTOWN PENINSULA - PARKING	
The Village's Downtown could add or formalize up to another 102 parking spots. This would create a potential 40% increase to the existing available downtown parking.	
EXISTING PUBLIC PARKING	
Lock 29 & Over Flow Parking=	123
Church at Locust & 303=	20
Foundation Locust Property=	19
On Street Parking=	60
Site Across GAR Hall=	34
Total=	256
POTENTIAL PUBLIC PARKING	
303 Future Parking Lot*=	-
North Locust Future Lot*=	-
Unpaved Lot North Locust=	23
General Die Casters=	63
Terry Lumber=	16
Potential Total=	102
TOTAL POTENTIAL PARKING SPOTS= 358	

I could not identify any additional off street parking locations that were currently owned by the Village. It is my understanding the Village is moving forward with the development of a formal parking lot at the former Service Garage on North Locust Street which is identified as the Unpaved Lot North Locust Street in the Master Plan. The Conservancy for the Cuyahoga Valley National Park is also moving forward with their plans for the development of 13+ acres on the west side of South Locust Street which would include additional parking. The Conservancy has not indicated the number of parking spaces to be created, nor was

The following map (Figure 2-11) identifies the locations of the existing and future parking identified in the Master Plan.



their parking included in the potential parking in the Master Plan. While both sites will add significant parking to the Village they may appear to visitors to be somewhat remote and possibly difficult to locate.



Valley National Park property. A total gain of 41 spaces could be achieved. The street pavement would have to be widened and a sidewalk would need to be installed on each side of the street for safety.

The extension of the on-street parking and a sidewalk on South Locust would implement one of the Master Plan's recommendations, to interconnect the Conservancy property with the Village. The extension of the on-street parking would make the future parking at the Conservancy property feel more connected and accessible. A visitor would be passing other parking before they get to the Conservancy. A sidewalk installation could be the first step toward the

The only possible location I identified for additional parking is to expand the on-street parking in areas that it already exists. North and South Locust currently have on-street parking as outlined on the maps to the left and below. That on-street parking could be extended to connect to the future parking lots on the former Service Garage location and the Conservancy property. Both would require the expansion of the pavement and the installation of or improvement of sidewalks. A cost has not been estimated.

The extension of the parking on the west side of South Locust could gain approximately 15 spaces because of exiting driveways. Parking the east side of South Locust could result in approximately 26 spaces. The east side is adjacent to Cuyahoga

implementation of the multi-use path recommended to connect the Conservancy development to the center of town.

The added parking on North Locust, north of Mill Street, on the west side of the street could provide approximately 20 spaces. The west side is suggested because there are fewer driveways on that side of the street allowing for more spaces. I am suggesting adding parking on only one side of the street since the road right-of-way is narrower on North Locust than the right-of-way on South Locust. Sidewalks will need to be improved and/or extended and the pavement expanded. This would help connect to the future parking lot to the center of town.

The additional on-street parking could double the number of spaces currently available on-street in the Village. In both cases the extension of existing parking could have the psychological effect of people thinking they are not that far from the center of town.

Additional on-street parking is likely the simplest mechanism to increase the parking without acquiring additional land. The Village should continue to work with General Die Caster and Terry Lumber to formally create additional parking. If the Master Plan recommendation of connecting Mill Street to North Locust occurs, additional on-street parking could also be established on the new right of way.





Brad Bryan &lt;bbryan@gbs-lip.com&gt;

**Fwd: Parking Lot(s) at North end of Locust St. (aka. Akron-Peninsula Rd.)**

1 message

Mayor Account &lt;mayor@villageofpeninsula-oh.gov&gt;

Wed, Sep 3, 2025 at 9:45 AM

To: Brad Bryan &lt;bbryan@gbs-lip.com&gt;, Faith Krusinski- Pen Admin &lt;admin@villageofpeninsula-oh.gov&gt;

Cc: Fiscal Officer &lt;fiscalofficer@villageofpeninsula-oh.gov&gt;, Maintenance Account &lt;maintenance@villageofpeninsula-oh.gov&gt;

Brad,

I would like to share this information with council in the meeting packet if you think it would be appropriate.

Thanks,  
Mayor

----- Forwarded message -----

From: Ed McCabe &lt;emccabe@mccabeengineering.com&gt;

Date: Fri, Aug 29, 2025 at 1:36 PM

Subject: Parking Lot(s) at North end of Locust St. (aka. Akron-Peninsula Rd.)

To: Account Mayor &lt;mayor@villageofpeninsula-oh.gov&gt;

CC: Maintenance Account &lt;maintenance@villageofpeninsula-oh.gov&gt;

Mayor Schnieder,

We have a preliminary rough order of magnitude estimate (ROM) for development of parking lot(s) at the site of the old service building and property North of this area. The two lots are both located on one parcel owned by Peninsula but are irregular in shape for the typical parking lot scenario. The south lot has been filled with various depths of asphalt "chunks" with weak soils below based on a single boring location – we plan to proof roll this area to verify that the asphalt "chunks" will serve as an adequate base material. This ROM will then provide two lifts totaling 4" asphalt as the lot surface. There will be a narrow connector section of asphalt between the existing roadway and the existing slope, this will lead to the proposed north parking lot whose size is again irregular and will require further evaluation of Boston Run Stream and erosion potential and impact from the new sewer plant. For the purpose of this ROM, we have allowed for 6" of topsoil removal, replaced with limestone base material overlaid with 4" of asphalt surface. The same soil conditions exist here and based on limited data automobile parking will work but no vehicles over 12,500 pounds GVW should enter this north lot unless proof rolling at time of construction proves differently.

The two lot concept is based on limited site excavation into slope to the east, approximately generating 40-50 parking spaces most at 45 degree angle in an effort to maximize available area, no additional drainage piping has been included, drainage is directed to catch basin at existing roadway, ditch line or stream.

The ROM for the concept presented is \$175,000.00 - \$200,000.00

Please review and we can discuss further regarding the pros (generate revenue, visitor convenience, etc.) & cons (enlarge & square up areas, damage during sewer plant construction from trucks pulling off side of road, etc.) of this plan. This discussion will provide direction on how to proceed.

Thank you,

Edward M. McCabe, P.E.

President

McCabe Engineering & Contracting

4300 W Streetsboro Road

Richfield OH 44286

330.659.3550 (p)

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