

City of Findlay City Planning Commission

Thursday, November 14, 2013 - 9:00 AM
Municipal Building, Council Chambers

Minutes

(Staff Report Comments from the meeting are incorporated into the minutes in lighter text. Actual minutes begin with the DISCUSSION Section)

MEMBERS PRESENT:

Lydia Mihalik
Paul Schmelzer
Thom Hershey
Joe Opperman
Dan Clinger

STAFF ATTENDING:

Judy Scrimshaw, HRPC Staff
Matt Pickett, FFD
Matt Cordonnier, HRPC Director
Don Rasmussen
Steve Wilson

GUESTS:

Todd Jenkins, Charles Bills, Jerry Murray, Ed Hartman,
Martin Terry, Myreon Cobb, Steven Rackley, Jack Berry,
Rebecca Jenkins, Beth Meyers, Lou Wilin, Shawn
Garmong and others

CALL TO ORDER

ROLL CALL

The following members were present:

Lydia Mihalik
Paul Schmelzer
Thom Hershey
Joe Opperman
Dan Clinger

SWEARING IN

All those planning to give testimony were sworn in by J. Scrimshaw.

APPROVAL OF MINUTES

Thom Hershey moved to approve the minutes of the September 12, 2013 meeting. Joe Opperman seconded. Motion to accept carried 5-0.

NEW ITEMS

1. ALLEY VACATION PETITION #AV-06-2013 filed by Gregory Meyers, 119 First Street, Findlay, OH to vacate a north/south alley running between 1003, 1009 & 1015 S. Main Street and 119 1st Street.

HRPC

General Information

The alley in this request runs south from 1st Street to the first east/west alley. It is in a residential neighborhood.

Parcel History

None

Staff Analysis

All of the abutting property owners have signed the petition to vacate the above described alleyway.

There are garages and other buildings along the alleyway and access will need to be maintained for these structures. Emergency vehicles may also need access through the area if there is a fire or other crisis situation.

ENGINEERING

No objections.

AEP will retain an easement for their poles if the alley is vacated.

FIRE PREVENTION

Currently, out buildings and garages exist behind the residential homes and it provides off street parking for the residents. The alley also allows for structural firefighting and FFD truck access. If allowed to vacate the alley, a recommendation would be not to block either end at 1st St. or 2nd St.

STAFF RECOMMENDATION

Staff recommends that FCPC **recommend approval of ALLEY VACATION PETITION #AV-06-2013** to vacate a north/south alley running between 1003, 1009 & 1015 S. Main Street and 119 1st Street. As stated above, AEP will retain easement for their poles and access should be maintained to aid in emergency situations.

DISCUSSION

Beth Meyers, 119 1st Street spoke. They would like to block off the south end at the stop sign possibly with a gate. Traffic has been increasing here. It gets used more as a street than just access for those living there. The east/west alley will still be open and there will still be access from the 2nd Street end.

P. Schmelzer noted that when vacated the neighbors will need to agree on access and

maintenance. Mrs. Meyers replied that they had already discussed this and were in agreement. They had also spoken with the neighbors to the south and they had no issues.

Paul Schmelzer made a motion to recommend the vacation to City Council. The motion died for lack of a second.

Joe Opperman said he did not see any point in vacating an alley if it is still open to people for use. Paul Schmelzer replied that from the City standpoint, they no longer have to maintain it and if they do not have any interest in the property he has no problem with turning it over to private ownership. Lydia Mihalik stated that she does have some concern with Fire Department access if the owners gate it.

Beth Meyers stated that the alley becomes Main Street during parades. Foot traffic has greatly increased in recent years and there have been garage break-ins. They would also like to be able to pave it themselves and clean it up. Dan Clinger noted that they should have a maintenance agreement between the properties. Ms. Meyers explained that they have already discussed this and that her husband as well as one of the other owners are attorneys and they will draft a legal document when the time comes.

Thom Hershey commented that normally CPC does not like to create a “T” intersection. This could make it difficult to maneuver for some of the garages. He stated that foot traffic and vehicular traffic applies to all alleys. That is what they are for.

Ms. Meyer stated that there are really only two (2) garages that need the alley for access. The others are accessed from 1st Street, the east/west alley or S. Main Street.

Lydia made a new motion to recommend approval of the vacation with the condition that the alley is not blocked off. Paul Schmelzer seconded. Paul then asked if we can put such a condition on something that will be private property. Don Rasmussen replied that the alley vacation would, by statute, grant each property owner half the alley and that unless they voluntarily agree to do so, we can’t make a condition dictating what they can or cannot do on their private property (zoning excepted).

Matt Cordonnier commented that modern subdivisions only access lots from the front. If that is the only access these homes have it is similar to the majority of Findlay. The Fire Department accesses other homes from the street frontage and a secondary access is more of a luxury than a necessity.

Thom Hershey stated that modern subdivisions have driveways to their garages. Paul Schmelzer commented that he has little experience in this issue, but he doesn’t know how many driveways the Fire Department goes down during a fire. Matt Pickett replied that it is very rare. Usually we can reach everything from the road. He would just not like to see both ends blocked so that they can get to the rear if needed. He does not want to see the street ends blocked.

Lydia Mihalik withdrew her motion and started again. **Ms. Mihalik moved to recommend approval of the vacation. Paul Schmelzer seconded.**

Dan Clinger stated that he doesn’t see the advantage to vacating the alley. They are still keeping it open. It will take the maintenance out of the City’s hands but they will not impede traffic flow. He is struggling to see a valid reason to vacate.

Lydia Mihalik stated that she felt the applicant had talked about it. The issues were safety, access and control. This isn't the first alley that we have vacated.

Thom Hershey replied that others did not create a "T" intersection. We normally do not do that. Why not vacate it all the way south instead of half of it? Paul Schmelzer replied that we don't have the property owners on the other half agreeing to that.

MOTION:

L. Mihalik had made a **motion to recommend approval to Findlay City Council of ALLEY VACATION PETITION #AV-0-2013** to vacate the north/south alley running between 1003, 1009 & 1015 S. Main Street and 119 1st Street.

2nd: P. Schmelzer

VOTE: Yay (2) Nay (3) Abstain (0)

Motion Failed.

2. FINAL PLAT APPLICATION #FP-10-2013 filed by Steven D. Taylor Family Properties, LLC, PO Box 351750, Toledo, OH to Replat Lots 10, 11, and 12 in the North End Commercial Park.

HRPC

General Information

This project is located in the North End Commercial Park on the southeast corner of Speedway Drive and CR 99. The lots are zoned C-2 General Commercial. Land to the north is in Allen Township and has no zoning. To the west the land is zoned C-2. Land to the south is zoned I-1 Light Industrial and to the east is C-2 and I-1. It is not within the 100 year flood plain. The City of Findlay Land Use Plan designates the area as Regional Commercial.

Parcel History

All of the lots are currently vacant.

Staff Analysis

The applicant proposes to combine the three (3) platted lots into one large parcel for development as a single site.

The replat will also serve to vacate some existing easements on the original lots and establish the appropriate new setback lines and easements for a single lot.

The original plat of this subdivision had a note on the plat that Lots 10, 11 and 12 were limited to using the 40' Access Easement from Speedway Drive as their only means of ingress/egress. A notation should be put on this new lot that it's only means of access will be from Speedway Drive. No access will be permitted directly onto CR 99.

We didn't see a lot number for the new parcel. One will need to be given for the new lot.

Staff Recommendation

HRPC Staff recommends approval of **FINAL PLAT APPLICATION #FP-10-2013** with the

inclusion of a notation stating that the parcel shall only use Speedway Drive for access and that a lot number is assigned to the new lot.

ENGINEERING

No objections.

FIRE PREVENTION

No comment

STAFF RECOMMENDATION

Staff recommends that FCPC approve **FINAL PLAT APPLICATION #FP-10-2013** subject to the following conditions:

- Note added to the plat that the new lot shall only use Speedway Drive for ingress/egress (HRPC)
- A lot number is assigned to the new lot (HRPC)

DISCUSSION

Thom Hershey stated that he would like to know if there is a commercial development lined up for this site. What is the reason for combining the lots?

Shawn Garmong replied that yes he does believe there is someone looking to develop the parcels as one site.

T. Hershey asked what type of development it might be. Mr. Garmong replied that he was not totally sure, but it may be a car dealership.

Dan Clinger commented that he assumed that the original easements on the plat were proposed. There are not currently any utilities in these? Judy Scrimshaw replied that she believes that is the case. Those were proposed for use if the lots had developed as originally platted.

Paul Schmelzer stated that it is typical to have those easements at the rear of lots. I assume there would be conflicts with developing over lot lines and easements as far as setbacks are concerned if they were left in place.

Joe Opperman commented as a matter of form that this is labeled as a final plat. Was there a preliminary at some point? J. Scrimshaw replied that when someone does a replat of existing lots, we use the final plat form. This is basically a lot combination which in some cases can be handled between us and the auditor's office. However, if there are recorded easements to be vacated, it must be done within the context of a plat.

MOTION:

Dan Clinger made a **motion to approve FINAL PLAT APPLICATION #FP-10-2013** to Replat Lots 10, 11, and 12 in the North End Commercial Park subject to the following conditions:

- Note added to the plat that the new lot shall only use Speedway Drive for ingress/egress (HRPC)
- A lot number is assigned to the new lot (HRPC)

2nd: Thom Hershey

VOTE: Yay (5) Nay (0) Abstain (0)

3. APPLICATION FOR CONDITIONAL USE #CU-03-2013 filed by FD Main Street, Ltd., 655 Fox Run Rd., Findlay for Townhouse Apartments occupying the first and second floor at 316 Dorney Plaza.

HRPC

General Information

This request is located off the west side of S. Main Street. It is zoned C-3 Downtown and all surrounding parcels are also zoned C-3. The property is located within the 100 year flood plain. The City of Findlay Land Use Plan designates the area as downtown.

Parcel History

Buildings are vacant.

Staff Analysis

The applicant is proposing to convert the building into three (3) two story residential townhouses.

In the C-3 Downtown zoning district residential uses are a Conditional Use and are limited to the upper floors of the commercial buildings. The BZA cannot grant a use variance so the applicant is asking Planning Commission for a waiver to allow the residential use to occupy the first floor of the building.

Their application states that retail/office uses would not have street exposure in this location nor available adjacent parking. HRPC contends that adequate retail or office parking is very accessible since the Municipal Building parking lot is adjacent to the building and is available for 2 hour public parking. There is probably more of a dilemma with residential parking which is long term at any time of day. HRPC also has concerns about residents using Dorney Plaza as part of their personal space. HRPC would like the developer to present a plan to prevent the placement of patio furniture, grills, etc. on Dorney Plaza. The fact that the plaza is a public space could present an enforcement issue if residents start utilizing it as a front porch area.

Shops down the side of a building in a downtown area are not uncommon in other towns. There are similar situations were what may have formerly been an alley or building site is now a plaza type area and small eateries, shops or offices are located there. Walkability is a key factor in a downtown setting so street exposure is not necessarily required for businesses.

HRPC does recognize that the site's layout presents challenges for retail/office or residential development. HRPC views the ideal development to be a single office/retail user that utilizes the majority of the building with the potential for upper floor residential similar to the other office and retail establishments in downtown.

Staff Recommendation

HRPC Staff is withholding a recommendation, pending the presentation of the project by the

developer.

ENGINEERING

No Comment

FIRE PREVENTION

Although not applicable for conditional use review, I was advised by Jerry Murray to provide the following information:

- Recommend to place the Fire Department Connection (FDC) on front of building. FDC shall be 5 inch Storz fitting with 30 degree angled elbow. Outside notification shall be a horn/strobe working on water flow only and placed above the FDC. Area in front of FDC shall be kept clear.
- A Knox Box will be required for buildings with alarm and sprinkler systems.
- Address shall be clearly marked for all structures.

DISCUSSION

Judy Scrimshaw noted that she and Matt Cordonnier had met with the applicants yesterday to discuss the project and are now recommending approval.

Jerry Murray noted that the building will be sprinkled in response to the fire department comments.

Mr. Murray went on to explain the project. This is a unique situation. The building is historical and the developer has applied for historic tax credits. There was a street in front of this building many years ago and that was closed. This part of Dorney Plaza is County owned property. 320 S. Main to the west will have offices with frontage on Main Street giving the street exposure and accessibility.

The thought was that townhouses would be the best approach here. The buildings lend themselves to three (3) units with the three (3) existing entrances. The downstairs will be an open floor plan with the living and dining areas. Upstairs will be the bedrooms. The full length windows will be shaded up to seven (7) feet and you will see the upper part of the Courthouse from the top portions of the windows.

There must be a step to get out of the buildings. The drawings show a small stoop. Because these are leased apartments, they can be restricted in any manner the commission desires. We can say no grills, no outdoor entertainment. These can be restrictions in the lease so we can have cause to remove a tenant for violation. The units will be roughly \$1200 a month so they will be luxury living.

Parking should not be an issue. The developer has been generous with parking spaces they own off site. These will be made available to the tenants. So, public parking will not be used except for possible visitors and these will more than likely be in the evening hours and on weekends when public parking is available.

We see this as the future of Findlay. With the explosion of Marathon and other companies in town we have a more urban liver. These can be younger people perhaps not even having a car. They want to walk to work. They like the restaurants and activity downtown.

If you go to other communities, even ones smaller than ours, there are townhouse type developments with walk up flats. I agree that a Main Street location for this would not be conducive. This is a unique lot in our C-3 district. It's not truly accessible to anything. It does not have any street frontage.

I think we may see other developments of this type. If we fix the river flooding problem, we may see a redevelopment of the banks and this type of development may happen in the future there.

We are asking for a waiver of the condition because it is a unique situation that lends itself more highly to downtown townhouse living and I hope you would agree with this.

Dan Clinger stated that he will abstain from any discussion and voting on this issue.

Thom Hershey asked if the stoop area is part of the building property or if it extends into the right of way.

Jerry Murray replied that it is part of the County's property and they will be seeking permission to use the space. If you think it is too large, we can look at reducing it. The units have to step out onto two steps either on the public property or we can cut into the building. We thought it would be more urban to have a gated stoop with an area for some potted plants to give the feel of some green space and define the front door as being a bit more private. We do have to work with the Commissioners on approval for that. If they say no we will make the modification for the front door. Thom Hershey replied that he felt the stoop area is a good idea.

Paul Schmelzer stated that he would like to echo Mr. Murray's comments on urban living. Historically Findlay has not had a great deal of downtown living and he thinks it is a great idea. There are a lot of cities that are certainly more advanced in dealing with this issue. It is something we need to take a look at. He particularly liked that idea of a vestibule so there is an off public space entrance. It is great that you are investing in this property and he is in favor of the project.

Thom Hershey asked if the Commission has the right to grant the Conditional Use.

Don Rasmussen replied that they are being asked to grant a waiver of the condition that all residential units are to be on the second floor or higher.

MOTION: Thom Hershey made a **motion to waive the Condition that residential uses cannot occupy the first floor of a building in C-3 Downtown district.**

2nd: J. Opperman

VOTE: Yay (4) Nay (0) Abstain (1)

4. SITE PLAN APPLICATION #SP-19-2013 filed by Somphanh Phadphom & Inh Cysanah, 2050 Lakewood Drive, Lima, OH for conversion of an existing garage into a church and construction of accessory parking to be located at 1024 S. Blanchard Street.

HRPC

General Information

This site plan is located on the west side of S. Blanchard Street just north of 2nd Street. The land is zoned R-3 Single Family High Density Residential. The properties to the north are also zoned R-3. The property to the south, east and west is zoned R-2 Single Family Medium Density. The City Land Use Plan designates the land as Single Family Small Lot. The site is not located within the 100 year flood plain.

Parcel History

None

Staff Analysis

There are no new buildings being constructed in this request. The existing garage on the north end of the parcel is going to be used as a Church. Churches are a Conditional Use in the Residential Districts.

A paved parking lot is proposed west of the church. It is shown in two (2) phases. The first phase contains 11 parking spaces. The application states that the current congregation is only around 25 persons. They hope to grow the Church and could have capacity for 60 or more at which time they would construct the second phase of parking. Parking for a place of worship is listed as three (3) spaces per every seven (7) seats. The 11 spaces shown would provide adequate parking for the small congregation.

There is a six (6) foot privacy fence shown on the north side of the parking lot which abuts a residence. There is also a 10' wide detention area indicated here between the parking lot pavement and the fence. There also appears to be some existing trees and shrubs shown on the plan. Section 1161.07.2 of the code gives 3 screening options for such an instance as this. Option 1 would suffice for this situation as this would not be considered an everyday commercial use. The first option has a very minimal landscaping requirement. Credit will be given for any useable trees that exist along the property line now.

There is no indication of any signage proposed. If signage is requested it will require a separate approval and permit from the zoning officer.

ENGINEERING

Access – An existing drive on S. Blanchard will be used and is adequate for the proposed use.

Water & Sanitary Sewer – Connection points for the sanitary and water systems shall be reviewed by engineering before any permits, zoning or otherwise are issued.

Stormwater Management – Proposed detention pond on the north side of the property meets our requirements. Applicable OEPA NPDES requirements for both construction and post-construction water quality shall be met.

Sidewalks – Existing sidewalks will remain in place.

Recommendation: Approval of the plan subject to occupancy requirements from Wood County Building Department and engineering review of connection points for the sanitary and water systems.

The following permits may be required prior to construction:

- Sanitary Sewer permits
- Water permits
- An approved Stormwater Pollution Prevention Plan

FIRE PREVENTION

Submit all change of use and plan information to Wood County Building Department

STAFF RECOMMENDATION

Staff recommends **approval of SITE PLAN APPLICATION #SP-19-2013** for the conversion of an existing garage into a church and construction of accessory parking to be located at 1024 S. Blanchard Street subject to the following conditions:

- Adequate trees and evergreens as screening along the north property line (HRPC)
- Approval of any signage requested by the zoning officer. (HRPC)
- Engineering approval of connection points for water and sewer (ENG)
- Approval of Wood County Building Department (ENG & FIRE)

DISCUSSION

Dan Clinger noted that it is apparent that the building is not currently being used a garage. He stated that building code needs to be met for this use. There are handicapped parking spaces indicated and facilities for the handicapped may be required in the structure. It appears that the parking will not be expanded unless the congregation grows. At what point would this happen? Say all of a sudden there are the 60+ members and there is no room to park because the extra parking was not built. We may need to have some language to kick in the phase II parking plan. Also, there is access shown to the west and he is not sure what that is.

Judy Scrimshaw responded that it is technically Bank Street running parallel with the RR tracks. It is basically no more than an alley. She did drive down it and you can get through and out to 2nd Street.

Paul Schmelzer asked if there is a concept plan for the Church. Jack Berry replied that there are no plans for adding any structure. Right now they are working with Mike Rudey at Wood County Building Department to make the building code compliant for the change of use. They are basically looking at the building being an open space for worship with moveable seating. It is a Laotian congregation that serves that community in Findlay. He would not call it a fast growing Church. Obviously they would like to increase their membership but in reality how soon that happens is questionable because of the size of the community in Findlay.

Lydia Mihalik asked if the lack of water and sewer connections on the plan were an oversight on their part. Mr. Berry replied that because they wanted to wait to get contingent approvals, right now there is nothing that requires new sanitary sewer connection. It is all existing right now. Mr. Schmelzer asked if there is not anything to require these through Wood County. Mr. Berry responded that that is up to Mike Rudey. Right now the building is just a garage. They will probably require restrooms. Chapter 34 of the code has compliance alternatives. We're trying to minimize the financial impact for the Church. We are trying to get these approvals, then take the next step.

Dan Clinger asked if the City would have any authority here to have the owner do phase II of the parking once they are using available areas on the street to park.

Paul Schmelzer stated that this is an issue he has also. It is all temporary seating with nothing concrete to base the number of parking spaces on. He is not sure what language we can attach as a condition.

He certainly recognizes the financial implications for the Church of putting in 3 times the number of spaces needed.

Don Rasmussen said that he can see they (the commission) can attach the condition but enforcement is the issue. How do you know how many are in the congregation? Mr. Schmelzer stated that he thinks it is like any other issue that if they have a phase II plan it is submitted as a matter of record for expansion. If there is a case when the parking available can't handle an event it will be an issue for Todd and us. I would imagine that if they were fortunate enough to grow the Church that they would add the parking anyway.

Matt Cordonnier stated that showing a plan with Phase II parking is a step ahead of if we would have just had a plan presented for 25 members and the lesser amount of parking to satisfy the smaller requirement. The fact that it is on the plan being approved today gives the City some leverage if and when parking becomes an issue.

MOTION: P. Schmelzer made a **motion to approve SITE PLAN APPLICATION #SP-19-2013** for conversion of an existing garage into a church and construction of accessory parking to be located at 1024 S. Blanchard Street subject to the following conditions:

- Adequate trees and evergreens as screening along the north property line (HRPC)
- Approval of any signage requested by the zoning officer. (HRPC)
- Engineering approval of connection points for water and sewer (ENG)
- Approval of Wood County Building Department (ENG & FIRE)
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2nd: D. Clinger

VOTE: Yay (5) Nay (0) Abstain (0)

5. **APPLICATION FOR SPECIAL REVIEW #SR-01-2013** filed by The Fergus Company, LLC, 8377 Green Meadows Dr. N., Suite A, Lewis Center, OH 43035 for an auto parts store to be located at 420 Trenton Avenue.

HRPC

General Information

This site is on the north side of Trenton Avenue west of Morey Street. It is zoned C-2 General Commercial. All land to the east, west and south is also zoned C-2. Land to the north is R-3 Single Family High Density and MH Mobile Home. It is not located within the 100 year flood plain. The City of Findlay Land Use Plan designates the area as Regional Commercial.

Parcel History

This is the former site of Findlay Truck Lines.

Staff Analysis

This is a Special (Conceptual) Review thus no formal decision is required of the Planning Commission today.

HRPC Staff and Todd Richard have met with the applicant on a couple of occasions to hash out the details for this site.

The applicant is proposing to split the parcel into two commercial sites. After more

consideration of the proposal, HRPC is recommending that this be a two lot commercial subdivision. The site is currently a conglomeration of multiple platted lots and vacated alleyways. We would recommend that Planning Commission accept as a single submission Final Plat coinciding with the formal site plan application if possible. If the plat cannot be completed at the same time as approval of the site plan, the development can occur on the existing land as it exists and the plat recorded later.

At this time, the Advance Auto Parts store is the only known development. The proposal is for a 6,895 square foot store on a 138' x 260' site.

There are 26 parking spaces shown which exceeds the requirement. The minimum required would be 19 at one per 375 square feet. The pavement is set back 10' from the right of way as required.

The building meets all setback minimums. (50' front, 15' side and 30' rear)

Landscaping is indicated on the plan as we had discussed with the developer. The level 2 buffer was recommended for the rear along Madison Avenue. There will be foundation plantings and plantings along the frontage.

A single access from Trenton Avenue was discussed as the preferred option. Trenton Avenue is full of multiple drive cuts in close proximity and cars often come head to head in the turn lane to get into one restaurant or another on opposite sides of the street. There is also a single access onto Madison Avenue. We hope that more traffic will exit here and turn east to get onto Morey then head south where they can exit onto Trenton Avenue at the traffic signal. There will be cross access easements recorded for the two (2) parcels.

The building meets minimal architectural standards. The applicant discussed projecting the sign area on the building out to create some depth and provide some overhang above the doorway. Two tones of color and a band will break up the monotony of the straight walls.

There is no sign detail provided today but a location in front of the Advance Auto store is shown. It is in the middle of the parking spaces along the front of the site. We had discussed with the applicant that one sign would be preferred for the combined site. We had advised them to create a cabinet within the guidelines that could accommodate two businesses. There is no restriction on signage located on the building and the Advance sign is certainly a prominent feature there. Some discussion was given to having a small island in the entry area with a pylon for both businesses. This may create some maneuverability issues for truck delivery however.

The sign code in section 1161.12.8 Low Profile Signs: O-1, C-1, C-2, I-1, & I-2 Districts gives guidelines for this type of sign. It states that one is permitted for each site. Section 1161.12.9 Pylon Signs: C-1, C-2, I-1 & I-2 Districts gives the guidelines for pylon signs. This also states that one is permitted per site. Both sections state that a site cannot have both. We ask if this perhaps gives the Planning Commission the option of deciding which one is better suited for a development. If so, we feel that low profile signs here and most anywhere there is new development would be the best option. We have had several low profile signs in recent developments. The Culver's sign west of this area at the I-75 ramp is a slightly modified low profile. It was permitted to be slightly taller due to the fact that the ramp area makes the site sit lower than the roadway. There are very few signs in the area of the proposed new auto parts store and beginning the trend here would make sense.

ENGINEERING

Access – The site is currently accessed by two (2) curb cuts on Trenton Avenue. Single access points proposed for Trenton and Madison Avenues are preferable to the existing condition.

Water & Sanitary Sewer – No connections are shown on the conceptual plan but both utilities are available on Trenton and Madison Avenues with sufficient capacity to service the proposed uses.

Stormwater Management – The existing site is 100% impervious so stormwater detention will not be required. The conceptual plan does not address how stormwater would be managed on the site. Applicable OEPA NPDES requirements for both construction and post-construction water quality shall be met.

Sidewalks – Existing sidewalks will remain in place.

Recommendation: Endorsement of the conceptual plan.

FIRE PREVENTION

- Submit all plan information to Wood County Building Department
- Natural gas or electric meters within the driving area shall have crash protection
- Address shall be clearly marked for proposed structure

DISCUSSION

Paul Schmelzer said that he would echo Ms. Scrimshaw's comments regarding the signage. He stated that he also couldn't tell where any access points are across the street from this site. He would encourage, if possible, the alignment of this access with any across the street. Regarding sidewalks he replied that the City recently had an approval where the applicant thought the City would replace any broken down sidewalks. He would like to be sure the applicant understands that this is not the case.

Lydia Mihalik responded that she too concurred on the low profile sign issue. She feels this is the perfect opportunity for us to begin to redesign what it looks like when you come in off of I-75 into our community. Anything that would help enhance that area would be appreciated.

Dan Clinger stated that he has some concerns with dumping additional traffic onto Madison Avenue, but he also realizes it will contribute to safety for someone trying to cross Trenton Avenue to go east. It is probably the lesser of the two evils.

Thom Hershey stated that this will be a definite enhancement to the area as it exists now.

John Fergus commented that he had met with Todd Richard, Judy Scrimshaw and Steve Wilson on various occasions and they have been most helpful with working through our code and helping us understand the issues. He stated that their primary concern here is that this building is going to be "invisible" for people coming from the west because of the mobile home park on that side. The only way people will be able to identify where this is is by the street signage. That is one of the reasons that they want the pylon sign as well as the fact that they don't yet know where, who or if someone develops the east lot. Site lines will be critical to where the building is. The case of a low profile versus a modest height pylon is the factor of readability. He further commented that unlike many developed areas where all the buildings are set back, we are pioneers in this area. The ability to see the signage is very important to Advance. His concern is

with the obstructed views and so many structures to the west that he doesn't know how anyone will see the sign.

Mayor Mihalik responded that she can understand where they are coming from. Her only concern is that this is an opportunity for the City to improve the skyline so to speak of our community. Tiffin Avenue is a perfect example of what occurs when everyone is permitted to install pylon signs because they are worried about their visibility. There are plenty of communities that have embraced the low profile sign idea and she is pretty sure the companies that invest there do just fine. We have the opportunity to bring the signage down. Properly designed this can be easily identifiable.

Dan Clinger stated that he would also agree with the low profile sign. This type of business is not one that you just happen to see while driving by and decide to pull in. It is a destination. He feels that visibility would be appropriate with the low profile.

Mr. Fergus asked to keep in mind that the building is not up on the street. There is some green space, setbacks, etc. What would the committee think of possibly bifurcating there rules? The west side of the site faces a different visibility issue than the eastern. Until that site is developed, the visibility issue doesn't go away. Would the committee perhaps consider allowing the west half which will be first in to have something with some height but only permit a low profile on the west half?

Lydia Mihalik replied that as the applicant moves forward, gets their plan together and goes through the approval process that will be the opportunity to discuss this further. We will then have the Staff recommendation and the opinion of what the Commission would like to see.

Mr. Fergus replied that that is fair enough. He appreciates the willingness to consider it. This is very important to Advance.

Matt Cordonnier added that the last few developments on Tiffin Avenue have put in the low profile signs. That is what we have been requiring and that is what has been placed.

John Fergus commented that he appreciated the Commission's time and really liked this format that allows applicants to come in and have a dialogue. It is very helpful.

6. FINAL PLAT APPLICATION #FP-11-2013 filed by Ohio Logistics Business Park, 1800 Industrial Drive, Findlay for a Replat of CDS Industrial Park.

HRPC

General Information

This project is located in Allen Township. The township is not zoned. All surrounding parcels are also in Allen Township. It is not within the 100 year flood plain. The City of Findlay Land Use Plan designates the area as Industrial.

Parcel History

This area was platted as a two lot subdivision in 1998. A warehouse was constructed on Lot 1 in 1998 also.

A site plan for an addition to the existing warehouse and a new warehouse was reviewed and approved by FCPC at the August, 2013 meeting.

Staff Analysis

The Replat will divide current Lot 2 into 5 smaller lots. Lot 6 is the site of a new warehouse approved in August. In comparing the site plan and the new lot dimensions it appears that the building as approved on the site plan will be able to comply with the required setbacks on the new lot configuration.

The applicant is also dedicating the road right of way for Distribution Drive as public. The prior private roadway was platted at 60' wide. The new public road will be an 80' right-of-way. The new road will go to the north property line of the subdivision and then turn west with a bulb end. This is provided for future connection to land to the north. Subdivision regulations require that connections to vacant parcels be provided on plats. There needs to be a stub provided to the Drerup land to the east also.

The property line for the Danny Stahl parcel on the east side of Distribution Drive needs to be corrected. It goes much farther north than shown on the plat.

HRPC Staff wants to inform the applicant that when the initial warehouse was developed, it was assigned an address on CR 99. Lot 2 was also addressed in that manner. We notice in the Auditor's records that they are using Distribution Drive as the address. If the properties will now want to be addressed on Distribution Drive, the numbers will need to be changed as they will be in a totally different range going north and south. That area falls in the 5000 range.

ENGINEERING

Access – Distribution Drive has existed as a private street for several years. The replat dedicates a public right of way that will allow improvements to Distribution Drive to be made through Tax Increment Financing (TIF).

Water & Sanitary Sewer – Existing waterline will be extended. Sanitary sewer will be installed commencing at the existing lift station adjacent to Howard Run on County Road 212. Both the water and sanitary sewer improvements will be contracted through Hancock County and financed by the TIF.

Stormwater Management – The existing detention pond was sized to serve the entire development. No additional detention is required.

Recommendation: Approval of the plat.

FIRE PREVENTION

No Comment

STAFF RECOMMENDATION

Staff recommends approval of **FINAL PLAT APPLICATION #FP-11-2013** for a Replat of CDS Industrial Park subject to the following conditions:

- A stub street connection be provided east to the Drerup parcel (HRPC)
- Correction of the location of the north property of the Stahl parcel to the east (HRPC)

DISCUSSION

Judy Scrimshaw added that a condition of approval that should be added is that a variance be granted for the length of the cul-de-sac.

Steve Wilson commented that at the HRPC Subdivision Review Committee meeting we had discussed having the applicant only plat a Phase I somewhere near the south line of Lot 7 and providing a temporary cul-de-sac there. Also it was suggested that the easement on the east side of Lot 6 be moved to the property line. This will provide easy access to the vacant land to the east if it develops someday.

Mr. Wilson explained that the improvements are going to be done using Tax Increment Financing (TIF).

Todd Jenkins commented that they are working with the Commissioners to get the TIF in place. They have enough construction underway at the moment to fund the majority if not all of the project.

Dan Clinger asked if there was an access drive to the Ball property. Judy Scrimshaw replied that yes there is a drive to go back and forth between the lots. It is not a stub street, just a private easement. Mr. Clinger asked if the Commission would see a revised plat with the temporary cul-de-sac. Ms. Scrimshaw replied that it will come in that way, if they decide to do so, when they bring in the plat for signatures. They must meet the conditions listed here or the plat will not be signed.

Mr. Schmelzer noted that the temporary turn around will show on the construction drawings submitted to the engineer. He stated that he thought the reduction in the platted length of the right of way was a good idea. What he really likes is that they know the project will pay for the TIF.

Steve Wilson asked to make one more comment on the reason for just having a cul-de-sac at the end of the plat. There was some discussion about running the street all the way north through to TR 215 someday. There is a long narrow parcel owned by the Oman family adjacent to this development. There is a wooded area that is probably mostly wetlands here so extension of the road to TR 215 was problematic. The concept we are looking at is that the Oman parcel would be developed as a stand-alone lot with one industrial user. They would have access by means of the cul-de-sac in this plat and could also have separate access from TR 215. So we wouldn't have to worry about traffic using Distribution Drive to cut to TR 215.

Dan Clinger commented that he had mentioned a lift station on CR 212. He asked for clarification of where CR 212 and CR 99 separate.

Steve Wilson replied that the intersection of CR 99 and TR 99 is where CR 212 begins.

Thom Hershey asked for clarification in regard to what HRPC meant by shortening the cul-de-sac. Judy Scrimshaw replied that they talked about constructing the road in two phases. There would be a temporary cul-de-sac on the end and when needed, the rest of the road would be constructed. Thom asked where the stub street to the east would be. Judy replied that they had not yet determined that exact location. Todd Jenkins said that the stub will either go across the north end of Lot 5 or the south end of Lot 7.

MOTION: Thom Hershey made a motion to approve **FINAL PLAT APPLICATION #FP-11-2013** for a Replat of CDS Industrial Park subject to the following conditions:

- A stub street connection be provided east to the Drerup parcel (HRPC)
- Correction of the location of the north property of the Stahl parcel to the east (HRPC)
- A variance is granted for the length of the cul-de-sac
- The easement on Lot 6 is moved to the east property line

2nd: Joe Opperman

VOTE: Yay (5) Nay (0) Abstain (0)

7. APPLICATION FOR SPECIAL REVIEW #SR-02-2013 filed by the University of Findlay, 1000 N. Main Street, Findlay for a Stadium and associated ancillary facilities to include the vacation of W. Foulke Avenue from N. Cory Street to Morey Avenue.

HRPC

General Information

This proposal is located in the block bounded by Morey Avenue on the west, N. Cory Street on the east, Trenton Avenue on the north and Howard Run on the south. It is in the University Overlay District with various underlying zoning districts. Portions of the south end are within the 100 year flood plain. The City of Findlay Land Use Plan designates the area as University

Parcel History

The area is currently used for various uses by the university as well as some remaining residential properties.

Staff Analysis

The applicant is proposing to construct a football/lacrosse stadium with ancillary parking on the site. This block of W. Foulke Avenue will have to be vacated as well as several alleys.

As the only information we have is in colorful renderings, we will ask the applicants and their engineering representative to discuss the details of the project for feedback from the Commission.

ENGINEERING

Access – Access to the proposed improvement is adequate via Trenton Ave, Cory St, or Morey Ave. The vacation of Foulke Avenue will have some impact on traffic patterns in the neighborhood. It is the opinion of the engineering department that Trenton Avenue has the capacity to pick up the volume of traffic that currently utilizes this residential area to move east and west. The applicant should perform a Traffic Impact Study in the area of the proposed vacation to ensure any traffic issues are addressed.

Water & Sanitary Sewer – These utilities exist on Trenton and Morey and have sufficient capacity for the proposed use. Water and sanitary sewers exist in the portion of Foulke Ave proposed to be vacated. A plan will need to be developed to determine the best way to deal with removal or relocation of these services.

Stormwater Management – Much of the proposed site is currently developed. The proposed plan will need to be reviewed to determine if there is an increase in impervious area that would require stormwater detention.

Applicable OEPA NPDES requirements for both construction and post-construction water quality shall be met.

Recommendation: Endorsement of the conceptual plan.

FIRE PREVENTION

- No concerns for 200 block street vacation
- Currently, The University has various uses for the residential houses on the 200 blk. of W. Foulke including; residential housing, offices and workshops, etc. Many are older but maintained structures. FFD has no objection for the proposed construction of a new facility as long as access is available for Fire and EMS trucks/personnel when in use.
- Once completed, submit a site plan

DISCUSSION

Todd Jenkins commented that they are taking a look at the utility and traffic aspects. They do not have any problem dealing with these. They will probably use the existing waterlines for possible irrigation, fire protection, etc. Trenton Avenue has plenty of capacity to be able to take the traffic load. They will do a traffic impact study and present and review with the City prior to site plan approval.

Marty Terry spoke in regard to the project. He stated they are very excited about this project. It will help the University in recruiting for football. The University has a women's lacrosse team and this is a fast growing sport across the country. This too has opened up a lot of recruiting area for us. The players tend to come from the south and the east coast areas. This will bring a lot of people to the City. The entrance off of Trenton Avenue will enhance that area also.

Mr. Terry said he feels that the stadium will also help with the student body. They have about 3000 students in intramural programs. The band can use for practice. In the GLIAC league, there are currently only three schools without a stadium on their campus. So this will help our status there also.

The concept came about with a gentleman speaking with our lacrosse coach. He is in the entertainment business. He would like to have concerts here which will be fully vetted by the University. This also offers the opportunity for more people visiting our community. The stage will be placed on the north end so sound will go back toward campus and not out to the residential areas. All in all we feel it is great not just for the University but the entire City of Findlay.

Thom Hershey commented that it looks like a very nice concept and a wonderful addition to the University. He asked if there is a proposed timeline for this to happen. Mr. Terry explained that what the University would like to do (and they do have to raise some money yet of course) is to start late spring, early summer of 2014. It will be a tight schedule to have the field only ready for Spring 2015 lacrosse and the stadium ready for Fall 2015 football.

Dan Clinger commented that the parking lot is on the east. He is concerned with traffic going out onto Trenton Avenue that wants to go east and west from Cory Street. At Morey Avenue there is a light to help facilitate access. Perhaps they should look at moving the stadium more east and putting the parking on the opposite side to promote use of Morey for exiting.

Marty Terry replied that they do have just under 4000 parking spots within about a six block

radius. There are probably close to 900 in the immediately vicinity and we look at adding a lot at the northeast corner of Foulke and Morey.

Paul Schmelzer stated he is glad the Cory Street has come up. Any improvements from a functional standpoint would be dictated by the Traffic Impact Study. We have a new performing arts center coming. It is time to take a look at what Cory Street means to the City from the standpoint of the connection between the University and downtown. He then commented on the fact that there is a lot happening on today's agenda. We have a stadium project for the University, redevelopment in the downtown and a new industrial park. Great things are happening for Findlay.

Matt Cordonnier commented that this is a great opportunity. He has confidence in the University as they always put a very nice "face" on what they do. When you are designing this we would appreciate you giving special consideration to the view from Trenton Avenue. Obviously, this will be a huge upgrade for Trenton. In a few years we may not even recognize it. Mr. Terry replied that we could count on the University to put on a great "face".

ADJOURNMENT

With no further business the meeting was adjourned.

Lydia L. Mihalik
Mayor

Paul E. Schmelzer, P.E., P.S.
Service-Safety Director