

City of Findlay City Planning Commission

Thursday, August 14, 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
Mayor Lydia Mihalik
Dan Clinger
Joe Opperman

STAFF ATTENDING:

Judy Scrimshaw, HRPC Staff
Matt Pickett, FFD
Matt Cordonnier, HRPC Director
Steve Wilson, City Engineering Department
Todd Richard, Zoning Inspector
Don Rasmussen, City Law Director

GUESTS:

Dan Stone, Todd Jenkins, Brett Geis, Don Malarky, Paul Smith, Lisa Willson, Dave Hughes, Mike Turner, Tom Shindeldecker, David Cass, Blair Hayward, Jimmie Grose, Mike Schroeder

CALL TO ORDER

ROLL CALL

The following members were present:

Mayor Lydia Mihalik
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 July 10, 2014 meeting. Dan Clinger seconded. Motion to accept carried 4-0.

NEW ITEMS

1. FINAL PLAT APPLICATION #FP-08-2014 for Nissin Brake Subdivision filed by Nissin Brake Ohio, Inc., 1901 Industrial Drive, Findlay to **replat Lots 25,26,& 27 of Findlay Industrial Center Replat and the West ½ of Lot 24 of Tall Timbers Industrial Center into one parcel.**

HRPC

General Information

This request is located on the south side of Industrial Drive. It is zoned I-1 Light Industrial and all surrounding properties are also zoned I-1. It is not within the 100 year flood plain. The City of Findlay Land Use Plan designates the area as Industrial.

Parcel History

This is the site of the Nissin Brake facility.

Staff Analysis

The applicant is requesting to combine all the parcels it occupies for its business into one lot for legal reasons. The Auditor cannot combine by simple deed because the land is technically in two different recorded subdivisions. Thus, the applicant needs to create a new subdivision with a single lot.

Staff Recommendation

HRPC Staff recommends **approval of FINAL PLAT APPLICATION #FP-08-2014 for Nissin Brake Subdivision.**

ENGINEERING

No objections.

FIRE PREVENTION

No Comment

STAFF RECOMMENDATION

Staff recommends **approval of FINAL PLAT APPLICATION #FP-08-2014 for Nissin Brake Subdivision.**

DISCUSSION

Dan Clinger questioned which lots were in which subdivision. Staff tried to clarify the parcels for Mr. Clinger.

MOTION

Paul Schmelzer made a **motion to approve FINAL PLAT APPLICATION #FP-08-2014 for Nissin Brake Subdivision.**

2nd: Dan Clinger

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

2. PETITION FOR ZONING AMENDMENT #ZA-08-2014 filed by Michael A. Pizzuti, 318 S. Blanchard Street, Findlay **to rezone 400 Cherry Street from R-3 Single Family High Density to C-1 Local Commercial.**

HRPC

General Information

This request is located on the northeast corner of Cherry Street and Factory Street. It is currently zoned R-3 Single Family Small Lot. Properties on all sides of the parcel are also zoned R-3. It is located within the 100 year flood plain. The City of Findlay Land Use Plan designates the area as Single Family High Density.

Parcel History

The parcel is the current site of a carpet cleaning warehouse.

Staff Analysis

According to zoning office records, a permit was issued in 2007 to allow for the storage of equipment and vehicles for a carpet cleaning business as long as there was no outside storage. The parcel was zoned C Residential by the old zoning code at that time.

Today it is zoned R-3 Single Family High Density. Mobile services are permitted in that district. It was determined that this qualified as a mobile service. Mobile services allows for commercial vehicles to be parked on a paved surface outside the building. The applicant currently has a vehicle which is too tall to be put inside the garage.

Todd Richard recommended that the owner apply for a zone change to C-1 Local Commercial to avoid future complications with use of the building. The building is clearly a commercial structure and could not be perceived as a residential structure.

Staff Recommendation

HRPC Staff recommends that FCPC recommend approval to Findlay City Council of **PETITION FOR ZONING AMENDMENT #ZA-08-2014 to rezone 400 Cherry Street from R-3 Single Family High Density to C-1 Local Commercial.**

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-08-2014 to rezone 400 Cherry Street from R-3 Single Family High Density to C-1 Local Commercial.**

DISCUSSION

Joe Opperman stated that he is wary of changing the zoning on such a parcel in the middle of a residential area. He would be interested in how this became residential anyway. He has concerned about spot zoning.

Judy Scrimshaw explained that this was zoned C-Residential in the old zoning code. C-

Residential encompassed a lot of permitted uses. Every class of residential, offices – including those for contractors, plumbers, etc. – hospitals, etc. were permitted uses. The building may have even existed prior to zoning. The use the applicant is doing is considered a mobile service. He has equipment and vehicles here but the work is done off site. It's not like he does retail or something like that. Ms. Scrimshaw tried to recall another instance we had recently in this neighborhood for a commercial operation or a plumber which was either on Cherry or Center Street. As you head east there is C-2 General Commercial there on the other side of the street. There is commercial zoning back on Walnut Street to the north. For what he is doing, he can be there according to the letter Todd Richard sent him. If he tries to sell the building, obviously it is not a residence, will he have difficulty ever trying to find a buyer.

Mr. Clinger asked if one of the reasons we are asking for this to be changed is so he can park a vehicle on site. Judy Scrimshaw replied no, that he can now according to the letter that Mr. Richard sent him. Perhaps Todd Richard should reply to his reasoning for having Mr. Pizzuti apply to rezone.

Mr. Richard stated that years ago the planning commission had approved this use with the provision that no vehicle be parked outside the building. That was the condition placed in the C-Residential zone at the time. We no longer have the C-Residential district. The applicant is looking to do the same thing that is there now but the C-1 district will allow him to park a vehicle outside. He stated that the use may have changed at one time to cabinet building but now it is back to the carpet cleaning business. Todd stated that the applicant's current location is too flood prone and he is looking to go to an area that is not so flood prone.

Dan Clinger stated that if understood correctly that this will then allow him to sell the building as a commercial building, but that it could be any commercial use. Todd Richard replied that it would have to be something within the C-1 guidelines. He also stated that this building has some limitations. It is clearly not set up for retail or anything like that. It is a storage building and office use. Mr. Clinger asked to confirm, that if we change the zoning on this, it will allow him to park the vehicle outside. Mr. Richard replied yes. Mr. Clinger asked if it could only be a commercial vehicle, not a recreational vehicle. Todd Richard stated yes. It would be his commercial vehicle which is too big to fit in the building.

Paul Schmelzer commented that the way he is reading it, he is permitted to do that now. Can a mobile service have a vehicle parked outside? Todd Richard replied that the primary use of this structure is commercial, not residential and it is zoned residential. Mobile services are usually secondary for someone living in a residential area with a mobile service they operate. This is strictly a commercial use and that is why Mr. Richard thought it was appropriate for the applicant to go for the zoning change. Then he has a legal conforming use. He will probably have employees. He reiterated that the use was already permitted by the planning commission years ago with the exception that no commercial vehicles could be parked outside. By changing this he can park it outside.

Mayor Mihalik stated she doesn't think it is any more intrusive than what exists now.

Mr. Opperman asked if we could go back to his original question as to whether this is "spot zoning". Matt Cordonnier contended that along Walnut Street to the north you have General Commercial zoning as well as a short distance down Cherry Street on the south side. The C-2 General Commercial district is the most intense commercial district. C-1 is designed for neighborhood commercial uses. So the C-1 is a less intense use than what is one parcel away.

He feels you could make a strong case that it is not “spot zoning”. You are literally one parcel away from a much more intense commercial district. Ms. Mihalik stated that the properties along Factory Street are really much more commercial than those along Cherry Street. Mr. Opperman stated that he is just concerned that this may bring on other requests similar to this around this area. Why did this situation get created in the first place? Mr. Schmelzer replied that when we took uses out of districts, this became an issue that we will probably deal with often over time. And we will have to make a determination about whether it is an appropriate zoning change or not.

Mr. Cordonnier noted that the reason for taking out a lot of those uses was that we had sections of the city where you could build a home, a business and so on. That has left us with this hodge podge of uses that we find in these neighborhoods. So when the zoning code was changed, from that point on, there is more control over what can go in a neighborhood.

MOTION

Dan Clinger made a **motion to recommend approval to Findlay City Council of PETITION FOR ZONING AMENDMENT #ZA-08-2014 to rezone 400 Cherry Street from R-3 Single Family High Density to C-1 Local Commercial.**

2nd: Joe Opperman

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

3. ALLEY/STREET VACATION PETITION #AV-13-2014 filed to vacate Olney Avenue between Morrival Blvd. and Lima Avenue.

HRPC

General Information

The request is for the entire right of way of Olney Avenue between Lima Avenue and Morrival Boulevard.

Parcel History

None

Staff Analysis

The applicant is requesting to vacate an existing street right of way with a width of 60’.

All of the abutting owners on both sides of the street have signed the petition.

It appears that the current parking lot for the Church at 1648 Lima Avenue is partially in the road right of way. A representative for the Church stated safety reasons for wanting to vacate the roadway also. He said that many times vehicles ignore the stop sign at Morrival and Olney and race through to Lima Avenue.

HRPC Staff has no objections to the request if the Fire Department and Engineering office have no problems with it.

Staff Recommendation

HRPC Staff recommends that FCPC recommend approval to Findlay City Council of **ALLEY/STREET VACATION PETITION #AV-13-2014** filed to vacate **Olney Avenue between Morrival Blvd. and Lima Avenue.**

ENGINEERING

No Objections. There are no City owned utilities within this right of way. Easements will need to be maintained for any private utilities.

FIRE PREVENTION

No Comment

STAFF RECOMMENDATION

Staff recommends that FCPC recommend approval to Findlay City Council of **ALLEY/STREET VACATION PETITION #AV-13-2014** filed to vacate **Olney Avenue between Morrival Blvd. and Lima Avenue.**

DISCUSSION

Dan Clinger asked what the owner's intent is as far as will entrances be closed and pavement removed. Jimmie Grose came forward represented the church.

Mr. Grose stated that they would like to barricade the Lima Avenue end of the street and use Morrival Blvd. to enter the Church. Mr. Clinger stated he would like to see the asphalt removed if the street is barricaded and green space developed so that someone isn't inclined to want to turn there. Mr. Grose said they could probably handle that.

Dan Clinger asked if they had looked at the opposite – barricade at Morrival and leave Lima open. Mr. Grose stated that then people would still have a tendency to turn in and would have to turn around when they couldn't get through.

P. Schmelzer asked if it is their intent to expand and park in the area. Mr. Grose stated yes, probably for parking and a play area for kids.

Mr. Schmelzer asked Staff if we had any idea as far as traffic is concerned which one gets used more. He stated it almost looks more like an alley. Ms. Scrimshaw stated that she wouldn't know. It would probably be safe to say that only the neighborhood uses this street much. Mr. Schmelzer said that is his question. How much does it get used by the neighborhood and what impact will it have on those living west of the church.

Matt Cordonnier asked what type of barricade they may use and what the placement would be. He has some concern about traffic on Lima. Mr. Schmelzer said that he would recommend that if it is vacated that any pavement within the right-of-way that would lead toward that property on both parcels be stipulated to be removed, and planted and seeded. And your barricade could then be place at the right-of-way. We typically do that with curb cuts and such that are removed so they can put Lima Avenue back as if a road never existed there.

Paul Schmelzer moved to recommend approval of the request with the stipulation that all pavement within the right-of-way of Lima Avenue be removed if the vacation is granted.

2nd: Joe Opperman

Mr. Cordonnier stated that he had some hesitations and wondered if a solution might be to place a traffic counter out there for a couple of weeks to find out how much that is truly used for the neighbors to the west. Mr. Schmelzer stated he could agree with that and was going to ask Engineering about doing that. There will be reading at Council that will give neighbors an opportunity to offer comment. Rather than table it here, we can let the process start and conduct the counts in the 6 weeks it will be going through council. Then we can get the information to Council and let them take from that point.

Todd Richard asked I most of the traffic would involve the Church's traffic and not be much of the general. Paul Schmelzer replied that it would depend on where the counters were placed, but it would be very probable.

VOTE: Yay (34) Nay (0) Abstain (0)

4. SITE PLAN APPLICATION #SP-18-2014 filed by Hancock County Commissioners, 300 S. Main Street, Findlay for new construction and expansion of Non-Conforming Use at Litter Landing, 1720 E. Sandusky Street, Findlay.

HRPC

General Information

This request is located on the north side of E. Sandusky Street west of Bright Road. It is zoned R-1 Single Family Residential. Land to the north and west is also zoned R-1. To the east is zoned C-1 Local Commercial and to the south is zoned R-1 Single Family in Marion Township. A portion of the lot is located within the 100 year flood plain. The City Land Use Plan designates the site as Civic.

Parcel History

This the current site of Litter Landing recycling facility.

Staff Analysis

This proposal calls for the removal of two (2) older buildings near E. Sandusky Street to allow for the reconfiguration of the employee parking lot. There are currently two (2) drive approaches from E. Sandusky Street within 40' of each other. The western drive will be removed and the remaining drive at the east edge of the lot will be widened to allow for separate left and right turn lanes.

A 1,500 square foot addition to the recyclable drop-off area will be added to the north end of that building. There will also be a 3,200 square foot expansion of the recyclable storage area which is on the west edge of the property. That building will be a 3-sided structure open along the east side for convenient movement of materials in and out. The building locations meet all setbacks required in the R-1 District.

A new 24 space employee parking lot will be constructed in front of the facility. A landscaping plan was provided showing appropriate screening around the lot perimeter.

At the time the original facility was constructed, exemption from zoning rules was given to government entities. So even though this was in a residential area (it was zoned A Residential), it was allowed to locate here. This is no longer the case and because it is a non-conforming use, it must go before BZA for permission to expand the non-conformity.

HRPC Staff does concur with Mr. Wilson's statement that these proposed improvements will enhance the operation and improve safety for the general public as well as the employees. Of course we think everyone would agree that having a recycling facility is important and we would certainly want it to continue to function.

Staff Recommendation

HRPC Staff recommends **approval of SITE PLAN APPLICATION #SP-18-2014 for new construction and expansion of Litter Landing, 1720 E. Sandusky Street, Findlay subject to:**

- **BZA approval of the expansion of the non-conforming use**

ENGINEERING

Access – One (1) access onto E Sandusky will be eliminated and the other will be widened to allow left and right turn exit lanes

Water & Sanitary Sewer – No change in existing services.

Stormwater Management – No additional detention is required

Sidewalks – Existing sidewalks will remain in place

Recommendation: Approval of the plan

The following permits may be required prior to construction:

- An approved Stormwater Pollution Prevention Plan

FIRE PREVENTION

Apply for the proper permits with Wood County Building Department.

STAFF RECOMMENDATION

Staff recommends **approval of SITE PLAN APPLICATION #SP-18-2014 for new construction and expansion of Litter Landing, 1720 E. Sandusky Street, Findlay subject to the following conditions:**

- BZA approval of expansion of the non-conforming use (HRPC)
- Applying for the proper permits with the Wood County Building Department (FIRE)

DISCUSSION

Dan Clinger asked if it would make sense to rezone to C-1 and take the property out of residential. Judy Scrimshaw answered that that would not solve the problem because the use is not permitted in C-1 either. A recycling facility is only permitted in I-1 Light Industrial. We don't really want to make this industrial and leave the site open to who knows what in the future.

D. Clinger asked if there would be elevated loading docks. Todd Jenkins replied yes. Mr. Jenkins stated that currently the semis park and they are open and in plain view. They propose that the new structure will be high enough and the trucks will back up to it. The tows will come up and drive right into the back of the trucks. There is a canopy that will put all the material under roof and screen it from the adjoining property as well. The building addition, he stated, will be for the electronics. These currently sit out in boxes.

Dan Clinger said that it appears that they are removing some asphalt pavement to the west of the building. Mr. Jenkins replied that by the time construction is complete it will be pretty beat up. It is currently not in very good shape. It is proposed to be gravel for now. Mr. Clinger asked why we would allow gravel as opposed to hard surface pavement. If parking lots must be hard surface, why would this not need to be so? Todd Jenkins stated that there is not a lot of hard surface there now, it is mostly gravel. They will be putting concrete under the building itself but the rest will be gravel. Mr. Clinger stated that he felt there is a lot of debris associated with the center and it would seem to be easier to manage if it were on a hard surface. Mr. Jenkins replied that he was not sure if budgets would permit the paving at this time.

Mayor Mihalik stated that she understood Mr. Clinger's concerns. She responded that when she was running regularly, she could attest to the fact that the gravel out of that parking lot tends to be drug out onto the sidewalks and streets. Another point she wanted to make is that the mayor's office receives quite a few complaints about the amount of debris that floats out of the facility at times. Mike Schroeder replied that the County feels that the new building on the west side of the property will certainly do a better job of blocking the wind and keeping things under roof. She agreed with that and also said she does agree with Mr. Clinger that a hard surface would be friendlier than the gravel. Todd Jenkins said that he would ask that they be permitted to take a look at budgets, etc. and if it becomes a requirement to pave, that perhaps they be considered for a time constraint. Perhaps they could be given a timeline to allow for paving at a later date to work it into the budget. Mayor Mihalik stated that in the spirit of wanting to be a cooperative neighbor in a residential area she thinks that the pavement would be much more desirable for those that frequent the area.

Dan Clinger asked what might be a timeline to impose for this. A year? Todd Jenkins replied that if they can get built before the snow flies they intend to complete the buildings this year. Steve Wilson commented on behalf of the applicant and said that a year would be fine.

MOTION

Paul Schmelzer **made a motion to approve SITE PLAN APPLICATION #SP-18-2014 for new construction and expansion of Non-Conforming Use at Litter Landing, 1720 E. Sandusky Street, Findlay subject to the following conditions:**

- **Paving of the lot be completed by the end of the 2015 paving season**
- **BZA approval of the expansion of the non-conforming use**

2nd: Dan Clinger

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

Mayor Mihalik asked if the Commission would mind moving ahead to item 6 at this time. The commission members agreed.

6. SITE PLAN APPLICATION #SP-20-2014 filed by Findlay Evangelical Free Church, 2515 Heatherwood Drive, Findlay **for an addition to parking lot and change of access point.**

HRPC

General Information

This request is located on the southwest corner of Heatherwood Drive and CR 236. It is currently zoned R-3 Single Family High Density. Land to the west and south is also zoned R-3.

Land to the north is zoned R-1 Single Family Low Density and to the east is zoned M-2 Multiple Family High Density. The southern portion and along the east edge of the land is located within the 100 year flood plain. The City Land Use Plan designates the area as Single Family Large Lot.

Parcel History

Site of Findlay Evangelical Free Church.

Staff Analysis

The applicant is proposing to construct additional parking for 62 cars just south of the Church building. The area of new construction will not be within the flood plain areas.

The new parking lot will contain some island areas with landscaping as required in the new zoning code. There is also a buffer landscape area along the east edge facing CR 236.

Access to the lot will be moved to the west side of the property. This will be a wider access to allow for separate left and right turning lanes out of the property. The existing parking lot will lose 4 spaces at the new ingress/egress location and will add 2 spaces in the area where the old access will be removed. Two landscaped islands will also be added to the frontage along Heatherwood Drive.

There is lighting in the center of the new parking area. A submitted photometric plan shows a reading of 0 foot candles at the property lines.

Staff Recommendation

HRPC Staff recommends approval of **SITE PLAN APPLICATION #SP-20-2014 for an addition to parking lot and change of access point for Findlay Evangelical Free Church at 2515 Heatherwood Drive.**

ENGINEERING

Access – Existing access will be removed and a new access onto Heatherwood will be constructed near the west edge of the property. A temporary construction entrance will be installed onto County Road 236 to keep construction traffic off the existing parking lot. This entrance will be removed at the completion of construction.

Water & Sanitary Sewer – No change in existing services

Stormwater Management – Existing stormwater detention is sufficient to receive the additional flow created by the new parking 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

FIRE PREVENTION

No Comments

STAFF RECOMMENDATION

Staff recommends approval of **SITE PLAN APPLICATION #SP-20-2014 for an addition to parking lot and change of access point for Findlay Evangelical Free Church at 2515 Heatherwood Drive.**

DISCUSSION

Dan Clinger said that the current access lines up with Hedgewyck Drive across the street. He stated he likes that better than putting another access down the street a little ways. Mr. Clinger also commented that he also had some concerns with traffic flow getting to this. The new access has three lanes but only two lanes to get there. He stated that he does like the fact that by moving the access they remove some of the traffic away from the actual Church building entry.

David Hughes, representative for the Church, commented that there has been a lot of parking on the street (Heatherwood). They feel that the additional parking being created will alleviate that. They have witnessed some backing up on Heatherwood at times that has created some concern with safety conditions on CR 236. They feel that moving the curb cut allows for a little greater stacking room on Heatherwood. From a safety standpoint they felt that moving the curb cut could improve some of these situations.

Mr. Hughes also stated that on the property itself because of the straight alignment of the drive, they do have on heavy volume Sundays and during events, potential unsafe conditions for children and the elderly who are trying to get from the Church to their vehicles and vice versa. They hope that moving the entry down to the west end of the lot may slow down some of the traffic movements in front of the Church. He said they had also found out from some of the neighbors that with the current alignment of the drive with Hedgewyck that some people were doing U turns in that area.

Mr. Hughes reported that the Church did meet with some of the neighbors recently. The neighbors had some concern that on Wednesday evenings or during any night time activities that there would be an increase of headlights on their property. So, the Church will offer up their intent to go on the record that they want to put a landscaped berm designed by a landscape architect along the west property line. Dan Clinger stated that he appreciated the comments as they helped explain his concerns.

Lisa Willson, 219 Wellington Place came forward to speak to the Commission. She stated that they would be heavily affected by the change in access point. It will be about 100' closer to their property. She said she appreciated the Church's goodwill efforts to put some kind of screening here, but said she is not sure if they aren't creating a "band aid" for something that needs major "surgery". There is a lot of traffic on heavy Sundays and a lot of evening activities. It's not just restricted to Sundays and Wednesdays. She stated she spoke with Jerry Murray and proposed thinking about widening the current entrance and coming in and having two options. Those who wish to come in and drop off can come in and go over to drop off and then exit into the parking lot. Those who do not wish to drop off can come in and then turn right into the parking lot. This can eliminate having some of the traffic in this aisle way. She felt they had not thought about this before and therefore did not want to have them rushing into this. She said they did ask about access to CR 236. She would propose maybe a collaboration and with the Historical Society to utilize one access point off of CR 236 for both uses. She commented that it is very passionate if you have something changing that requires a lot of traffic. She stated that something about 600 members was mentioned at their meeting. 600 people coming that much closer to your home, the 5K runs that historically start and end at the entrance to the Church with

the bullhorn. Those things will all be 100' closer. She commented that the U turns did not occur at the Church entry, but more likely at the intersection of Wellington and Heatherwood. If someone comes in and does not want to park in the lot but wants to park on the street they will come down and do the U turn to come up on the south side of Heatherwood to park.

Paul Schmelzer said that he appreciated Ms. Willson's comments. He stated that the Church's effort to increase safety near the Church although perhaps not ideal would be better than what she had proposed. He asked Mr. Hughes how much of their traffic takes place at night. Mr. Hughes replied that it is primarily on Wednesday evenings. Of course there are some special events throughout the year. Mrs. Willson commented that early on Wednesday mornings around 5 a.m. there is some activity at the Church.

Mr. Schmelzer asked to look at the plan again on the screen. He stated that the drive will not be on the property line. There is an existing row of parking spaces that will remain and a grass area with a swale beyond that. Mr. Hughes stated that they plan to put landscaping in the grass area to buffer the neighbors' property.

Mr. Clinger asked Ms. Willson if it is the headlights that she is most concerned about. She replied that just noise in general, additional traffic, cars, sound, lights. Mr. Schmelzer said that he appreciated that but he doesn't see how that much distance is going to have a significant impact. The Church's willingness to landscape that and buffer that from headlights is probably a good compromise. Ms. Willson replied that she thought it was an awesome compromise but just wanted to make sure they looked at it from all angles before a decision was made.

Dan Clinger asked Mr. Schmelzer what his opinion was on the entrance from CR 236. Paul Schmelzer stated that his thoughts on that were very negative. The peak times for the Church probably don't have an impact on the intersection of Hedgewyck. The flow of traffic on CR 236 would create stacking problems there. He said he is sure that the Church as well thought about access onto CR 236 but he doesn't think that that is a good idea at all with the traffic on that road.

MOTION

Paul Schmelzer **made a motion to approve SITE PLAN APPLICATION #SP-20-2014 for an addition to parking lot and change of access point for Findlay Evangelical Free Church, 2515 Heatherwood Drive, Findlay with the following conditions:**

- **A landscaping plan be submitted with coordination to screen the property owners to the west.**

2nd: Joe Opperman

FURTHER DISCUSSION

Don Rasmussen asked to speak not as law director but as an owner in the neighborhood. He stated he has concern with the parking on Heatherwood. Parked cars are very close to the entrance with CR 236 and create issues with turning movements in and out from 236. Paul Schmelzer replied that this may be a consideration for Traffic Commission for possible "No Parking Any Time" signs. Mr. Hughes commented said that he hoped the additional 60 parking spaces in the lot will give people no reason to park on the street. He said that they can verbally encourage that from the pulpit, but of course they can't stop them.

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

5. SITE PLAN APPLICATION #SP-19-2014 filed by Blanchard Valley Port Authority c/o Marathon Petroleum, 539 S. Main Street, Findlay **for a new office complex to be located at 125 E. Hardin Street, Findlay.**

HRPC

General Information

This request is located on the south side of E. Hardin Street. It is zoned C-3 Downtown Commercial. All surrounding lots are also zoned C-3. It is not located in the 100 year flood plain. The City Land Use Plan designates the area as Downtown.

Parcel History

The site is currently a surface parking lot.

Staff Analysis

The applicant is proposing to construct a new approximately 120,000 square foot six (6) story (including the mechanical penthouse) office building. There will be a walkway from the 3rd floor to connect to the older Marathon building on the north side of Hardin Street.

There are no required setbacks or any height restrictions in the C-3 Downtown Commercial district.

There will be no curb cuts onto any public right of way. The dumpster area at the southeast corner of the building will be accessed from former Beech Avenue which has been vacated and is now private property.

The architecture of the building will follow similar pattern details of the previously approved parking garage and service building.

Staff Recommendation

HRPC Staff recommends **approval of SITE PLAN APPLICATION #SP-19-2014 for a new Marathon office complex to be located at 125 E. Hardin Street, Findlay.**

ENGINEERING

Access – No new accesses are proposed. Existing parking lot will be removed eliminating accesses onto East Hardin Street.

Water & Sanitary Sewer – Services will be extended from existing water and sewer on East Hardin Street. Separate fire and domestic services are shown on the plan.

Stormwater Management – The existing site is 100% impervious so stormwater detention will not be required.

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 the proper permits with Wood County Building Department.

Provide an 8" water line on Beech Ave. connected to Hardin St. and Lincoln St. water lines.

Provide a fire hydrant within 100 feet of the FDC.

Discussions have been ongoing with Heapy Engineering regarding proper sprinkler coverage and the FDC location will be determined at a later date.

This structure will require a Knox Box

STAFF RECOMMENDATION

Staff recommends that FCPC **approve SITE PLAN APPLICATION #SP-19-2014 for the new Marathon office complex to be located at 125 E. Hardin Street, Findlay subject to the following conditions:**

- Apply for the proper permits with Wood County Building Department. (FIRE)
- Provide an 8" water line on Beech Ave. connected to Hardin St. and Lincoln St. water lines. (FIRE)
- Provide a fire hydrant within 100 feet of the FDC. (FIRE)
- Discussions have been ongoing with Heapy Engineering regarding proper sprinkler coverage and the FDC location will be determined at a later date. (FIRE)
- This structure will require a Knox Box (FIRE)

DISCUSSION

Dan Clinger asked what is taking place in the drainage area to the south of the building. Don Malarky replied that the company's plans are to come back before this body in the future and talk about the green spaces that are a part of this project. And this will be a part of that green space plan. Our current vision for that is to set up a wildlife natural habitat area. So it is not really a retention area so to speak from an engineer's point of view. It is more of an aesthetic, wildlife area that we current depict with a walkway area through there. The full green space plans are still being developed and we'll come back in the future to share those details.

Mr. Clinger asked if the new parking garage will be in the area where they show the parking cut off. Dan Stone replied that the new parking garage will sit about 50' or so south of the south face of the new office building.

Mr. Clinger asked about overhead utilities. Dan Stone replied that they are in the process of being removed. They are being rerouted along East and Main Streets. All the utilities will be rerouted along public streets so they don't cut through the campus.

Mr. Clinger asked where the main access to the building will be. Mr. Stone stated that Hardin Street will be the main access and when the green space is completed along Main there will be access through there also. Mr. Malarky said the area from the green will not be public access. The main lobby will be off Hardin Street. All visitors will still come in to the existing lobby and employees will be able to come in off of Hardin or across bridges between the buildings.

This building will be the MPLX headquarters building. Paul Smith explained that the main lobby of the existing offices will still serve as the main entry. The bridges will be the archway for the employees to get back and forth and to take clients to potential conferences etc.

Mr. Malarky then showed the architectural renderings of the building and commented on the connection to the style of the existing but with a modern flair. Stone and marble treatments are somewhat consistent with the previous architecture. It ties in with the pallet of the buildings on Sandusky Street. Mr. Smith stated that on the west side which would face where the former Elks building was will be part of the convention area.

Paul Schmelzer asked if their plans for Hardin Street will be rolled into the green space plan. Mr. Malarky stated yes they will be back with the full streetscape and green space plan. That is in the development stage now and probably toward the latter part of this year they will be back to share those details.

MOTION

Paul Schmelzer **made a motion to approve SITE PLAN APPLICATION #SP-19-2014 for the new Marathon office complex at 125 E. Hardin Street subject to the following conditions:**

- Apply for the proper permits with Wood County Building Department. (FIRE)
- Provide an 8” water line on Beech Ave. connected to Hardin St. and Lincoln St. water lines. (FIRE)
- Provide a fire hydrant within 100 feet of the FDC. (FIRE)
- Discussions have been ongoing with Heapy Engineering regarding proper sprinkler coverage and the FDC location will be determined at a later date. (FIRE)
- This structure will require a Knox Box (FIRE)

2nd: Dan Clinger

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

ADJOURNMENT

With no further business the meeting was adjourned.

Lydia L. Mihalik
Mayor

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