

City of Findlay City Planning Commission

Thursday, July 10, 2014 - 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 for each item)

MEMBERS PRESENT:

Paul Schmelzer
Dan Clinger
Joe Opperman

STAFF ATTENDING:

Judy Scrimshaw, HRPC Staff
Eric Habegger, FFD
Matt Cordonnier, HRPC Director
Steve Wilson, City Engineering Department
Todd Richard, Zoning Inspector

GUESTS:

Dan Stone, Todd Jenkins, Lou Wilin, Reid Ponx, Jerry Murray, Brett Geis, Kurt Ohlrich, Phil Arnold, Mike Estes, Roman Zarazua, John Roush, Terry Shank, Kristy Laguardia, Joe Cecala, Dewey Harris

CALL TO ORDER

ROLL CALL

The following members were present:

Paul Schmelzer
Dan Clinger
Joe Opperman

SWEARING IN

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

APPROVAL OF MINUTES

Joe Opperman made a motion to approve the minutes of the June 12, 2014 meeting. Dan Clinger seconded. Motion to accept carried 3-0.

Dan Clinger made a motion to bring SP-10-2014 off the table. Joe Opperman seconded.

ITEMS TABLED AT JUNE 12, 2014 MEETING

SITE PLAN APPLICATION #SP-10-2014 filed by Gardner Brothers, LLC, 16067 SR 12, Findlay, OH for a **parking lot to be located at 223 S. Main Street, Findlay.**

HRPC

General Information

The site in this request is located on the east side of S. Main Street in the mid 200 block. It is zoned C-3 Downtown. All surrounding parcels are also zoned C-3. The land is located within the 100 year flood plain. The Land Use Plan designates the area as Downtown.

Parcel History

The commercial structures on the site were demolished recently.
The site plan submitted in June, 2014 was tabled by the Commission.

Staff Analysis

The applicant has submitted a new site plan to address the problems that the Commission saw in the first plan. The request is for the construction of a 37 space parking lot. We understand it to be built as a leased space lot.

The new site plan has eliminated the access point from Main Street. The existing alleys to the north and east of the parcel will be used for ingress and egress for the lot. Staff prefers that the east/west alley be made one way eastbound. The applicant can apply to Findlay Traffic Commission for this request.

The wall will be constructed across the entire frontage. Concrete curb stops will be used along the alley to prohibit cars from randomly accessing the lot from the alleyway.

The previous dumpster location was also problematic. The developer has moved it back about 4' from the east side to help with visibility along the alleyway.

Staff Recommendation

HRPC Staff recommends approval with the provision to make the east/west alley one way east.

ENGINEERING

Access – Access from adjacent alleys is appropriate. We recommend the Traffic Commission consider making the alley on the north side of the lot one-way east bound to avoid conflicts at the Main Street intersection.

Stormwater Management – Site was previously 100% impervious so detention is not required, Grading plan for the lot is appropriate.

Sidewalks – Existing sidewalks will remain

Recommendation: Approval of the plan

The following permits may be required prior to construction:

- A Flood Plain Development permit
- An approved Stormwater Pollution Prevention Plan

FIRE PREVENTION

No Comment

STAFF RECOMMENDATION

Staff recommends **approval of SITE PLAN APPLICATION #SP-10-2014 for a parking lot to be located at 223 S. Main Street, Findlay subject to the following conditions:**

- Applicant files a request to Traffic Commission to make the east/west alley one way east.

DISCUSSION

Dan Clinger stated that the bumpers on the alley appear to be very close and vehicles will overhang into the alley. These should be adjusted. He also questioned why a dumpster is on the site. That is something not usually associated with a parking lot. He also asked how it was to be accessed. He wonders if a truck would need to go down the north/south alley the wrong way.

Reid Ponx replied that the dumpster could be rotated so the access would come off the parking lot. The owner asked for the dumpster because he owns some other properties nearby that could use additional dumpster space.

Mr. Clinger said he still didn't follow how they will serve the dumpster. Mr. Ponx replied that the truck can come in off Main Street through the parking lot and access it from the lot. The way it is shown now, a truck would have to come down the alley the wrong way on the east end of the parcel. Mr. Clinger questioned if a truck could make that turn into the parking lot. Mr. Ponx stated that there is no curb or obstruction at the entry so they should be able to make it. Also this should be done during off hours so there is no conflict with cars in the lot.

Paul Schmelzer stated that he just think that they need to functionally locate your bumper stops.

Mr. Clinger asked if they intended to do anything with the alley itself as far as paving. Reid Ponx replied yes. He stated that in order to get the drainage appropriate they will have to repave up to the edge of the building. With the former building being torn down, there is no good edge to match up with. The grades will be pretty much the same as they are now they just need to make a good transition between the lot and the alley. The alley is in pretty poor condition now.

Mr. Schmelzer asked if the client has any issues with one way traffic. Mr. Ponx replied that he had not indicated that he has any problem with one way traffic that he is aware of. Mr. Schmelzer stated that he can have that item added to the next Traffic Commission agenda if he would like. Mr. Ponx asked if someone needs to attend that meeting. Mr. Schmelzer commented that that is typical. He will let them know when it will be.

Matt Cordonnier said he wanted to clarify if it is to be one way east or west. Mr. Schmelzer stated that the recommendation read east. That is the way he will present it to the Traffic Commission for further discussion at that point.

MOTION

Dan Clinger made a **motion to approve SITE PLAN APPLICATION #SP-10-2014 for a parking lot to be located at 223 S. Main Street, Findlay subject to the following conditions:**

- **Alley is converted to one way**
- **The curb stops along the alley are adjusted to keep cars from overhanging**
- **Confirm that the dumpster access will not be an issue for traffic flow.**

2nd: Paul Schmelzer

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

NEW ITEMS

1. PETITION FOR ZONING AMENDMENT #ZA-07-2014 filed by Roman Zarazua to rezone **123 Walnut Street from C-2 General Commercial to R-3 Single Family Small Lot.**

HRPC

General Information

This request is located on the south side of Walnut Street. It is currently zoned C-2 General Commercial and all surrounding properties are also zoned C-2. It is not within the 100 year flood plain. The City of Findlay Land Use Plan designates the area as Single Family Small Lot.

Parcel History

This was the site of a small beauty shop.

Staff Analysis

The applicant is requesting the zone change to R-3 in order to convert the building into a residential property.

As stated above, the land use plan does call for the area to be residential. There are multiple residential properties in this block and directly across Walnut Street that are also zoned C-2.

HRPC Staff finds this to be a reasonable request.

Staff Recommendation

HRPC Staff recommends that FCPC recommend approval to Findlay City Council of **PETITION FOR ZONING AMENDMENT #ZA-07-2014** to rezone **123 Walnut from C-2 General Commercial to R-3 Single Family Small Lot.**

ENGINEERING

No objections.

FIRE PREVENTION

No Comment

STAFF RECOMMENDATION

Staff recommends that FCPC **recommend approval** to Findlay City Council of **PETITION FOR ZONING AMENDMENT #ZA-07-2014** to rezone **123 Walnut from C-2 General Commercial to R-3 Single Family Small Lot.**

DISCUSSION

Paul Schmelzer asked Mr. Zarazua to tell the Commission what he would like to do with the property in this request. Mr. Zarazua stated that he just wants to convert it to residential. The building and site are too small for business.

Dan Clinger asked if he planned to add to the building. Mr. Zarazua answered no. He will keep it the way it is.

Dan Clinger asked Staff if he could make that conversion now without the zone change. Judy Scrimshaw replied no. Residential is not permitted in C-2. If it had been a residence it would be considered a non-conforming use and continue as such. Mr. Clinger asked if the Land Use Plan did call for this to be Single Family Residential. He stated that there are numerous multi-family residences in the area. J. Scrimshaw replied yes to both.

Mr. Clinger asked if there is a more appropriate zoning district. Ms. Scrimshaw replied no because he wants single family and obviously this is a very small structure and could never be more than that. As you go east there is a row of houses that are all zoned C-2 also. Mr. Clinger asked if we know anything about the lot to the west. The home was torn down and he wonders if it is the same owner. Judy Scrimshaw replied that yes it is vacant and if is not owned by the applicant.

Paul Schmelzer asked to what extent the Land Use Plan showed residential. Ms. Scrimshaw replied that she did not have the plan with her, but she knows the whole block is residential and across Walnut Street also.

MOTION

Paul Schmelzer made a **motion to recommend to Council approval of PETITION FOR ZONING AMENDMENT #ZA-07-2014 to rezone 123 Walnut Street from C-2 General Commercial to R-3 Single Family Small Lot.**

2nd: Dan Clinger

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

2. APPLICATION FOR FINAL PLAT #FP-05-2014 submitted by RLG Findlay II, Ltd & GCG Findlay II, Ltd, 10050 Innovation Drive, Suite 100, Dayton OH 45342 for a **Replat of Lots 1 & 2 of Independence Square.**

HRPC

General Information

This request is located on the south side of Trenton Avenue just west of the I-75 ramp. It is zoned C-2 General Commercial. Properties on all sides of the parcel are also zoned R-3C-2. 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

The lots in this replat are the site of a Bob Evans Restaurant and Max & Erma's Restaurant.

Staff Analysis

The applicant is replatting these two parcels to clear up changes in the property lines along Trenton Avenue due to recent acquisitions of right-of-way.

It appears that the right of way taking will place the property line right at the parking spaces

along the north side of both lots. The 10' setback will no longer exist through no fault of the developers.

Staff Recommendation

HRPC Staff recommends approval of **APPLICATION FOR FINAL PLAT #FP-05-2014** for a **Replat of Lots 1 & 2 of Independence Square.**

ENGINEERING

No Objections. Easements for the existing sanitary sewer and storm sewer will need to be maintained.

FIRE PREVENTION

No Comment

STAFF RECOMMENDATION

Staff recommends **approval of APPLICATION FOR FINAL PLAT #FP-05-2014** for a **Replat of Lots 1 & 2 of Independence Square.**

DISCUSSION

Mr. Schmelzer commented that this is pretty much a “no-brainer”. It is a replat due to right-of-way taking for the bridge.

MOTION

Paul Schmelzer made a **motion to approve APPLICATION FOR FINAL PLAT #FP-05-2014 for a Replat of Lots 1 & 2 of Independence Square.**

2nd: Joe Opperman

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

3. APPLICATION FOR FINAL PLAT #FP-06-2014 filed by Michael Estes, 801 South Hill Trail, Findlay **to vacate an easement on Lots 6 & 7 of the Crystal Hill Addition.**

HRPC

General Information

The parcels in this request are located on the southwest corner of a bulb at West Hill Trail and South Hill Trail. The lots are zoned R-2 Single Family Medium Density. All surrounding lots are also zoned R-2. It is not within the 100 year flood plain. The City Land Use Plan designates the area as Single Family Medium Lot.

Parcel History

None

Staff Analysis

The applicant is requesting to vacate an existing 10' sidewalk easement along the shared property line of Lots 6 and 7 in the Crystal Hill Addition. The only way to remove recorded easements on plats is to replat the parcels.

It appears that back in 1988 when this subdivision was approved, one of the conditions of approval was to place this easement between Lots 6 and 7 for the purpose of installing a sidewalk that could be connected with the stub of Glenwood Street to the west. At the time this subdivision was being approved, there were no sidewalks along Crystal Avenue. Any children living in this subdivision were close enough to Jacobs School that they would be in the walking zone. HRPC had requested the sidewalk connection to allow a safe route to the school for those students living here.

Today, the condition of Crystal Avenue is greatly improved and sidewalks are provided on both sides of the right-of-way. The owner of Lot 7 (Goldie, 1900 West Hill Trail) has a privacy fence which was installed along his edge of the easement. The new owner of Lot 6 (Estes, 801 South Hill Trail) wants to install a privacy fence on his property as well and would like to be able to remove the sidewalk rather than installing the fence along the easement line and effectively creating a “tunnel” between the fences. Mr. Goldie and Mr. Estes have agreed to combine the fences on the property line. Mr. Estes will install the new fence on the property line and Mr. Goldie will remove his and adjoin it at the ends to the new run.

While the intent for the easement and walkway was valid in 1988, Staff sees that the use is now obsolete and is supportive of the removal.

Staff Recommendation

HRPC Staff recommends approval of **APPLICATION FOR FINAL PLAT #FP-06-2014 to vacate an easement on Lots 6 & 7 of the Crystal Hill Addition.**

ENGINEERING

No Objections

FIRE PREVENTION

No Comment

STAFF RECOMMENDATION

Staff recommends approval of **APPLICATION FOR FINAL PLAT #FP-06-2014 to vacate an easement on Lots 6 & 7 of the Crystal Hill Addition.**

DISCUSSION

Dan Clinger stated that it looked like some of the area lays in water, so traversing it at some times is probably not ideal. He asked if anyone maintains it as far as snow removal and such and if it currently used by anyone. Mr. Estes replied that he currently maintains it in the winter. He snow blows when not covered in ice. He is usually not home when any students may be using it. He did notice a few bike riders toward the end of school season. He has only lived there the past six months.

Mr. Schmelzer asked if it is offset in the easement. Mr. Estes responded that they had found the pins and it is in the center. The portion that actually connects to Glenwood Street goes across the neighbor’s backyard and is not within any easement. J. Scrimshaw pointed out the section on the map and stated that it has cut off a corner of his property. Part of the lot is behind his fence and he has to go back there to mow that little section south of the walk.

Mr. Estes pointed out that there is about a 45degree angle drop at the back of the property. He had Dave Jordan come out and look at it. Mr. Jordan had stated that there is no way it could be

ADA compliant. Mr. Estes pointed out that the front part is in poor condition - it is cracked up and broken. He asked if it is up to him to fix it. Mr. Schmelzer said that is correct. It would be up to the two property owners to repair. Paul Schmelzer also noted that if the walk is centered in the easement that it looks like the neighbor's fence is encroaching in the easement.

Dan Stone added that the back portion of these lots was designed to be the detention area. Mr. Estes stated that you can see the discoloration in the back part of the sidewalk. That is how high the water has been over the spring. It can get a foot or so deep back there. The neighbor's fence is also in poor condition due to the water laying there.

Mr. Schmelzer asked if Mr. Richard knew if the fence on the neighbor's property had a permit. Mr. Richard said that he hadn't look at that, but he assumed so.

Paul Schmelzer said that he could certainly understand the rationale for putting the sidewalk there in the 1980's. He also understands that conditions have changed significantly for the better on Crystal Avenue and he can see why he would make this request. He stated he is inclined to be in favor of the request and at least move it on to Council where other neighbors could voice an opinion as to why they think it should remain. Judy Scrimshaw responded that she didn't think this goes to Council. Council does not normally review plats. The Planning Commission is responsible for the platting process. Mr. Schmelzer asked if this is not interpreted as public right-of-way like an alley. Ms. Scrimshaw said it only refers to it as an easement and she thinks it would be like any utility easement on a plat. We do not send those to Council when someone replats to remove those.

Mr. Estes said the majority of the people he sees using the walk seem to be doing so for exercise. In his opinion, if you want to exercise, you can go the extra 1/2 block to Crystal. The alternative is that he places his fence 5' away from the centerline of the walk and creates a 7 1/2' wide "alleyway" between two 6' high fences. Mr. Schmelzer said that he thinks the other fence would need to be moved off the easement then. Mr. Estes said his understanding of an easement is that they just need to know that if they do build on it that it could be taken down at their expense if someone needs to remove it. Mr. Schmelzer stated that his interpretation has always been that you cannot put obstructions in an easement at all. Notwithstanding that he said he still thinks conditions in the neighborhood have changed specifically on Crystal Avenue. There are public access ways without this easement and he would be inclined to approve the request.

MOTION

Paul Schmelzer made a **motion to approve APPLICATION FOR FINAL PLAT #FP-06-2014 to vacate an easement on Lots 6 & 7 of the Crystal Hill Addition.**

2nd: Dan Clinger

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

4. APPLICATION FOR FINAL PLAT #FP-07-2014 filed by Rowmark, LLC, 2040 Industrial Drive, Findlay, OH for a **Replat of Lots 4 & 5 in the Invision Place Subdivision.**

HRPC

General Information

This request is located on the east side of Hamlet Drive. It is currently zoned I-1 Light

Industrial. All surrounding parcels are also zoned I-1. It is not within the 100 year flood plain. The City Land Use Plan designates the area as Industrial.

Parcel History

When the Invision Place Subdivision was initially platted, it was one large lot on Invision Drive (now Hamlet Drive) which was a cul-de-sac road. In 2008 the subdivision was replatted into 5 Lots along the same cul-de-sac. The street was renamed Hamlet Drive when Hamlet Protein established its business there. In 2011, the roadway was dedicated to extend Hamlet Drive south to connect into Production Drive.

Staff Analysis

When Hamlet Drive was extended and connected to Production Drive, the bulb from the former cul-de-sac was left in place. Parts of the bulb are located on both Lot 4 and Lot 5. This replat request will eliminate that unnecessary remaining right-of-way and create a straight line for the east side of Hamlet Drive.

A site plan for Rowmark is the next item on the agenda and the area of the cul-de-sac is being used in their development.

Staff Recommendation

HRPC Staff recommends **approval of APPLICATION FOR FINAL PLAT #FP-07-2014** filed by Rowmark, LLC, 2040 Industrial Drive, Findlay, OH for a **Replat of Lots 4 & 5 in the Invision Place Subdivision.**

ENGINEERING

No Objections.

Work in the right-of-way will need to be bonded.

FIRE PREVENTION

No Comment

STAFF RECOMMENDATION

Staff recommends **approval of APPLICATION FOR FINAL PLAT #FP-07-2014 for a Replat of Lots 4 & 5 in the Invision Place Subdivision.**

- Work in the right-of-way will need to be bonded. (ENG)

DISCUSSION

No discussion.

MOTION

Joe Opperman **made a motion to approve APPLICATION FOR FINAL PLAT #FP-07-2014 for a Replat of Lots 4 & 5 in the Invision Place Subdivision**

2nd: Paul Schmelzer

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

5. SITE PLAN APPLICATION #SP-14-2014 filed by Rowmark, LLC, 2040 Industrial Drive, Findlay **for construction of a new industrial building at 5409 Hamlet Drive.**

HRPC

General Information

This request is located on the east side of Hamlet Drive on Lot 5 of the Invision Place Subdivision. It is zoned I-1 Light Industrial. All surrounding lots are also zoned I-1. It is not located in the 100 year flood plain. The City Land Use Plan designates the area as Industrial.

Parcel History

None

Staff Analysis

The applicant is proposing to construct a new approximately 65,302 square foot industrial building. The building will consist of manufacturing, warehousing, maintenance, showroom and office components.

The building location well exceeds the setback requirements (50' front, 30' sides, 30' rear) for the I-1 District.

There are two (2) access points shown from Hamlet Drive for the facility. The parking lot is accessible from either entry. The north entry will also be used for trucks to access docks on that side of the building. There is also a paved lane along the south side of the building for use by maintenance. A parking lot for employees and visitors will be at the front of the building (west side). The plans state that the largest shift may have 50 employees. According to the parking standards in the City Zoning Ordinance, industrial operations require 1.1 spaces per employee on the largest shift. This formula calculates out to 55 required spaces. The plan shows 63 spaces.

Elevation drawings show the building at 36' high at the peak of the roof. There are two raw product storage silos at the northeast corner of the building which are 54' in height. The Industrial zone permits the primary structure to be a maximum of 60' high and silos are exempt from the height standards. There are no architectural standards for the Industrial district.

The submitted landscape plan shows adequate screening between the roadway and the parking lot. Bump outs within the parking lot have trees. Perimeter plantings abound along the front and partially down the sides of the building. There will be a large green space on the north side of the building until potentially needed for more parking in the future.

The lighting plan shows less than one foot candle at the property lines. The industrial district permits up to one foot candle if not abutting any residential uses.

A monument sign is indicated on the plan. No sign details were submitted. The sign will require a separate approval and permit from the zoning office

ENGINEERING

Access – Two (2) accesses onto Hamlet Drive are proposed which is appropriate for the industrial operation

Water & Sanitary Sewer – Sanitary sewer will be extended to the property from the east side of the Hamlet Protein building. Domestic water and fire services will be extended from the existing

line on Hamlet Drive. The tap locations for the water should take place within the right-of-way, not in the easement on the adjoining parcel. Additional fire hydrants will need to be placed per Findlay Fire Department.

Stormwater Management – Detention calculations need to be submitted when the easement issues are resolved with the regional detention facility.

Sidewalks – Sidewalks are not required in industrial areas

Recommendation: Conditional approval of the plan subject to stormwater detention and the water tap locations.

The following permits may be required prior to construction:

- An approved Stormwater Pollution Prevention Plan
- Water permit
- Sanitary sewer permit

FIRE PREVENTION

Apply for all necessary permits with Wood County Building Department

Provide fire hydrants in the following locations: On the east side of Hamlet Dr. (south of the southern drive entrance), on the west side of Hamlet Dr. (directly across from northern drive entrance) and also within 100' of the FDC. Recommend to install an 8" fire line and place a private hydrant on this line. This recommendation will be dependent on the hydraulic calculations from a sprinkler engineer and their requirements.

If future expansion is made on the east side of the building or the eastern parcel is sold, provisions for the installation of a hydrant shall be made for the northern drive/north east corner of the lot at that time.

Fire Department Connection (FDC) shall be 5" Stortz connection with 30 degree elbow and the area shall be clear of parking spaces, landscaping and obstructions.

Outside notification shall be a horn/strobe working on water flow only.

A Knox Box is required for this structure.

Any natural gas or electric meters within the driving surface shall have crash protection.

STAFF RECOMMENDATION

Staff recommends that FCPC **approve SITE PLAN APPLICATION #SP-14-2014** filed by Rowmark, LLC for construction of a new industrial building at 5409 Hamlet Drive subject to the following conditions:

- Conditional approval of the plan subject to stormwater detention (ENG)
- Water tap locations are within the right-of-way (ENG)
- Apply for all necessary permits with Wood County Building Department (FIRE)
- Provide fire hydrants in the following locations: On the east side of Hamlet Dr. (south of the southern drive entrance), on the west side of Hamlet Dr. (directly across from

northern drive entrance) and also within 100' of the FDC. Recommend to install an 8" fire line and place a private hydrant on this line. This recommendation will be dependent on the hydraulic calculations from a sprinkler engineer and their requirements. (FIRE)

- If future expansion is made on the east side of the building or the eastern parcel is sold, provisions for the installation of a hydrant shall be made for the northern drive/north east corner of the lot at that time. (FIRE)
- Fire Department Connection (FDC) shall be 5" Stortz connection with 30 degree elbow and the area shall be clear of parking spaces, landscaping and obstructions. (FIRE)
- Outside notification shall be a horn/strobe working on water flow only. (FIRE)
- A Knox Box is required for this structure. (FIRE)
- Any natural gas or electric meters within the driving surface shall have crash protection. (FIRE)

DISCUSSION

Dan Clinger asked that if he abstains from this item, will that prevent the progress of the application until the next meeting. Paul Schmelzer replied that he had clarified this issue with the Law Director and that the majority of the quorum can vote and approve if he does abstain. Mr. Clinger stated that he had not been involved with the building or site development but did act as a consultant to review the building plans for Ohio Building Code review. He will abstain at this time.

MOTION

Joe Opperman made a **motion to approve SITE PLAN APPLICATION #SP-14-2014 for construction of a new industrial building at 5409 Hamlet Drive subject to the following conditions:**

- Conditional approval of the plan subject to stormwater detention (ENG)
- Water tap locations are within the right-of-way (ENG)
- Apply for all necessary permits with Wood County Building Department (FIRE)
- Provide fire hydrants in the following locations: On the east side of Hamlet Dr. (south of the southern drive entrance), on the west side of Hamlet Dr. (directly across from northern drive entrance) and also within 100' of the FDC. Recommend to install an 8" fire line and place a private hydrant on this line. This recommendation will be dependent on the hydraulic calculations from a sprinkler engineer and their requirements. (FIRE)
- If future expansion is made on the east side of the building or the eastern parcel is sold, provisions for the installation of a hydrant shall be made for the northern drive/north east corner of the lot at that time. (FIRE)
- Fire Department Connection (FDC) shall be 5" Stortz connection with 30 degree elbow and the area shall be clear of parking spaces, landscaping and obstructions. (FIRE)
- Outside notification shall be a horn/strobe working on water flow only. (FIRE)
- A Knox Box is required for this structure. (FIRE)
- Any natural gas or electric meters within the driving surface shall have crash protection. (FIRE)

2nd: Paul Schmelzer

FURTHER DISCUSSION

Paul Schmelzer asked what resolution they had come to for the storm water detention. Dan Stone replied that they will run along the east side of the roadway and get to the pond. The pond was set within an easement on the plat. It was sized to handle this parcel as well when designed.

Mr. Schmelzer asked if they had any issues with installing hydrants as requested. Mr. Stone replied they he wished to talk to the City about that. They were supposed to have been installed with public money when the road was developed. His client would like to see if there any assistance from the City with this. The hydrant that he shows as existing and is not there was supposed to have been installed.

Mr. Stone also commented that the water line is shown as being on the west side of a fence on the Best Buy property. He asked that if needed, would the City assist them in gaining access to that. Mr. Schmelzer stated that he did not think there would be any problem. Best Buy is well aware of where that easement is but the City would certainly assist if necessary.

VOTE: Yay (2) Nay (0) Abstain (1)

6. SITE PLAN APPLICATION #SP-15-2014 filed by CLTS Enterprises, LLC, 17283 Road H-3, Continental, OH 45831 for **Checkers Express Car Wash to be located at 600 Trenton Ave., Findlay, OH.**

HRPC

General Information

This request is located on the northwest corner of Trenton Avenue and Bolton Street. It is currently zoned C-2 General Commercial. All land to the east, west and south is also zoned C-2. Land to the north is zoned I-1 Light Industrial. The property is not located within the 100 year flood plain. The City Land Use Plan designates the area as Regional Commercial.

Parcel History

Site of a self-serve car wash.

Staff Analysis

The applicant is proposing to demolish the existing car wash and construct a new automated car wash on the site.

The plan shows one 3600 square foot building running north/south parallel to Bolton Street. The lot has three (3) street frontages: Trenton Avenue on the south, Bolton Street on the east and Madison Avenue on the north. The zoning code provides a definition of a triple frontage lot which will allow a smaller setback on the Bolton Street side. (Potentially as little as 15 feet) Using that definition, the plus or minus 20' on the east side meets the requirement. The Trenton Avenue side requires 50' and the Madison Avenue side is a minimum 45 feet.

An existing curb cut onto Trenton Avenue has been eliminated. Ingress/egress will be via the drive at the north end of the parcel on Bolton Street. Once a vehicle has entered, it will travel around the site to the south side, through the pay islands, enter the car wash exiting out the north end where it can either exit the site by turning right or turn left and use the vacuum area. A second access point at the south end of the lot is a "bypass" drive. In earlier discussions with the developer he had referred to this as an exit only. If someone was queued up and had to leave or there was a problem with the car wash and they had to let people out it would be a way for them to exit. He had talked about a gate that an employee would have to open to allow for the exit. We don't see any gating indicated and would have some concern that a vehicle could accidentally

enter here and find themselves going the wrong way.

The building is designed in a race car theme. The color scheme is gray, black and red based. A “checkered flag” band accents three sides of the building. A mix of stone and block look finishes are used. The building is less than 30’ tall at the highest point of the roof line. 60’ is the maximum height allowed.

A dumpster enclosure is shown in the northwest corner of the lot. It is situated 10’ off the property line. Because this is considered a second front yard due to its location on Madison Avenue, an accessory structure would not be permitted here. The options are very limited on this site. The site is however somewhat unique with its three (3) frontages. The north side of Madison Avenue is zoned Industrial and is the site of Modern Builder’s Supply. The landscaping plan shows arborvitae planted in the tree lawn area around the enclosure to block it visually from the street and the property to the west. The developer seems to be willing to use whatever type of fence or wall for the enclosure that the Commission would like to see. HRPC sees this as a good case for the BZA granting a variance. If the developer does not want to pursue the course of a variance, the only option we see is removing the landscape island and one vacuum parking spot on the north end of the vacuum row to perhaps locate the dumpster here.

The sign location is shown at the corner of Trenton Avenue and Bolton Street. The developer has submitted a detail of a 7 ½ foot high low profile sign.

The entire perimeter of the site has landscaping. The island areas are fully planted as well as a great deal of perimeter planting around the building. Although the site is still mostly asphalt, it will definitely be an improvement with the grass areas that are available and all of the landscape details.

Our zoning code lists car washes as a Conditional Use in C-2 General Commercial. The Commission must grant that conditional use. A condition listed for car washes is that vacuum areas are only permitted in Industrial zoning. We recently had the case for the Zippy’s car wash in the AutoZone/Wal-Mart area of Trenton Avenue. They are also zoned C-2 and were permitted the vacuums due to the fact that they are surrounded by Commercial zoning and uses and it was not considered as being disruptive to neighboring property. This is of course a similar case so Staff would recommend permitting the conditional use.

Staff Recommendation

HRPC Staff recommends approval of **SITE PLAN APPLICATION #SP-15-2014 for Checkers Express Car Wash to be located at 600 Trenton Ave., Findlay, OH with the following conditions:**

- CPC granting the Conditional Use
- A BZA variance for the location of the dumpster as shown or relocation of the dumpster to another area

ENGINEERING

Access – Two (2) accesses are shown onto Bolton Street with the northerly drive access being the primary entrance to the property.

Water & Sanitary Sewer – Existing services will be re-connected

Stormwater Management – The existing site is 100% impervious so stormwater detention will

not be required. Any detention that can be accommodated will help with drainage in the area.

Sidewalks – Existing sidewalks will remain.

Recommendation: Approval of the plan

The following permits may be required prior to construction:

- An approved Stormwater Pollution Prevention Plan
- Water permit
- Sanitary sewer permit

FIRE PREVENTION

Apply for all necessary permits with Wood County Building Department

Any natural gas or electric meters within the driving surface shall have crash protection

STAFF RECOMMENDATION

Staff recommends approval of **SITE PLAN APPLICATION #SP-15-2014** for **Checkers Express Car Wash to be located at 600 Trenton Ave., Findlay, OH** subject to the following conditions:

- CPC granting the Conditional Use (HRPC)
- A BZA variance for the location of the dumpster as shown or relocation of the dumpster to another area (HRPC)
- Apply for all necessary permits with Wood County Building Department (FIRE)
- Any natural gas or electric meters within the driving surface shall have crash protection (FIRE)

DISCUSSION

Dan Clinger asked if the Engineer had just said that sidewalks would not be required on Bolton Street. Paul Schmelzer replied yes because there is not enough right-of-way existing to put a sidewalk a safe distance from the pavement. Mr. Schmelzer commented that he thinks this is a great looking site. He said he has used these carwashes many times in other cities. He knows the vacuums will not be an issue. **He stated that he has no problem granting the Conditional Use given that they are taking down an older facility and replacing it with a newer more modern one.** Mr. Schmelzer commented that he also liked the fact that the curb cut on Trenton Avenue will disappear. He asked Mr. Stone if they had considered putting a little island in the access to the south to prevent traffic from turning in there. Dan Stone replied that he and Mr. Roush have been talking about addressing that comment from HRPC.

P. Schmelzer stated that he does understand their logistical issue with the dumpster. He replied that that would be an issue for BZA and is not something CPC can resolve here. So the issue with the setback will stay in our comments but that is certainly a request they can make with BZA. He then commented that he would like to see if they would consider putting a sidewalk along Bolton Street on their property. There is a lot of pedestrian traffic that would probably like to get to Trenton. He does not want it right on the edge of the road however. Mr. Opperman asked if Mr. Schmelzer was making that a Conditional for Approval. Mr. Schmelzer stated no, he would just ask that they consider it. If we had room to do it safely in public right-of-way it would already be there.

John Roush introduced himself. He stated that he operates eight (8) similar car washes in Columbus. He feels it will be a neat thing for Findlay. They have a \$5, free vacuum car wash

with the most state of the art equipment. They use reclaimed water. Only about 15 gallons of fresh water is used per wash. The most expensive wash is only \$10. That will include things like tire shine and wax. He explained that after the wash, the client can come out and use the free vacuums. These are central producers and are extremely quiet. When you are at the vacuum all you hear is a bit of suction at the hose. There is some music outside to enhance the experience. Typically a customer will spend 5-6 minutes on the site. The employees do not ever physically touch your car. They have a very advanced wash and dry system. They have some car care products for sale inside the office. The business is always staffed when in operation. They try to maintain a very “Disneyworld” type clean operation. They always have staff there to keep the lot clean and assist getting the cars in and out.

Mr. Roush further stated that this is a very high speed model that can wash up to 100 cars per hour. The existing wash that is there now could only do about 30 cars per hour max in the 4 or 5 bays it has. He stated that the company loves what is happening along Trenton Avenue. There is new development and he feels that they will be a nice addition to that corridor.

Dan Clinger asked if he anticipated going to BZA with the dumpster location or if he would consider the alternative location. Mr. Roush replied that he definitely want to go to BZA. He stated that the site is somewhat unique with its three front yards. He says the dumpster location in the back corner is pretty benign. They plan on doing a stone surround with gates to make it visually “go away”. Operationally, he said he would definitely want to keep the 10 vacuum spaces. On busy days he wants to be sure that their customers can spend the time they want to out there. If the dumpster is moved to the vac area, the maneuvering would be difficult. Right now a truck could easily drive in, pick it and then back out to leave. So he definitely wants to go before BZA. Mr. Clinger asked if another access onto Madison Avenue would help that. It’s not a daily function and it could be for the trash and another access to the car wash.

Paul Schmelzer stated that he personally did not like that idea. Once an access, always an access. We are fortunate that they are willing to limit all access to Bolton Street.

Mr. Roush stated that they close the site off at night. There will be a “Sorry we are closed” chain across the entry. Vacuums and all are shut down at night. Hours will be posted at the entry.

Mr. Roush commented that the “emergency” access at the south end rarely gets used. They can’t wash “Doolies”, so we might need to direct one out occasionally or some vehicle that is too high. He said they can do “Do Not Enter” signs on Bolton and run a bright colored chain across to also get someone’s attention.

Mr. Clinger stated that he liked that they have created some more green space along Trenton Avenue and have a very detailed landscape plan around the property. Mr. Roush replied that they are very big on landscaping. He stated that they will probably be the most landscaped spot on Trenton for a while. They consider it a part of the experience of being clean, modern and attractive.

MOTION

Dan Clinger made a motion to **approve SITE PLAN APPLICATION #SP-15-2014 for Checkers Express Car Wash to be located at 600 Trenton Ave., Findlay, OH subject to the following conditions:**

- A BZA variance for the location of the dumpster as shown or relocation of the dumpster

- to another area (HRPC)
- Apply for all necessary permits with Wood County Building Department (FIRE)
- Any natural gas or electric meters within the driving surface shall have crash protection (FIRE)

2nd: Joe Opperman

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

Joe Opperman made a **motion to grant the Conditional Use for the Car Wash.**

2nd: Paul Schmelzer

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

7. SITE PLAN APPLICATION #SP-16-2014 filed by City Mission of Findlay, 510 West Main Cross Street, Findlay, OH 45840, for **building addition and parking lot addition at 510 West Main Cross Street, Findlay, OH 45840.**

HRPC

General Information

This site is located on the north side of West Main Cross Street just west of the railroad tracks. It is currently zoned C-3 Downtown Commercial. Land to the east is zoned C-1 Local Commercial and R-3 Single Family High Density. To the west and north is zoned R-3 Single Family High Density and to the south is I-1 Light Industrial. The northern portions of lots on Front Street are located in the 100 year flood plain. The City of Findlay Land Use Plan designates the area as Single Family Small Lot.

Parcel History

The parcel has been the site of the City Mission for many years. The building was expanded in the late 1990's. The City Mission purchased a home at 508 West Main Cross Street (immediately east of the existing building) in 2009 and has torn the home down. They have also purchased lots from 505 to 519 W. Front Street recently.

A previous Site Plan was given conditional approval by CPC on December 8, 2011. The Mission purchased a zoning permit toward the end of 2012 in order to extend the approval of the plan. All the parcels that the Mission owned at that time were rezoned to C-3 Downtown Commercial in August, 2012.

Staff Analysis

The previous site plan approval and zoning permit have both expired and therefore this is presented as a new site plan review.

The City Mission is proposing to demolish a portion of the existing building and reconstruct there as well as to add on to the east side of their building. The new construction will include a new dining hall, kitchen, chapel, lobby area, offices, and dorm space.

The footprint of the building addition is larger than on the prior site plan. The additional area is on the northeast side of the building. Because the majority of the land is zoned C-3 there is no maximum lot coverage. 505 W. Front Street was not included in the original proposal and is still zoned R-3 Single Family High Density. Currently the only change to that parcel is some asphalt for three parking spaces in the back yard. The applicant will need to apply for a zone change if the home is to remain and be used for any other purpose.

The home at 509 W. Front Street was to remain in the prior plan and is now to be removed in the new site plan and turned into parking. Access points on W. Front and W. Main Cross are shown to be the same as in the prior plan.

There is a proposed “drop off” lane at the front of the building. Access will be at the approximate location of the existing curb cut from the demolished house. Clients can be dropped off at the main entry and vehicles would then exit north through the alley out to Front Street. This was on the first site plan in 2011. It was approved with the stipulation that the alley be made one way north. Staff would now recommend that this drop off be eliminated. It is very close to the alley. The site now has more parking spaces than on the original plan. Quick drop offs can stop in the alleyway if necessary.

There are 20 parking spaces shown at the rear (Front Street) side of the building. The previous plan only had 10 spaces. This is the area of the site that is still in the 100 year flood plain and any flood balancing will have to be approved by Todd Richard or the area may be able to be removed from the flood plain by FEMA.

A landscaping plan was submitted showing the required landscape buffer along the north side of the parking lot to screen from the residential uses. Perimeter landscaping is also shown at the front and alley sides of the property.

Elevations drawings show the building to be 40’ high at the tallest roof peak. The C-2 district does not have any maximum height limit. The structure will have a various roof peaks and will be mostly vinyl sided.

Staff Recommendation

Staff recommends approval of **SITE PLAN APPLICATION #SP-16-2014** for **building addition and parking lot addition to City Mission at 510 West Main Cross Street, Findlay, OH 45840** subject to the following conditions:

- The drop off lane in front of the building be eliminated
- 505 W. Front Street is rezoned if necessary.

ENGINEERING

Access – Existing accesses will remain in place via the alley. The proposed drop-off lane on Main Cross was originally approved on a prior site plan, along with a recommendation that the alley be petitioned for northbound one-way. In spite of the prior approval, the engineering department must recommend the elimination of the drop off lane. The tie-in point to the alley is too close to Main Cross. The use is also not consistent with this type of access. With the elimination of this drive, the engineering department recommends a two-way alley over a one-way north. At least some volume of traffic, routine deliveries, etc., can be directed to access the site from Front Street, thereby alleviating stacking on Main Cross during a northbound turning movement into the alley.

Water & Sanitary Sewer – The proposed water and sanitary sewer locations were not shown on the plan. Additional detail will be required to illustrate if new services are proposed or if the existing services will be utilized.

Stormwater Management – Stormwater detention will be provided underground below one of the parking areas. A significant area of impervious surface is being added to the site which necessitates the detention installation. Any work in the flood plain will require a permit. The applicant may want to explore a FEMA LOMA/LOMR.

Sidewalks – Existing sidewalks will remain

Recommendation: Approval of the plan

The following permits may be required prior to construction:

- An approved Stormwater Pollution Prevention Plan
- Water permit
- Sanitary sewer permit

FIRE PREVENTION

- Apply for all necessary permits with Wood County Building Department
- Plan does not show fire line location
- Fire Department Connection (FDC) shall be 5” Storz with 30 degree elbow and the area shall be clear of parking spaces, landscaping and obstructions
- Outside notification shall be a horn/strobe working on water flow only
- Provide a hydrant within 100 feet of FDC
- Any natural gas or electric meters within the driving surface shall have crash protection

STAFF RECOMMENDATION

Staff recommends the approval of **SITE PLAN APPLICATION #SP-16-2014** for **building addition and parking lot addition to City Mission at 510 West Main Cross Street, Findlay, OH 45840** subject to the following conditions:

- The drop off lane in front of the building be eliminated (HRPC and ENG)
- 505 W. Front Street is rezoned if necessary. (HRPC)
- The proposed water and sanitary sewer locations were not shown on the plan. Additional detail will be required to illustrate if new services are proposed or if the existing services will be utilized (ENG)
- Any work in the flood plain will require a permit. The applicant may want to explore a FEMA LOMA/LOMR (ENG)
- Apply for all necessary permits with Wood County Building Department (FIRE)
- Plan does not show fire line location (FIRE)
- Fire Department Connection (FDC) shall be 5” Storz with 30 degree elbow and the area shall be clear of parking spaces, landscaping and obstructions (FIRE)
- Outside notification shall be a horn/strobe working on water flow only (FIRE)
- Provide a hydrant within 100’ of FDC (FIRE)
- Any natural gas or electric meters within the driving surface shall have crash protection (FIRE)

DISCUSSION

Dan Clinger stated that he has worked on the Building Code review for this plan as well. So he will abstain on this issue.

Joe Opperman asked if there is any ongoing inspection process with the fire department on all the items we always list to comply with. Eric Habegger replied that they visit the site with Wood County Building Department regularly. The Fire Department supervises fire line installation, alarms, etc. Mr. Schmelzer also stated that we have a pre-report Staff meeting which includes the Fire Department. There is a lot of diligence paid to addressing these types of items prior to the meeting. And, of course, there are plenty of follow up inspections.

Paul Schmelzer commented that the water and sanitary sewer locations are things that the engineer for the applicant knows what is going on. They just need to provide details to the Engineering Department. Todd Jenkins replied yes that they are finalizing plumbing plans now to find out if they can tie in to existing services. He stated that once they are finalized, they will get the revised plans to the Engineer.

Mr. Schmelzer commented that the underground detention although costly, is something that is needed. He stated he appreciated the attention to detail there. He feels the biggest issue to discuss now is probably that access point. He asked if the applicant has any thoughts there or wants any explanation about why they made the recommendation to remove it.

Todd Jenkins stated that they have had some discussions on the removal of the drop off drive and they are willing to delete it. They would like to see if they could leave the alley as two way with that elimination.

Phil Arnold stated that the drop off lane was in the original plan. The work flow pattern within the building has since changed. They will continue to use the side door on the alley for drop offs. The front will be mostly walk-ins like people coming into the day center. That will obviate the need for that drop off lane. Mr. Arnold also stated that they would prefer to keep the alley as two way if they eliminate the drop off. He said the neighbor to the west parks his RV in front of his garage along the alley. If it becomes one way he would still like to be able to park as he does now.

Paul Schmelzer said that he appreciated Mr. Arnold's comments regarding the drop off lane. He said he felt that having that tie in so close to the alley access point is certainly not ideal. He is glad to see that they can make it work without it. Mr. Schmelzer also stated that he would rather see the alley remain two way. Making it one way north would necessitate all the traffic coming off of W. Main Cross Street at all times. That would create stacking issues on the street. He understands that if it is one way south and your building is addressed on W. Main Cross there can be confusion on how to access your building. The adjoining neighbor's use of his property is affected as well.

MOTION

Joe Opperman made a motion to **approve SITE PLAN APPLICATION #SP-16-2014 for building addition and parking lot addition to City Mission at 510 West Main Cross Street, Findlay, OH 45840 subject to the following conditions:**

- The drop off lane in front of the building be eliminated (HRPC and ENG)
- 505 W. Front Street is rezoned if necessary. (HRPC)
- The proposed water and sanitary sewer locations were not shown on the plan. Additional

detail will be required to illustrate if new services are proposed or if the existing services will be utilized (ENG)

- Any work in the flood plain will require a permit. The applicant may want to explore a FEMA LOMA/LOMR (ENG)
- Apply for all necessary permits with Wood County Building Department (FIRE)
- Plan does not show fire line location (FIRE)
- Fire Department Connection (FDC) shall be 5" Storz with 30 degree elbow and the area shall be clear of parking spaces, landscaping and obstructions (FIRE)
- Outside notification shall be a horn/strobe working on water flow only (FIRE)
- Provide a hydrant within 100' of FDC (FIRE)
- Any natural gas or electric meters within the driving surface shall have crash protection (FIRE)

2nd: Paul Schmelzer

VOTE: Yay (2) Nay (0) Abstain (1)

ADJOURNMENT

With no further business the meeting was adjourned.

Lydia L. Mihalik
Mayor

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