

FINDLAY CITY PLANNING COMMISSION



STAFF REPORT January 14, 2016

CITY PLANNING COMMISSION MEMBERS

**Mayor Lydia L. Mihalik, Chairman
Service-Safety Director, Paul E. Schmelzer, P.E., P.S.
Jackie Schroeder
Dan DeArment
Dan Clinger**

**Matt Cordonnier, HRPC Director
Judy Scrimshaw, HRPC Staff
Matt Pickett, Fire Inspector
Brian Thomas, P.E., P.S., Engineer
Don Rasmussen, Law Director
Todd Richard, Zoning Inspector**

City of Findlay City Planning Commission

Thursday, January 14, 2016 - 9:00 AM

COMMENTS

NEW ITEMS

1. ALLEY/STREET VACATION PETITION #AV-01-2016 filed to vacate an east/west alley running east from Morey Avenue and an intersecting north/south alley running north from College Street.

HRPC

General Information

The alleys in this request are located in the block bounded by College Street, Morey Avenue, and Davis Street. It is in the University Overlay. It is not located within the 100 year flood plain. The City Land Use Plan designates the area as University.

Parcel History

None

Staff Analysis

The applicant is proposing to vacate the two (2) existing public alleys. All the parcels abutting the alleys are owned by the University of Findlay. They serve as access to parking lots developed by the University

HRPC Staff recommends approval of the vacation.

ENGINEERING

There is an existing waterline in alley that services 340 College Street. Easements will need to be maintained.

FIRE PREVENTION

Maintain access to the fire department connection behind BCHS, 340 College St.

STAFF RECOMMENDATION

Staff recommends that FCPC recommend approval to Findlay City Council of **ALLEY/STREET VACATION PETITION #AV-01-2016 filed to vacate an east/west alley running east from Morey Avenue and an intersecting north/south alley running north from College Street with the following conditions:**

- **Maintain easement for existing waterline that services 340 College Street (ENG)**
- **Maintain fire department access behind BCHS, 340 College Street (FIRE)**

AV-01-16

ALLEY/STREET VACATION PETITION
filed to vacate an east/west alley
running east from Morey Avenue
and an intersecting north/south
alley running north from College Street.

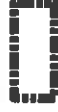
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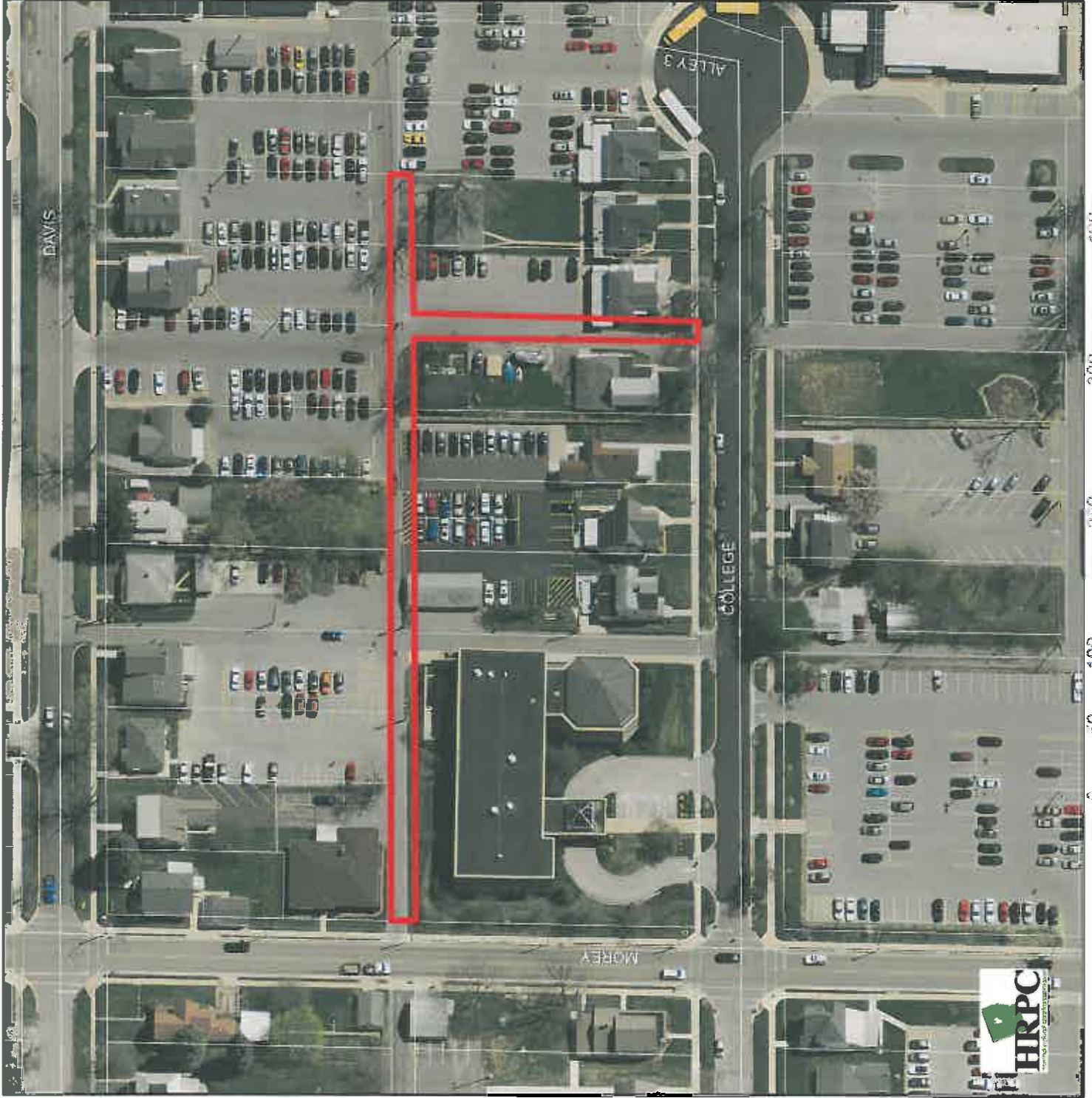
AV-01-2016

Road Centerlines

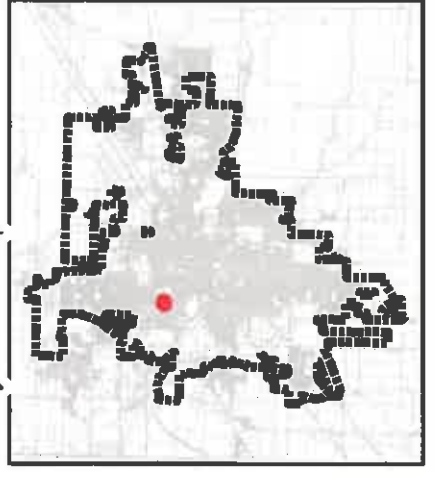
Parcels



Findlay City



Findlay Locator Map



2. APPLICATION FOR FINAL PLAT #FP-01-2016 for a Replat of Ohio Logistics Business Park to dedicate new right-of-way, vacate old right of way, vacate easements, and replat ground.

HRPC

General Information

This request is located off the north side of TR 99 in Allen Township. Allen Township is not zoned. It is not located within the 100 year flood plain. The City Land Use Plan designates the area as Industrial.

Parcel History

FCPC approved a replat of the former CDS Industrial Park to Ohio Logistics Business Park in November, 2013. A Replat of Lots 7 & 8 was approved in April, 2015.

Staff Analysis

The Replat presented today creates a new alignment for the southern portion of Distribution Drive.

Old right-of-way is vacated, a utility easement running east/west across lots 2, 3 and the new road is vacated. New Lot 2 becomes a non-buildable site serving as utility and drainage easement.

Staff Recommendation

HRPC Staff recommends approval to FCPC of **APPLICATION FOR FINAL PLAT #FP-01-2016 for a Replat of Ohio Logistics Business Park.**

ENGINEERING

There are labels for the building setbacks on the lots but the setback lines are not shown.

Shouldn't the heading and legal description also include part of the SE1/4 of Section 31?

FIRE PREVENTION

No comments.

STAFF RECOMMENDATION

Staff recommends approval to FCPC of **APPLICATION FOR FINAL PLAT #FP-01-2016 for a Replat of Ohio Logistics Business Park with the following conditions:**

- **Show setback lines for the lots (ENG)**
- **Correct legal description is necessary (ENG)**

FP-24-2015

APPLICATION FOR FINAL PLAT
for a Replat of Ohio Logistics
Business Park to dedicate new
right-of-way, vacate old right of way,
vacate easements, and replat ground.

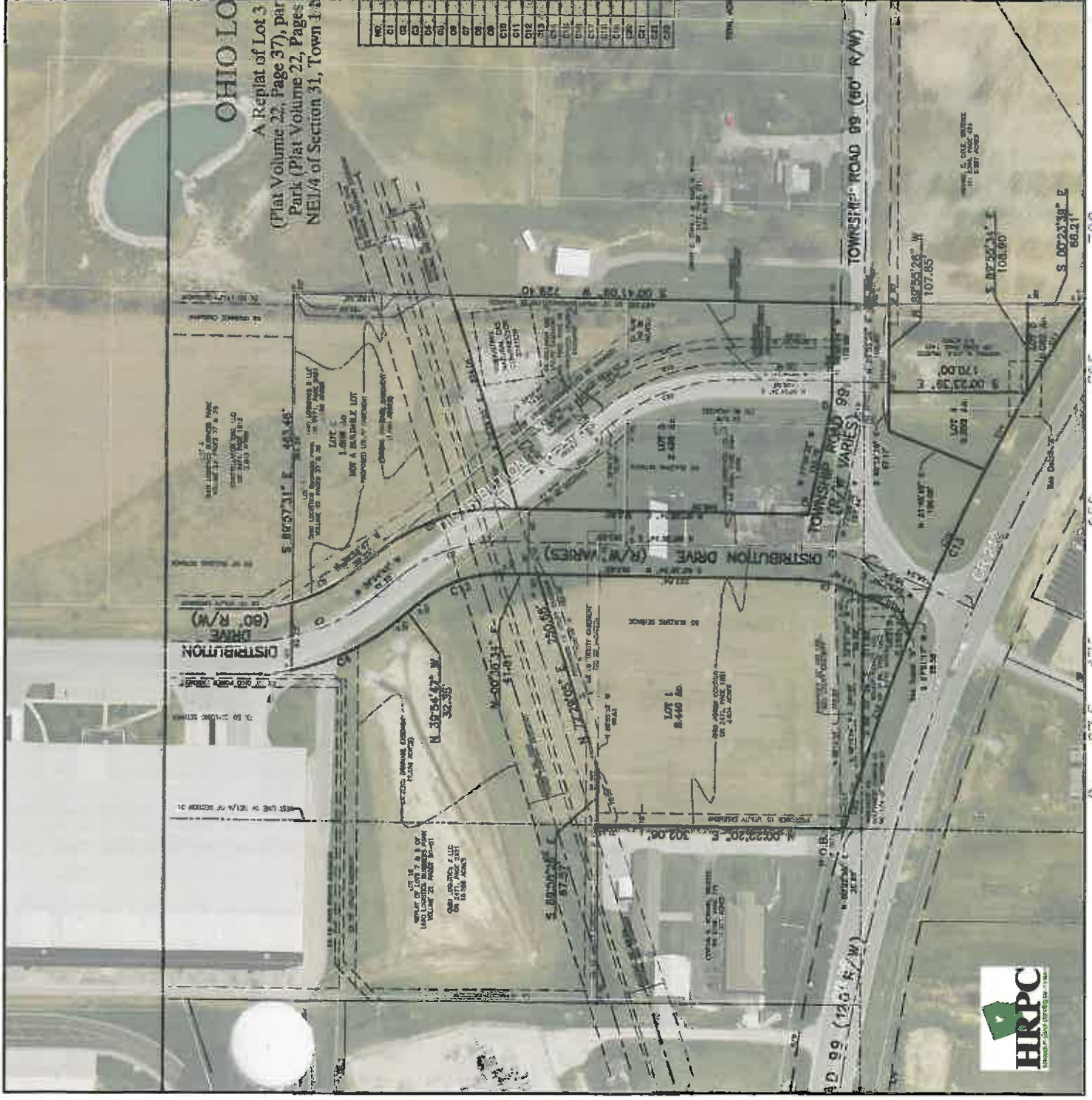
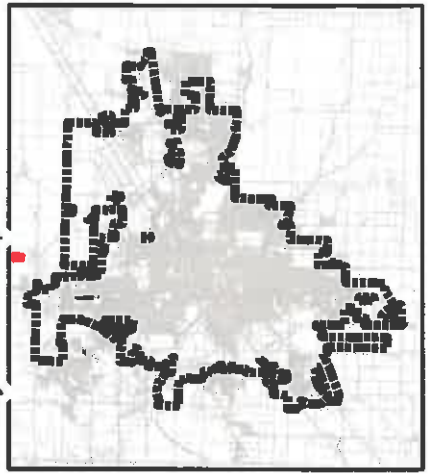
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Road Centerlines

Parcels



Findlay Locator Map



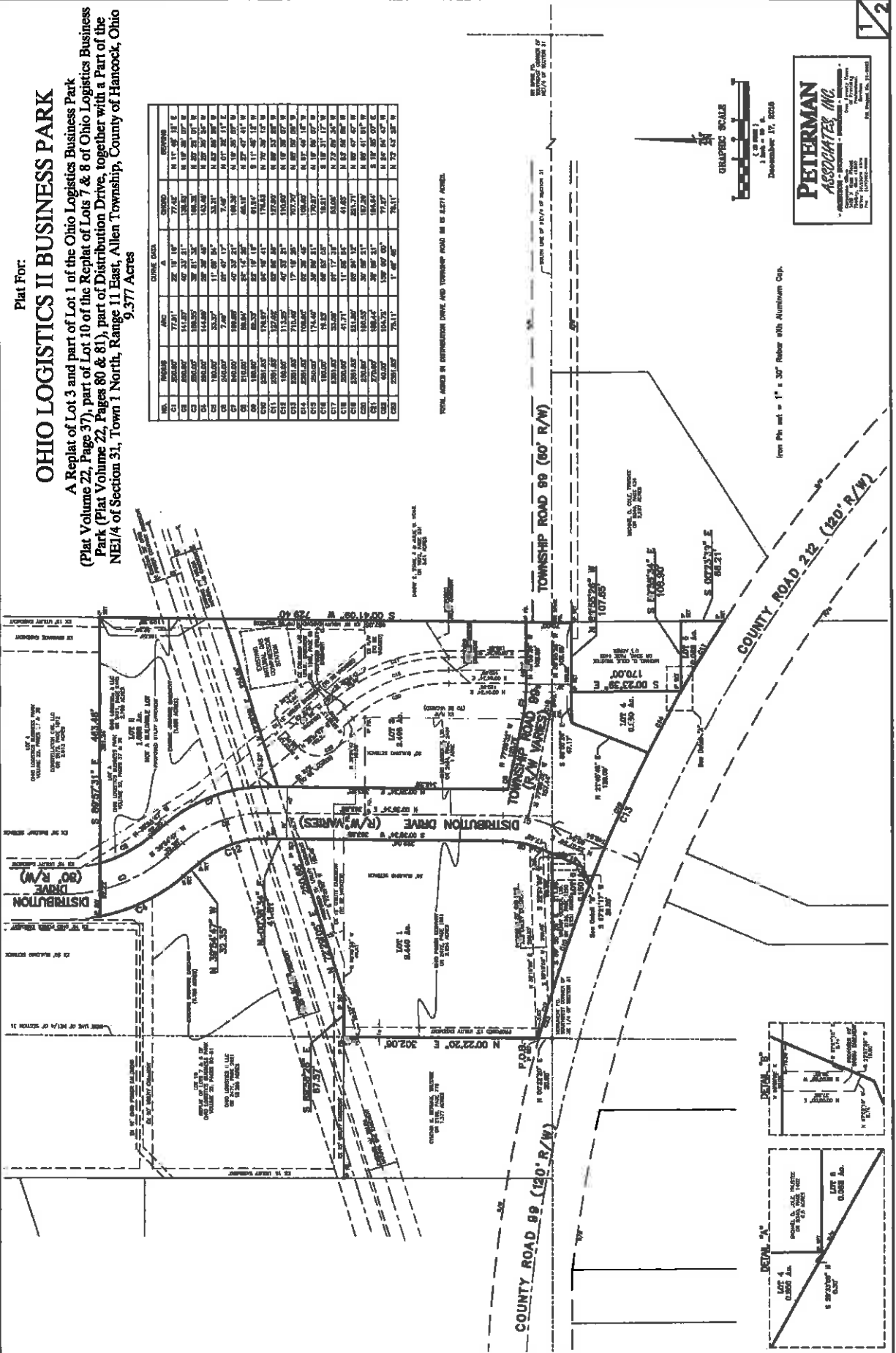
Plat For:

OHIO LOGISTICS II BUSINESS PARK

A, Replat of Lot 3 and part of Lot 1 of the Ohio Logistics Business Park (Plat Volume 22, Page 37), part of Lot 10 of the Replat of Lots 7 & 8 of Ohio Logistics Business Park (Plat Volume 22, Pages 80 & 81), part of Distribution Drive, together with a Part of the NE1/4 of Section 31, Town 1 North, Range 11 East, Allen Township, County of Hancock, Ohio 9.377 Acres

| NO. | AREA | AREA | CORNER COORD. | CHORD | BEARING |
|------|--------|--------|---------------|--------|-----------------|
| C1 | 77.91 | 77.91 | 22.18 18' | 77.65 | N 11° 08' 18" E |
| C2 | 141.97 | 141.97 | 42.32 21' | 141.97 | N 19° 30' 07" E |
| C3 | 186.25 | 186.25 | 55.81 28' | 186.25 | N 29° 25' 07" E |
| C4 | 144.89 | 144.89 | 43.47 22' | 144.89 | N 39° 05' 07" E |
| C5 | 144.89 | 144.89 | 43.47 22' | 144.89 | N 39° 05' 07" E |
| C6 | 242.07 | 242.07 | 72.02 36' | 242.07 | N 07° 32' 11" E |
| C7 | 242.07 | 242.07 | 72.02 36' | 242.07 | N 07° 32' 11" E |
| C8 | 242.07 | 242.07 | 72.02 36' | 242.07 | N 07° 32' 11" E |
| C9 | 186.25 | 186.25 | 55.81 28' | 186.25 | N 29° 25' 07" E |
| C10 | 141.97 | 141.97 | 42.32 21' | 141.97 | N 19° 30' 07" E |
| C11 | 77.91 | 77.91 | 22.18 18' | 77.65 | N 11° 08' 18" E |
| C12 | 242.07 | 242.07 | 72.02 36' | 242.07 | N 07° 32' 11" E |
| C13 | 242.07 | 242.07 | 72.02 36' | 242.07 | N 07° 32' 11" E |
| C14 | 242.07 | 242.07 | 72.02 36' | 242.07 | N 07° 32' 11" E |
| C15 | 242.07 | 242.07 | 72.02 36' | 242.07 | N 07° 32' 11" E |
| C16 | 242.07 | 242.07 | 72.02 36' | 242.07 | N 07° 32' 11" E |
| C17 | 242.07 | 242.07 | 72.02 36' | 242.07 | N 07° 32' 11" E |
| C18 | 242.07 | 242.07 | 72.02 36' | 242.07 | N 07° 32' 11" E |
| C19 | 242.07 | 242.07 | 72.02 36' | 242.07 | N 07° 32' 11" E |
| C20 | 242.07 | 242.07 | 72.02 36' | 242.07 | N 07° 32' 11" E |
| C21 | 242.07 | 242.07 | 72.02 36' | 242.07 | N 07° 32' 11" E |
| C22 | 242.07 | 242.07 | 72.02 36' | 242.07 | N 07° 32' 11" E |
| C23 | 242.07 | 242.07 | 72.02 36' | 242.07 | N 07° 32' 11" E |
| C24 | 242.07 | 242.07 | 72.02 36' | 242.07 | N 07° 32' 11" E |
| C25 | 242.07 | 242.07 | 72.02 36' | 242.07 | N 07° 32' 11" E |
| C26 | 242.07 | 242.07 | 72.02 36' | 242.07 | N 07° 32' 11" E |
| C27 | 242.07 | 242.07 | 72.02 36' | 242.07 | N 07° 32' 11" E |
| C28 | 242.07 | 242.07 | 72.02 36' | 242.07 | N 07° 32' 11" E |
| C29 | 242.07 | 242.07 | 72.02 36' | 242.07 | N 07° 32' 11" E |
| C30 | 242.07 | 242.07 | 72.02 36' | 242.07 | N 07° 32' 11" E |
| C31 | 242.07 | 242.07 | 72.02 36' | 242.07 | N 07° 32' 11" E |
| C32 | 242.07 | 242.07 | 72.02 36' | 242.07 | N 07° 32' 11" E |
| C33 | 242.07 | 242.07 | 72.02 36' | 242.07 | N 07° 32' 11" E |
| C34 | 242.07 | 242.07 | 72.02 36' | 242.07 | N 07° 32' 11" E |
| C35 | 242.07 | 242.07 | 72.02 36' | 242.07 | N 07° 32' 11" E |
| C36 | 242.07 | 242.07 | 72.02 36' | 242.07 | N 07° 32' 11" E |
| C37 | 242.07 | 242.07 | 72.02 36' | 242.07 | N 07° 32' 11" E |
| C38 | 242.07 | 242.07 | 72.02 36' | 242.07 | N 07° 32' 11" E |
| C39 | 242.07 | 242.07 | 72.02 36' | 242.07 | N 07° 32' 11" E |
| C40 | 242.07 | 242.07 | 72.02 36' | 242.07 | N 07° 32' 11" E |
| C41 | 242.07 | 242.07 | 72.02 36' | 242.07 | N 07° 32' 11" E |
| C42 | 242.07 | 242.07 | 72.02 36' | 242.07 | N 07° 32' 11" E |
| C43 | 242.07 | 242.07 | 72.02 36' | 242.07 | N 07° 32' 11" E |
| C44 | 242.07 | 242.07 | 72.02 36' | 242.07 | N 07° 32' 11" E |
| C45 | 242.07 | 242.07 | 72.02 36' | 242.07 | N 07° 32' 11" E |
| C46 | 242.07 | 242.07 | 72.02 36' | 242.07 | N 07° 32' 11" E |
| C47 | 242.07 | 242.07 | 72.02 36' | 242.07 | N 07° 32' 11" E |
| C48 | 242.07 | 242.07 | 72.02 36' | 242.07 | N 07° 32' 11" E |
| C49 | 242.07 | 242.07 | 72.02 36' | 242.07 | N 07° 32' 11" E |
| C50 | 242.07 | 242.07 | 72.02 36' | 242.07 | N 07° 32' 11" E |
| C51 | 242.07 | 242.07 | 72.02 36' | 242.07 | N 07° 32' 11" E |
| C52 | 242.07 | 242.07 | 72.02 36' | 242.07 | N 07° 32' 11" E |
| C53 | 242.07 | 242.07 | 72.02 36' | 242.07 | N 07° 32' 11" E |
| C54 | 242.07 | 242.07 | 72.02 36' | 242.07 | N 07° 32' 11" E |
| C55 | 242.07 | 242.07 | 72.02 36' | 242.07 | N 07° 32' 11" E |
| C56 | 242.07 | 242.07 | 72.02 36' | 242.07 | N 07° 32' 11" E |
| C57 | 242.07 | 242.07 | 72.02 36' | 242.07 | N 07° 32' 11" E |
| C58 | 242.07 | 242.07 | 72.02 36' | 242.07 | N 07° 32' 11" E |
| C59 | 242.07 | 242.07 | 72.02 36' | 242.07 | N 07° 32' 11" E |
| C60 | 242.07 | 242.07 | 72.02 36' | 242.07 | N 07° 32' 11" E |
| C61 | 242.07 | 242.07 | 72.02 36' | 242.07 | N 07° 32' 11" E |
| C62 | 242.07 | 242.07 | 72.02 36' | 242.07 | N 07° 32' 11" E |
| C63 | 242.07 | 242.07 | 72.02 36' | 242.07 | N 07° 32' 11" E |
| C64 | 242.07 | 242.07 | 72.02 36' | 242.07 | N 07° 32' 11" E |
| C65 | 242.07 | 242.07 | 72.02 36' | 242.07 | N 07° 32' 11" E |
| C66 | 242.07 | 242.07 | 72.02 36' | 242.07 | N 07° 32' 11" E |
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| C69 | 242.07 | 242.07 | 72.02 36' | 242.07 | N 07° 32' 11" E |
| C70 | 242.07 | 242.07 | 72.02 36' | 242.07 | N 07° 32' 11" E |
| C71 | 242.07 | 242.07 | 72.02 36' | 242.07 | N 07° 32' 11" E |
| C72 | 242.07 | 242.07 | 72.02 36' | 242.07 | N 07° 32' 11" E |
| C73 | 242.07 | 242.07 | 72.02 36' | 242.07 | N 07° 32' 11" E |
| C74 | 242.07 | 242.07 | 72.02 36' | 242.07 | N 07° 32' 11" E |
| C75 | 242.07 | 242.07 | 72.02 36' | 242.07 | N 07° 32' 11" E |
| C76 | 242.07 | 242.07 | 72.02 36' | 242.07 | N 07° 32' 11" E |
| C77 | 242.07 | 242.07 | 72.02 36' | 242.07 | N 07° 32' 11" E |
| C78 | 242.07 | 242.07 | 72.02 36' | 242.07 | N 07° 32' 11" E |
| C79 | 242.07 | 242.07 | 72.02 36' | 242.07 | N 07° 32' 11" E |
| C80 | 242.07 | 242.07 | 72.02 36' | 242.07 | N 07° 32' 11" E |
| C81 | 242.07 | 242.07 | 72.02 36' | 242.07 | N 07° 32' 11" E |
| C82 | 242.07 | 242.07 | 72.02 36' | 242.07 | N 07° 32' 11" E |
| C83 | 242.07 | 242.07 | 72.02 36' | 242.07 | N 07° 32' 11" E |
| C84 | 242.07 | 242.07 | 72.02 36' | 242.07 | N 07° 32' 11" E |
| C85 | 242.07 | 242.07 | 72.02 36' | 242.07 | N 07° 32' 11" E |
| C86 | 242.07 | 242.07 | 72.02 36' | 242.07 | N 07° 32' 11" E |
| C87 | 242.07 | 242.07 | 72.02 36' | 242.07 | N 07° 32' 11" E |
| C88 | 242.07 | 242.07 | 72.02 36' | 242.07 | N 07° 32' 11" E |
| C89 | 242.07 | 242.07 | 72.02 36' | 242.07 | N 07° 32' 11" E |
| C90 | 242.07 | 242.07 | 72.02 36' | 242.07 | N 07° 32' 11" E |
| C91 | 242.07 | 242.07 | 72.02 36' | 242.07 | N 07° 32' 11" E |
| C92 | 242.07 | 242.07 | 72.02 36' | 242.07 | N 07° 32' 11" E |
| C93 | 242.07 | 242.07 | 72.02 36' | 242.07 | N 07° 32' 11" E |
| C94 | 242.07 | 242.07 | 72.02 36' | 242.07 | N 07° 32' 11" E |
| C95 | 242.07 | 242.07 | 72.02 36' | 242.07 | N 07° 32' 11" E |
| C96 | 242.07 | 242.07 | 72.02 36' | 242.07 | N 07° 32' 11" E |
| C97 | 242.07 | 242.07 | 72.02 36' | 242.07 | N 07° 32' 11" E |
| C98 | 242.07 | 242.07 | 72.02 36' | 242.07 | N 07° 32' 11" E |
| C99 | 242.07 | 242.07 | 72.02 36' | 242.07 | N 07° 32' 11" E |
| C100 | 242.07 | 242.07 | 72.02 36' | 242.07 | N 07° 32' 11" E |

TOTAL AREA IN DISTRIBUTION DRIVE AND TOWNSHIP ROAD IS 8,271 ACRES.



PETERMAN ASSOCIATES INC.
 ARCHITECTS - ENGINEERS - SURVEYORS
 10000 W. 11th Street, Suite 100
 Overland Park, KS 66211
 Phone: (913) 241-1100
 Fax: (913) 241-1100

from Plat with 1" = 30' Release with Aluminum Cop.
 December 17, 2015

3. SITE PLAN APPLICATION #SP-01-2016 filed by Chris Nagy, 1335 Lima Avenue, Findlay for 5000 square foot expansion of a building located at 1233 Lima Avenue, Findlay.

HRPC

General Information

This request is located on the southeast corner of Lima Avenue and Blaine Avenue. It is zoned C-2 General Commercial. All surrounding parcels are also zoned C-2 General Commercial. It is not located within the 100 year flood plain. The City of Findlay Land Use Plan designates the area as Neighborhood Commercial.

Parcel History

This is the site of an existing machine shop.

Staff Analysis

The applicant is proposing to construct a 5,000 square foot addition on the south side of the existing 2621 square foot building.

The use is non-conforming for the C-2 district. Machining is a permitted use in I-1 Light Industrial. The zoning code does not permit the expansion of a non-conforming use. Thus, the applicant's options are to submit to the Board of Zoning Appeals for a variance to expand the business or request to rezone the property to I-1 Light Industrial.

Setbacks are an issue also in either zoning district. The I-1 district has larger setbacks than the C-2 district. The layout submitted shows the setbacks for C-2 but the building does not fit within those boundaries either. The building encroaches into both side yards. This will also require a variance if the request to expand the non-conforming use is approved.

The plan indicates that there will be a maximum of 4 employees. At 1.1 spaces per employee that industrial uses require, the 5 spaces meet the minimum requirement.

The curb cut onto Blaine Avenue is being removed. Access will be from Lima Avenue only. Currently the Lima Avenue side is a continuous open asphalt area from the street. Engineering may wish to see some more controlled access for the site.

The maximum height in C-2 is 60'. According to the construction company that designed the addition, it will be slightly less than 21 feet in height. It will be an all steel building.

There are existing residences to the south and the east half of the property. Screening is shown with 6' privacy fencing and landscaping. The rear line has canopy trees as well as evergreens on the outside of the fence. Along the east side only evergreens are shown with the notation that there are overhead utility lines that would be an issue with tall deciduous trees.

HRPC Staff questions if this site is even appropriate for the use and size. The building will be nearly triple the size it is currently, setbacks are an issue, and the use is technically not permitted in this zoning district. Staff feels that this is one of the reasons that the code actually states that non-conformities should not be permitted to expand. They are trying to fit too much into too small a space. Changing the zoning which is very much against what the land use plan indicates, will bring the use into compliance but the setbacks are greater and will then require larger

variances.

Staff Recommendation

HRPC Staff recommends that FCPC either **deny SITE PLAN APPLICATION #SP-01-2016 for 5000 square foot expansion of a building located at 1233 Lima Avenue, Findlay or table the proposal until all the issues with BZA can be resolved.**

ENGINEERING

Access – The site currently has a drive on Blaine Street and a second drive along Lima Avenue. The applicant is proposing to remove the drive on Blaine Street and make no changes to the drive on Lima Avenue. The existing drive on Lima Avenue is approximately 180 feet wide and includes the entire frontage of the property. While it can be difficult to get delivery vehicles into and out of smaller sites like this one, having the entire frontage along Lima Avenue as one large curb cut seems excessive. Engineering believes that it should be possible to have 2 smaller drives spaced so that delivery vehicles would still be able to enter/leave the site.

Water & Sanitary Sewer – The applicant is proposing a new sewer service to serve both the existing building and the proposed building addition. No water services are shown so we are assuming that water will be extended from the existing building, if needed.

Stormwater Management – Stormwater detention is being provided by proposed detention basin located in the southwest corner of the property. The design calculations submitted meet the City of Findlay standards.

Sidewalks – There are no existing sidewalks in the area.

Recommendations: Conditional approval of the plan subject to the following conditions:

- The consultant work with Engineering to reduce the width of the existing drive along Lima Avenue.

The following permits may be required prior to construction:

- Sanitary Tap Permit
- Storm Sewer Tap Permit

FIRE PREVENTION

No Comments

SP-01-16

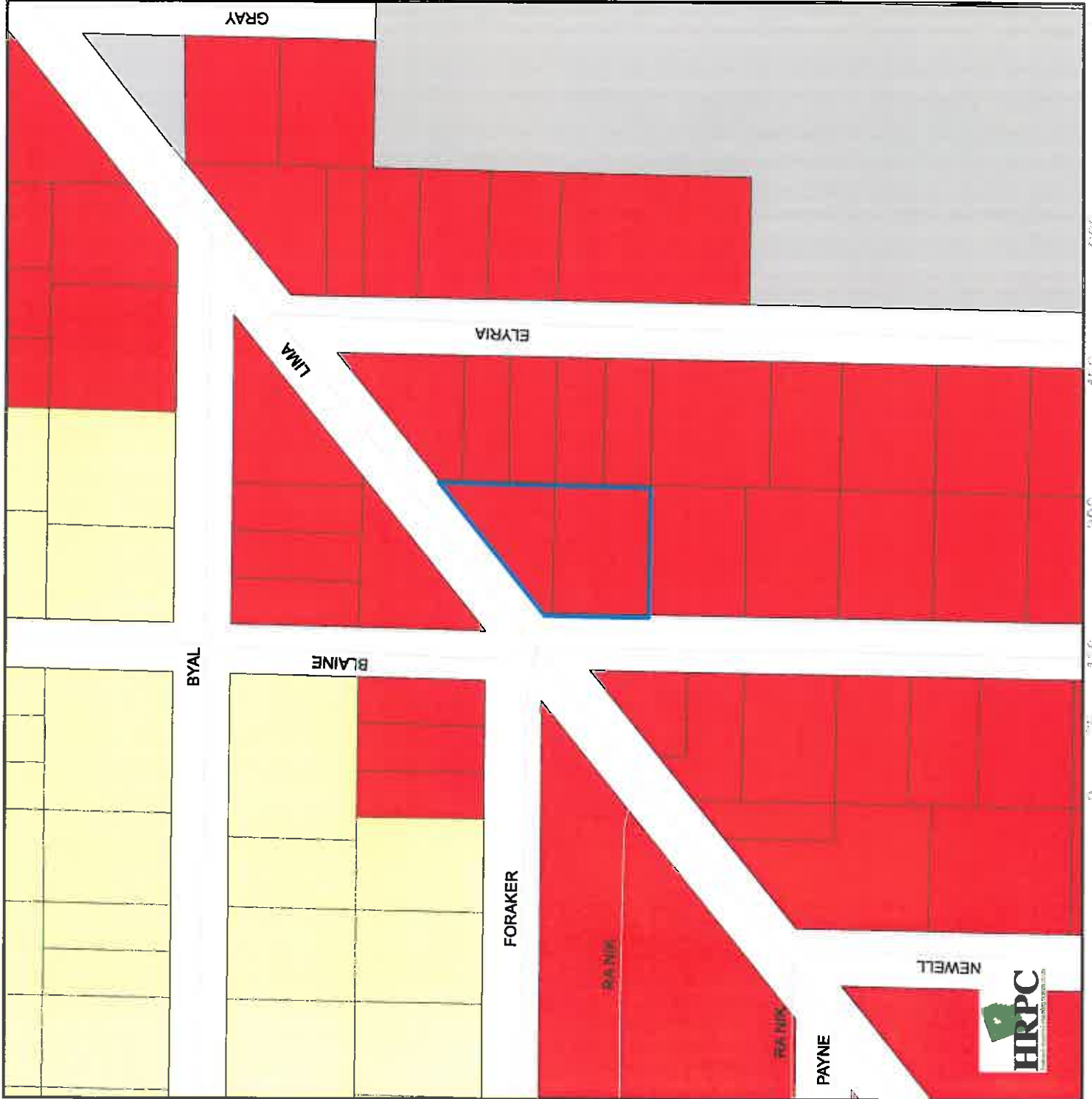
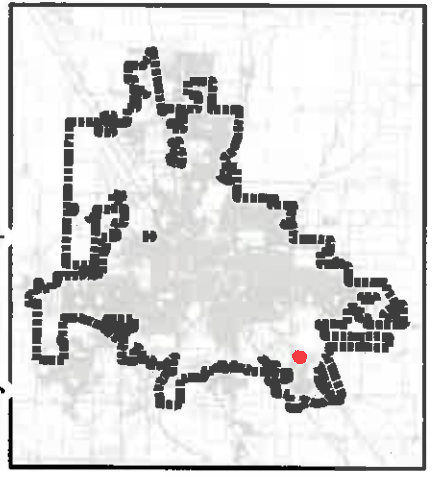
SITE PLAN APPLICATION

filed by Chris Nagy for 5000 square foot expansion of a building located at 1233 Lima Avenue, Findlay.

Legend

- 1233 Lima Avenue
- Road Centerlines
- Findlay City
- Findlay Zoning District
- R2 - Single Family, Medium Density
- C2 - General Commercial District
- I1 - Light Industrial
- Parcels

Findlay Locator Map



SP-01-16

SITE PLAN APPLICATION
filed by Chris Nagy for 5000 square
foot expansion of a building located
at 1233 Lima Avenue, Findlay.

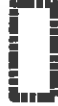
Legend



1233 Lima Avenue

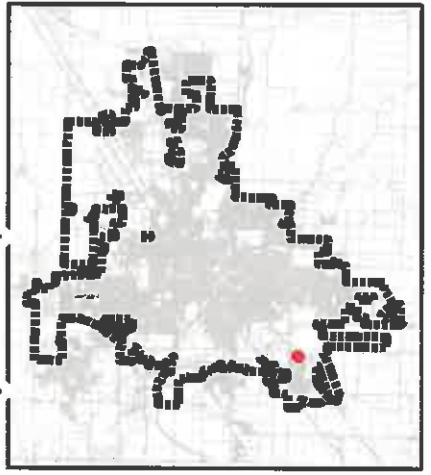
Road Centerlines

Parcels



Findlay City

Findlay Locator Map



| PHASE OF DOCUMENTS | |
|-------------------------------------|--------------|
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| <input checked="" type="checkbox"/> | PERMITS |
| <input type="checkbox"/> | CONSTRUCTION |

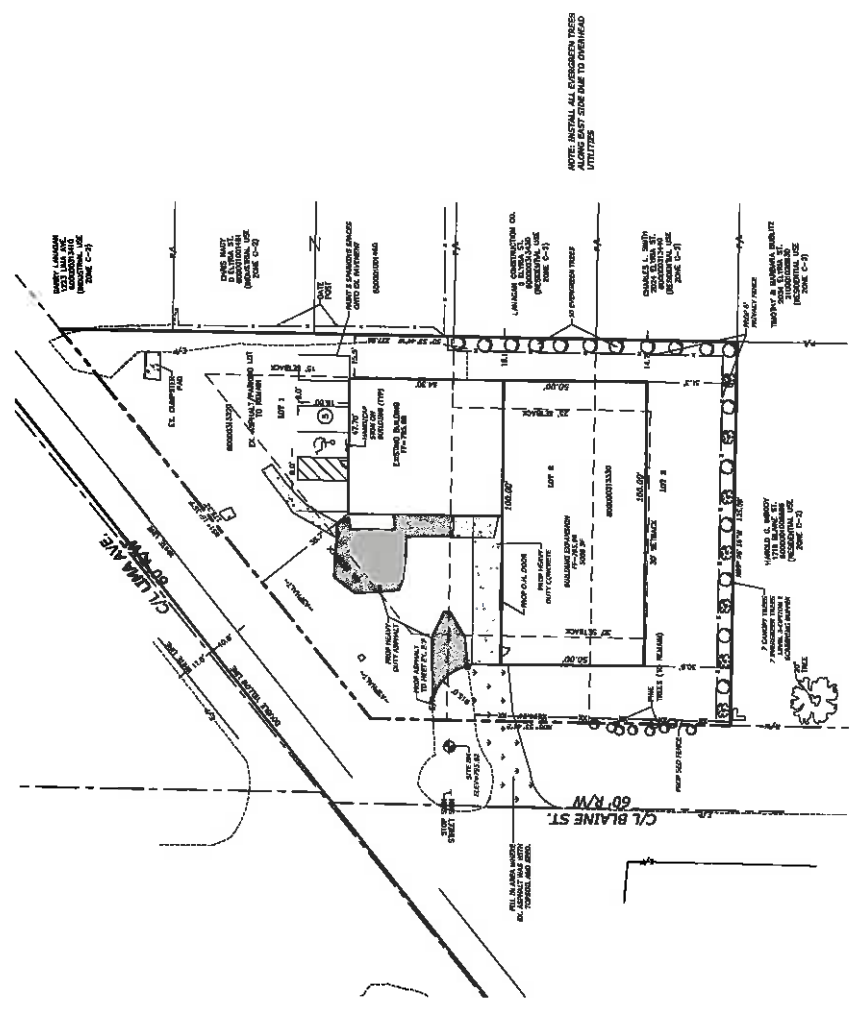


PREPARED FOR:
BRIAN DEWEY
1233 Lima Ave.
Piquette, OH

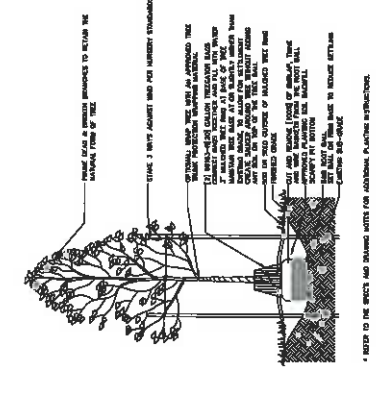
Proposed Dimension Plan

| DATE | DESCRIPTION |
|------|-------------|
| | |

| | |
|--|------------------|
| PROJECT: 111 | |
| NAME: JGK | DESIGNER: DNS |
| OWNER: JGK | SCALE: 1"=30' |
| DATE: 12/15/15 | |
| JOB NUMBER: P:\Projects\111101\11101.DWG | PLOT NUMBER: SPZ |

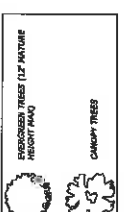


NOTE: INSTALL ALL PROPOSED TREES ALONG EAST SIDE DUE TO OVERHEAD UTILITIES



TREE PLANTING DETAIL NOT TO SCALE

LANDSCAPE LEGEND



LEGEND

| | |
|--|---------------------------------------|
| | CONCRETE PAD |
| | CANOPY TREE |
| | ENGLISH SPICE (12' MATURE HEIGHT MAX) |
| | RETENTION WALL |
| | 12\"/> |
| | 18\"/> |
| | 24\"/> |
| | 30\"/> |
| | 36\"/> |
| | 42\"/> |
| | 48\"/> |
| | 54\"/> |
| | 60\"/> |
| | 66\"/> |
| | 72\"/> |
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| | 144\"/> |
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| | 162\"/> |
| | 168\"/> |
| | 174\"/> |
| | 180\"/> |



4. SITE PLAN APPLICATION #SP-02-2016 filed by Marathon Petroleum, 539 S. Main Street, Findlay for a hotel to be located at 631 S. Main Street, Findlay.

HRPC

General Information

This project is located on the northeast corner of S. Main Street and E. Lincoln Street. It is zoned C-3 Downtown and all surrounding parcels are also zoned C-3. It is not within the 100 year flood hazard area. The City of Findlay Land Use Plan designates the area as Downtown.

Parcel History

The site is currently a surface parking lot for Marathon Petroleum.

Staff Analysis

The applicant is proposing to construct a 33,475 square foot, 5 story hotel.

There are no building setbacks in the C-3 Downtown District. It appears that the canopy at the front of the building will overhang slightly into the right of way. This can be taken care of with a variance from BZA or a redesign to shorten the overhang. There are no building height restrictions.

The structure will use the existing curb cut on E. Lincoln Street and add a drop off area with parking on the Main Street side. Staff has some concern over the drop off area and how pedestrians will maneuver here. A sidewalk is shown which would direct walkers up along the building in front of the entry and then back to the street. Normally the City requires the sidewalk to continue through any driveways. Due to the configuration and use of the drive area, it could be potentially difficult for a pedestrian to cross through vehicular traffic.

There is also a separate one way drive at the north end of the site. The plans indicate that this will be one way heading east into the site. The drawings show a future island (part of the downtown improvement plan) on S. Main Street directly across from this area which will prohibit left hand turns from Main Street.

Off street parking is not required in the Downtown District. The hotel plans to utilize the parking garage on E. Lincoln Street which is currently under construction and will have a direct connection to the building from the second level.

Architecturally, the building is designed to blend with the historic character of downtown and the newer Marathon buildings.

Street trees along E. Lincoln Street will match the trees being added along the parking garage and there are plantings along the foundation on this side as well. There are two outdoor seating/patio areas, one on the north side of the hotel and another at the southeast corner which will be lined with landscaping. There is one tree well on the Main Street side and planters along the entryway of the hotel.

Staff Recommendation

HRPC Staff recommends approval to FCPC of SITE PLAN APPLICATION #SP-02-2016 for a hotel to be located at 631 S. Main Street, Findlay subject to the following:

- **Rectify the canopy overhang either by BZA Variance of shortening of the canopy**
- **Resolve the pedestrian movement issue across the front (Main Street) entry**

ENGINEERING

Access – The site currently has one drive on Lincoln Street. The applicant is proposing to keep the drive on Lincoln Street and add a drop off with overflow parking area along Main Street and a separate one way drive to go around the hotel to the existing parking garage located to the east of the site. This configuration will eliminate the 8 remaining parking spaces on the east side of Main Street between Hardin Street and Lincoln Street. The applicant will need to apply to Traffic Commission to get approval for the parking spaces to be removed. The current plan does not show any signage or pavement markings to indicate the drive will be one way.

The plans show the proposed canopy in the right of way. There are numerous buildings downtown that have awnings and other items that project into the right of way. As part of the Main Street project that is currently under design, the City will have to certify that the right of way is clear (meaning no encroachments). For this reason the city should either issue a permit for the canopy or vacate the right of way around the canopy so that the property under the canopy would be private property and not public right of way. The existing plan does show the canopy hanging over the curb line by about 1 foot. Engineering would like the canopy to be shortened so that it would not overhang the curb.

Water & Sanitary Sewer – The applicant is proposing 2 new water services off of the existing 8” waterline. The applicant is proposing 1 new sanitary tap off of the 15” sewer in Lincoln Street. For the connection to the existing sewer, either collars or a structure will need to be added, no fernco or saddles will be allowed. We will need to know the size of any banquet or meeting rooms so that we can determine the number of ERU’s so that the sanitary fees can be calculated.

Other Utilities – There are two, 3 inch conduits running behind the existing curb line that have electrical lines for the existing street lights and telephone cables that are used to interconnect the traffic signals. The conduits are 1-1/2 to 2 feet deep. The contractor will need to make sure that these conduits are protected and not damaged during construction (especially in the drop off area). The existing pullboxes that are currently located in the sidewalk will now be located in the drop off area. These pullboxes are not traffic rated. The contractor will need to coordinate with the City personnel to determine how to adjust/modify the existing pullboxes to minimize the pulling of new wires and/or the addition of a bunch of splices into the wires.

Stormwater Management – The existing site is 100% impervious. With the greenspace being added around the hotel, the existing runoff from the site will be reduced so no detention will be required. The site will need to be added to the existing.

Sidewalks – There are existing sidewalks on Main Street and Lincoln Street. The existing sidewalk will be removed and replaced as part of the project.

Recommendations: Conditional approval of the plan subject to the following conditions:

- Add signage or pavement markings to designate the one way drive around the hotel to the parking garage.
- Apply to Traffic Commission to get approval for the removal of the 8 parking spaces on the east side of Main Street.

- Shorten the proposed canopy so that it does not overhang the curb line.

The following permits may be required prior to construction:

- Street Opening Permit
- Sanitary Permit
- Storm Permit x 3
- Water Permit x 2
- Sidewalk Permit
- Curb Cut Permit x 2

FIRE PREVENTION

Final location of the Fire Department Connection (FDC) shall be determined by FFD
This structure will require a Knox box.

STAFF RECOMMENDATION




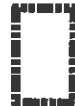
Staff recommends that FCPC **approve SITE PLAN APPLICATION #SP-02-2016 for a hotel to be located at 631 S. Main Street, Findlay subject to the following:**

- **Rectify the canopy overhang either by BZA Variance of shortening of the canopy (HRPC & ENG)**
- **Resolve the pedestrian movement issue across the front (Main Street) entry (HRPC)**
- **Add signage or pavement markings to designate the one way drive around the hotel to the parking garage. (ENG)**
- **Apply to Traffic Commission to get approval for the removal of the 8 parking spaces on the east side of Main Street. (ENG)**
- **Final location of the Fire Department Connection (FDC) shall be determined by FFD (FIRE)**
- **This structure will require a Knox box. (FIRE)**

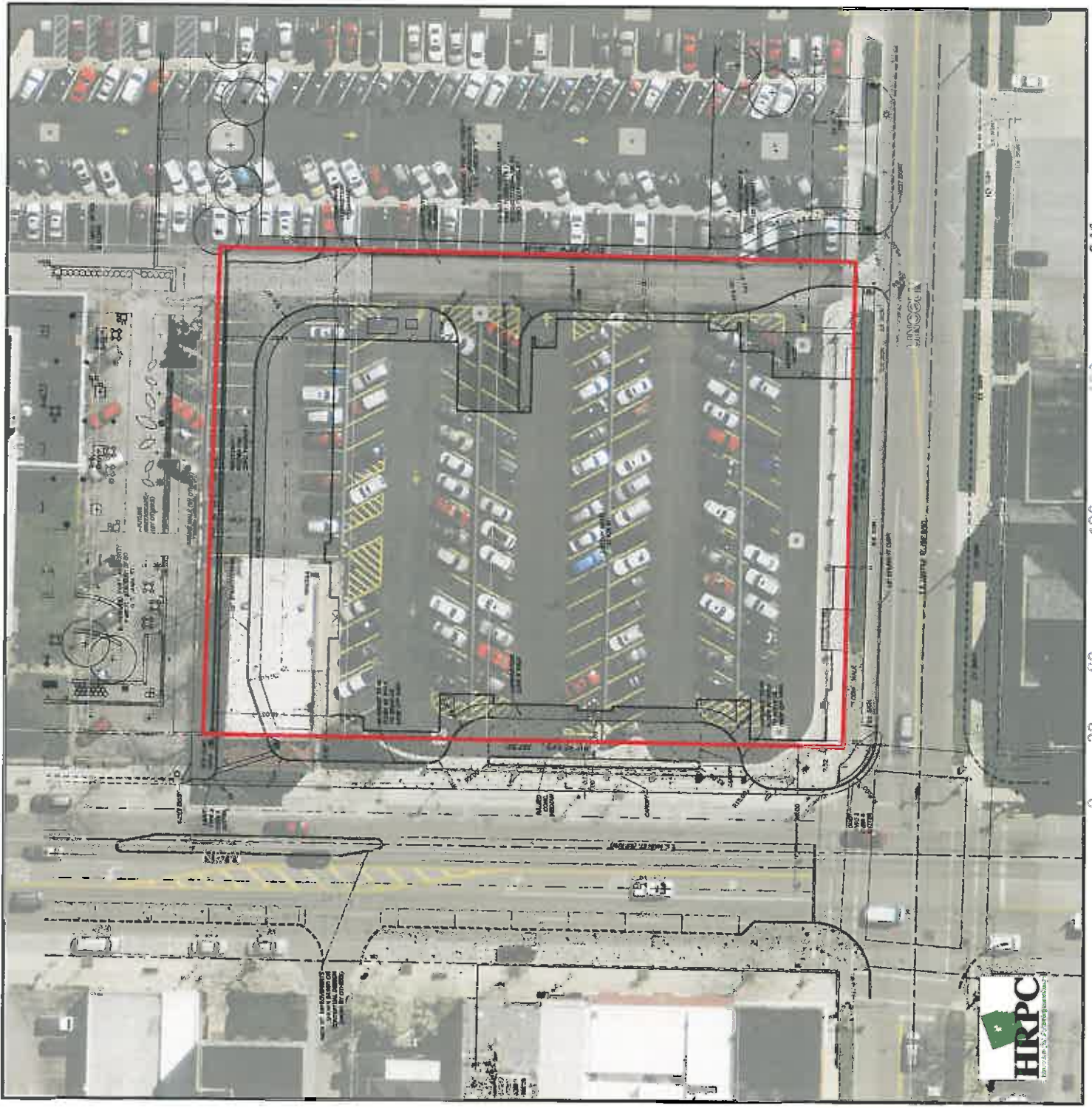
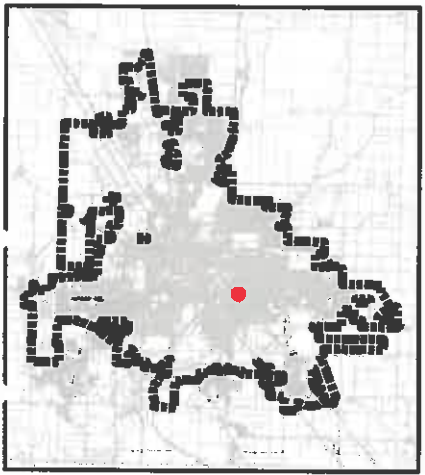
SP-02-2016

SITE PLAN APPLICATION
filed by Marathon Petroleum
for a hotel to be located at
631 S. Main Street, Findlay.

Legend

-  Hancock Hotel
-  Road Centerlines
-  Parcels
-  Findlay City

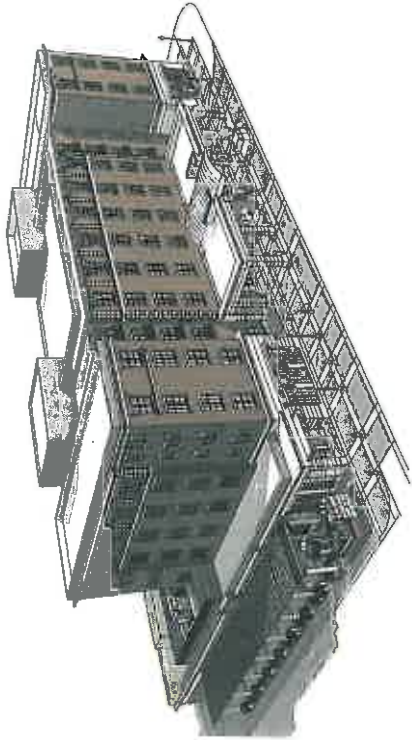
Findlay Locator Map



HANCOCK HOTEL
 MARATHON PETROLIUM
 CORPORATE CAMPUS
 1000 W. 10TH ST
 MINNEAPOLIS, MN 55404



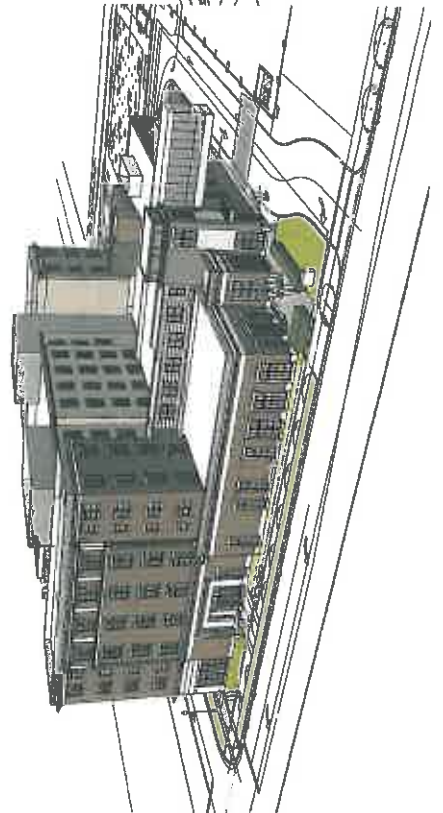
4000 WEST PLYMOUTH AVENUE
 SUITE 200
 MINNEAPOLIS, MN 55425
 TEL: 612.338.1111
 WWW.ESCARCHITECTS.COM



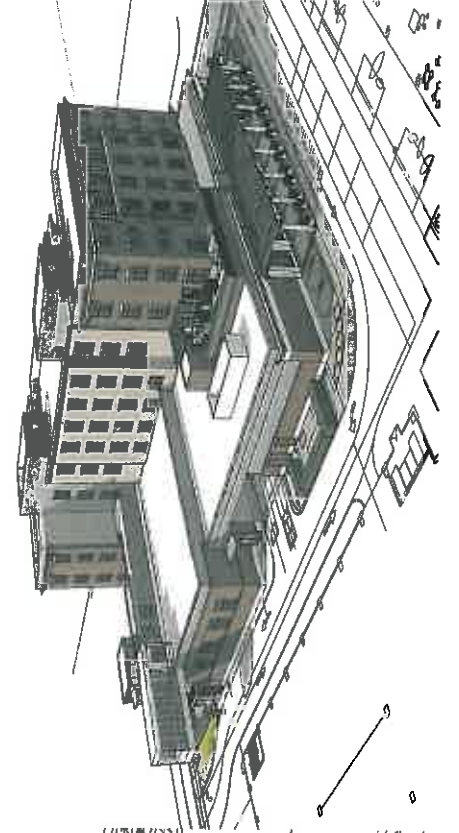
1.1 VIEW FROM SOUTHWEST

1.2 VIEW FROM NORTHWEST

NOT FOR CONSTRUCTION



1.3 VIEW FROM SOUTHEAST



1.4 VIEW FROM NORTHWEST

| | |
|-------------------------------------|-----------------------------------|
| 12/17/15 SITE PLAN REVIEW SET | |
| DESIGNAL NUMBER: 150101 | DATE: 01/15/15 |
| PROJECT NAME: HANCOCK HOTEL | PROJECT LOCATION: 1000 W. 10TH ST |
| CLIENT: MARATHON PETROLIUM | ARCHITECT: ESC ARCHITECTS |
| SCALE: AS SHOWN | BY: [Signature] |

HANCOCK HOTEL
 MARATHON PETROLIUM
 CORPORATE CAMPUS
 3D BIRD'S EYE VIEW
A3.3